

Infrastructure Committee Agenda

Date: Thursday, 8 December, 2022

Time: 9:00 am

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Cr Simon Reid (Chair Person)
Cr Phil Halse (Deputy Chair Person)
His Worship the Mayor Vince Cocurullo
Cr Gavin Benney
Cr Nicholas Connop
Cr Ken Couper
Cr Jayne Golightly
Cr Deborah Harding
Cr Patrick Holmes
Cr Scott McKenzie
Cr Marie Olsen
Cr Carol Peters
Cr Phoenix Ruka
Cr Paul Yovich

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

1. Declarations of Interest / Take Whaipānga	
2. Apologies / Kore Tae Mai	
3. Decision Reports / Whakatau Rīpoata	
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6. Closure of Meeting / Te katinga o te Hui	

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 Simon Reid

Deputy Chairperson Councillor Phil Halse

Members His Worship the Mayor Vince Cocurullo
 Councillors Gavin Benney, Nicholas Connop, Ken Couper, Jayne Golightly, Deborah Harding, Patrick Holmes, Marie Olsen, Scott McKenzie, Carol Peters Phoenix Ruka and Paul Yovich

Meetings Monthly

Quorum 7

Purpose

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

Key responsibilities

- Oversight of services including:
 - Transportation
 - Three Waters
 - Wastewater
 - Stormwater
 - Flood Management
 - Drinking Water
 - Laboratory services
 - Solid waste, waste minimisation and recycling services
 - Parks and reserves
 - Cemetery
- Accountable for the development and implementation of the Infrastructure Strategy, Activity Management Plans (AMP's) and Development Contributions Policy.
- Operational accountability of performance including:
 - Health and Safety

- Regular reporting on service delivery
- Compliance
- Sustainability
- Finance

- Trends
- Benefits (positive outcomes achieved)
- Customer feedback
- Risk

- Accountability for the delivery of the Capital Programme.
 Committee will receive:
 - Capital Programme financial reporting over a three year horizon
 - Health and Safety reporting
 - Programme reporting
 - Procurement activities and strategies
 - Resourcing issues and requirements
 - Project Management Office gateway reviews and activities

- Procurement oversight - 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
 - quarterly reporting on performance

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) 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).
- f) 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.

The Committee does not have:

- i. The power to establish sub-committees.
- ii. The powers Council is expressly prohibited from delegating as outlined in Clause 32(1)(a)-(h) of Schedule 7 of the Local Government Act 2002; being:
 - the power to make a rate
 - the power to make a bylaw
 - the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan
 - the power to adopt a long-term plan, annual plan or annual report
 - the power to appoint a chief executive the power to adopt policies required to be adopted and consulted on under the Local Government 2002 in association with the long-term plan or developed for the purpose of the local governance statement
 - the power to adopt a remuneration and employment policy.

3.1 Petition for the Sealing of Henare Road

Meeting: Infrastructure Committee
Date of meeting: 8 December 2022
Reporting officer: J Devine, Strategy & Planning Manager, NTA

1 Purpose / Te Kaupapa

To present a petition requesting the sealing of Henare Road, Pipiwai.

2 Recommendations / Whakataunga

That the Infrastructure Committee;

1. Receives the petition; and

2. **Either;**

a. Approves an allocation of \$650,000 funding for the sealing of Henare Road from unbudgeted debt.

or

b. Advises the petition organiser that the sealing of Henare Road will be considered as part of the development of the unsealed road sealing programme 2024-27, along with all other unsealed roads, subject to funding being allocated for seal extension projects as part of the 2024-27 Long Term Plan.

3 Background / Horopaki

This petition (Attachment 1) has been received from the Pipiwai Community requesting a Special Application from the Whangarei District Council to have Henare Road included in the priority list for the Council's sealing programme.

4 Discussion / Whakawhiti kōrero

It is Council policy that petitions that are received by Council regarding Roading matters are presented to the Council on behalf of the petitioners.

In December 2021 the Infrastructure Committee approved the construction of up to 17.3km of new seal extension for the 2021-24 Long Term Plan period. That programme is currently being constructed and will be completed by June 2024. There is currently no further funding budgeted in the approved Council programme for further seal extension projects during this period.

Henare Road was previously considered as part of the development of that programme but did not make the Council's shortlist of projects as the prioritisation process concentrated on the reduction of dust affecting people and houses and used buildings per kilometre and traffic volumes as a differentiator.

To seal Henare Road's 1.3km would cost approximately \$650,000.

If approved the required \$650,000 for the sealing of Henare Road project would need to be approved as unbudgeted spend and funded by debt.

The Options for Council are:

(a) Approve an allocation of \$650,000 funding for the sealing of Henare Road from unbudgeted debt

Or

(b) Advise the petition organiser that the sealing of Henare Road will be considered as part of the development of the unsealed road sealing programme 2024-27, along with all other unsealed roads, subject to funding being allocated for seal extension projects as part of the 2024-27 LTP

The staff recommendation is for Option (b). Currently Council already has an approved seal extension programme of \$8M to complete over the next 2 summer construction seasons. Staff, Consultant and Contractor resources are currently constrained due to the carryover and catch up works from the 2021/22 season due to the late approval of the Waka Kotahi NZTA funded programme in 2021.

If Council wish to fund this work and have it constructed during the current programme then some other works may need to be deferred to allow this to occur. Progress on the construction of the current Seal Extension programme is detailed in the separate agenda paper to be considered at this meeting "Seal Extension Programme Update".

5 Significance and engagement / Te Hira me te Arawhiti

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

6 Attachment / Ngā Tāpiritanga

1 Petition requesting the sealing of Henare Rd, Pipiwai. September 2022

Thursday 1st September 2022.

Dear Mayor Sheryl Mai, Councillors Greg Innes, Shelley Deeming, Ken Couper, Jayne Golightly, Anna Murphy, Tricia Cutforth, Greg Martin, Simon Reid, Carol Peters, Nicholas Connop, Phil Halse and Vince Cocurollo,

a meeting between the Northland Transport Alliance Strategy and Planning Manager Jeff Devine, Len Bristowe, Betty Cherrington, Kelvin Davis and I was held on site at Henare Road on Friday the 1st of July to discuss the urgent need to seal Henare Road.

Henare Road is an unsealed no exit road that is approximately 1.9 kilometres with the first 200 metres of the road next to Te Horo School.

Henare Road is also adjacent to Tau Henare Marae.

The impact of the dust that is created next to the School and the Marae needs your urgent attention to be fixed.

Therefore we would like to request that a Special Application from the Whangarei District Council to have Henare Road be included in the priority list for the Council's sealing programme please.

As in my previous email Cc to you all dated the 18th of May 2022, this roading situation has already been brought to your attention.

On behalf of the Pipiwai Community please give our request to have Henare Road sealed your utmost consideration.

We look forward to receiving your response.

Thank you.

Yours sincerely,
Alex Wright.

634 Wright Road
RD 6
Whangarei 0176

Phone: 094300941
Mobile: 0274705365

4.1 Wharf Road, Parua Bay wharf - safety update

Meeting: Infrastructure Committee
Date of meeting: 8 December 2022
Reporting officer: Manager Parks & Recreation (Sue Hodge)

1 Purpose / Te Kaupapa

To update elected members regarding management of the public safety risk at the wharf at Wharf Road, Parua Bay.

2 Recommendation / Whakataunga

That the Infrastructure Committee notes the report on the Parua Bay wharf.

3 Background / Horopaki

In August 2022 staff reported to a Council Briefing (attached) on the structural integrity of the Wharf Road wharf and the closure of the facility to the public. This highlighted that the structure had reached it's end of life and that due to the risk of falling masonry and other hazards, the wharf be closed to the public.

Council requested that a peer review be undertaken and if this confirmed our position, to start consultation with the community and explore replacement options.

4 Discussion / Whakawhiti kōrero

The peer review has been undertaken by Tonkin & Taylor and it has confirmed the findings of the original GRITT report.

Early consultation has started with Ngāti Tū and Ngāti Kahu o Torongare to understand cultural or environmental interests and get an understanding of the use of the facility.

To ensure public safety it is proposed to remove 5 metres of the wharf structure where it abuts the road to prevent public access. Discussions are underway with a contractor to confirm a suitable methodology. This methodology will be shared with hapū and the regional council. Subject to a consensus the work it is planned for mid- December ahead of the summer season.



The cost of removal and disposing of the concrete is around \$20,000 and will be a charge to the Coastal Structures Management operational budget and may cause a small budget over spend.

A communication plan will be developed so that people are aware of the risk, understand why we are removing the current wharf and explain how we are developing an alternative fishing platform.

Once the public access risk is removed, staff will take the time necessary to consult with all parties regarding a suitable fit for purpose replacement. Funding for the replacement will need to be included in the Annual Plan or LTP depending on the urgency of replacement.

5 Attachments / Ngā Tāpiritanga

1. August 2022 Council Briefing report [Wharf Road, Parua Bay wharf closure.pdf](#)
[\(escribemeetings.com\)](#)

2.10 Wharf Road, Parua Bay wharf closure

Meeting: Council Briefing
Date of meeting: 11 August 2022
Reporting officer: Sue Hodge (Manager Parks & Recreation)

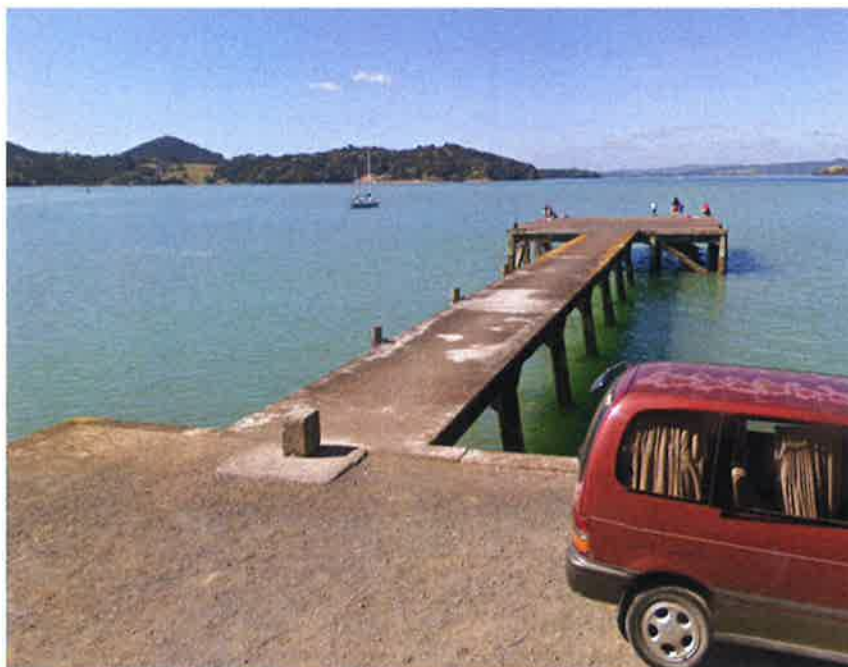
1 Purpose / Te Kaupapa

The purpose of this report is to inform Councillors about the structural integrity of the Wharf Road, Parua Bay wharf and its closure.

2 Background / Horopaki

Every three years we get civil and structural engineers to undertake a more comprehensive inspections of our coastal and parks high risk assets.

Part of this inspection included Wharf Road wharf. It is a concrete reinforced structure originally designed for barge traffic and now used as a fishing platform. Vehicle access to the wharf is restricted by a centrally placed bollard. Although there is limited parking and a tight turning area it is a popular spot.



3 Discussion / Whakawhiti kōrero

WSP inspection report dated April 2018 said the structure had failed however as the structure is large and has residual capacity it can remain open. They suggested further

investigation at some point. We put extra funding into the current Long-Term Plan. Due to the COVID reset this funding got pushed out a year.

In 2021 we engaged GRIT to undertake the triennial inspection. They are a local specialist coastal structure consultancy that have staff previously employed at the Whangarei port and refinery.

In March 2022 GRIT Engineering provided the report and recommended the wharf should not be used for heavy vessel mooring, or vehicular traffic. They advised that as it was originally constructed robustly, it is unlikely to fail currently with pedestrian-only traffic, however, it will be deteriorating rapidly now that significant reinforcement is exposed. No further restrictions were proposed as vehicle access has been restricted for many years.

They recommended a more in-depth structural engineering report be completed to determine if the wharf was fit for purpose for on-going use in the short term. GRITT proposed an invasive inspection as well as using drones to take photos under and around the structure and laser measuring tool to calculate the current structural capacity.

We have received this detailed report. It confirms evidence of severe deterioration in the reinforced concrete deck and longitudinal beams. Both elements have significant concrete loss and spalling. Steel reinforcing is exposed and appears brittle/detached from the main deck. This severely reduces the carrying capacity and it is not adequate to resist design loads as per current standards NZS3101. They consider the live load capacity to be less than 50kgs/m². They believe there is a high risk of failure.

Gritt recommended the wharf is closed to the public as soon as reasonably practicable. It was closed 23 July 2022 and signage erected.

The 2018 and 2021 Northland Regional Council compliance reports did not identify any issues.

4 Next Steps

The next step is to consult with the community and explore replacement options.

5 Attachments / Ngā Tāpiritanga

1. Wharf Road Parua Bay assessment

Technical Memorandum

Client: Whangarei District Council

Consultant: Grit Engineering Ltd

Date: 19/07/2022

Project: Parua Bay Wharf Assessment

Subject: Structural Integrity Statement

Document No: GR-0561-TMO-001-01

Originator: Erik K Thomson



(CPEng IntPE(NZ), CEng MICE AStructE)

Lead Structural Engineer

Checker: Chris Ludlow



Lead Asset Management Engineer

1. Introduction

GRIT Engineering Ltd. (GRIT) were initially engaged by Whangarei District Council (WDC) to complete an initial condition assessment of the existing Parua Bay Wharf. GRIT's inspection was completed on the 14th February 2022 and the severely deteriorated condition of the wharf was highlighted to WDC. GRIT recommended the following options:

- a) WDC consider ongoing asset inspection, maintenance and/or repair over the next 5 years.
- b) WDC consider replacement of the wharf.
- c) GRIT complete an initial Structural Engineering assessment on the load capacity of the wharf to better understand the short-term risk to users.

WDC/GRIT agreed that due to the poor condition of the wharf and potential risk to users that a Structural Engineering assessment would be the most logical next step.

2. Objective

GRIT were to determine whether the existing Parua Bay Wharf is fit for purpose for ongoing use in the short-term, based on an initial Structural Engineering assessment.

3. Methodology

- a) GRIT completed a detailed Structural inspection of the wharf to gain further information on the condition of key Structural elements and dimensions.
- b) GRIT used the information gathered from site along with Structural Engineering first principles to calculate the likely load demand and capacity of key Structural elements.
- c) GRIT discussed risks and potential mitigation measures for the wharf, based on findings from the Structural Engineering assessment.

4. Results

GRIT's Structural Engineering assessment focussed on 2 No/ main Structural Elements that were noted to be in a severely deteriorated condition:

a) Reinforced Concrete Deck

The underside of the reinforced concrete (RC) deck was observed to be showing significant concrete loss and spalling. In several locations, steel reinforcement was exposed and appeared brittle/detached from the main RC deck.



Figure 1 - Underside of RC Deck (Adjacent to Shore Abutment)

The severity of the concrete loss and steel reinforcement corrosion severely reduces the load carrying capacity of the RC deck. GRIT deem this a cause for concern due to being a key structural element that is subject to direct load from people on the top side of the deck.

Following a Structural Engineering Assessment, GRIT confirmed the following:

- The existing RC deck is not adequate to resist design loads as per current NZ Standards (NZS 3101).
- The existing RC deck has minimal load carrying capacity in several locations where severe deterioration is evident as per Figure 1.
- The extent of deterioration is such that the Live Load capacity of the RC deck is less than 50 kg/m² according to our Structural Analysis.
 - Therefore, GRIT determined that the RC deck is a critical structural weakness with a high risk of failure and potential threat to public safety.
 - **Please Note:** Our Structural Analysis is based on engineering theory – there may be some potential for load re-distribution within the RC deck which is why it has not failed, however, this is and will be very difficult to prove/verify via calculation.

b) Reinforced Concrete Longitudinal Beams

The longitudinal reinforced concrete (RC) beams were observed to be in very poor condition also. The RC beams showed evidence of significant concrete loss and spalling. The main steel reinforcement bars appeared to be severely corroded and/or had experienced complete loss/failure in some locations.



Figure 2 - Longitudinal RC Beam Deterioration

The severity of deterioration of the RC beams has significantly reduced their load carrying capacity. GRIT deem this a cause for concern as the RC beams are key primary load resisting elements and are the structural members responsible for supporting the self-weight of the deck along with the imposed live load from people.

Following a Structural Engineering Assessment, GRIT confirmed the following:

- The existing RC longitudinal beams are not adequate to resist design loads as per current NZ Standards (NZS 3101).
- The existing RC longitudinal beams have minimal load carrying capacity in several locations where severe deterioration is evident as per Figure 1.
- The extent of deterioration is such that the Live Load capacity of the RC longitudinal beam is less than 50 kg/m² according to our Structural Analysis.
 - Therefore, GRIT determines that the RC longitudinal beams are a critical structural weakness with a high risk of failure and potential threat to public safety.
 - **Please Note:** Our Structural Analysis is based on engineering theory – there may be some potential for load re-distribution within the RC longitudinal beams which is why they have not failed, however, this is and will be very difficult to prove/verify via calculation.

c) Other Potentially Critical Structural Elements

During the Structural survey, other structural elements were also noted to be showing evidence of severe deterioration. GRIT did not Structurally analyse these members in detail as the RC Deck and RC Longitudinal Beams appeared to be most critical, however, these elements could also be severely weak.

- Reinforced Concrete Piles



Figure 3 - RC Pile (Concrete Loss & Reinforcement Corrosion)

- Reinforced Concrete Transverse Beams



Figure 4 - RC Transverse Beam (Reinforcement Failure)

- Reinforced Concrete Bracing



Figure 5 - RC Brace (Cracked)

5. Conclusions

- The existing **RC Deck** has minimal load carrying capacity and is non-compliant with current NZ Standards.
- The existing **RC Deck** has been calculated to have a Live Load carrying capacity of less than 50 kg/m², hence we deem the RC Deck to be high risk due to the potential threat to public safety.
- Several existing **RC Longitudinal Beams** have minimal load carrying capacity and are non-compliant with current NZ Standards.
- Several existing **RC Longitudinal Beams** have been calculated to have a Live Load carrying capacity of less than 50 kg/m², hence we deem the RC Longitudinal Beams to be high risk due to the potential threat to public safety.
- Other existing Structural elements (See Section 4(c)) were noted to be in poor condition also and could be severely weak.

6. Recommendations

- GRIT recommend that the Parua Bay Wharf is closed to the public as soon as reasonably practicable.
- Access to the underside of the wharf should also be restricted due to the high risk of spalling concrete falling from the structural members.

7. Other Discussion Topics

GRIT acknowledge that the recommendation of closing the Parua Bay Wharf will have a negative social impact for the local community, therefore other potential options to avoid closure were discussed internally. A summary of these options is shown below:

a) Further Detailed Structural Analysis

Further detailed Structural analysis/modelling could be completed in an attempt to justify additional load carrying capacity, however due to the severe deterioration of the wharf, we do not think this would provide any significant value to WDC and could represent an additional cost for no benefit.

b) Short Term Structural Strengthening

Due to the severely deteriorated nature of many existing Structural elements, designing/constructing a strengthening scheme would potentially be a very time-consuming and costly process.

Also, any construction of strengthening works would pose a significant personnel and asset risk due to the wharf having to be loaded with equipment and construction personnel – we see this as being a high-risk activity due to the compromised load capacity of the existing structure.

c) Wharf Replacement

If WDC decide to consider replacing the Parua Bay Wharf, GRIT would be happy to assist. We could provide concept 3D models of various design options, similar to the optioneering concept approach used for the Whananaki Wharf.

This option would not avoid closing the current Parua Bay Wharf, however it may be an option that the local community can look forward to.

4.2 Seal Extension Programme Update

Meeting: Infrastructure Committee
Date of meeting: 8 December 2022
Reporting officer: J Devine Strategy & Planning Manager, NTA

1 Purpose / Te Kaupapa

To update the Committee on the current progress with the implementation of the 2021-24 Seal Extension Programme.

2 Recommendation / Whakataunga

That the Infrastructure Committee receives the Seal Extension Programme update report.

3 Background / Horopaki

Council allocated \$3 Million per annum to the Seal Extension Programme as part of the 2021/31 Long Term Plan and a 3-year programme of projects for this funding was approved by Council in December 2021. As well \$615,000 was carried over from 2019/20 to the 2020/21 construction season covering uncompleted works.

The funding is allocated to the Ratepayer Subsidised Seal Extension which requires residents on the roads to pay a contribution towards the project. Council has set the current contribution at \$5,000.00 plus Gst per property. 80% of the residents on the road must agree to join the project for it to proceed.

A list of potential projects was prepared for Council consideration using the Seal Extension Prioritisation Guidelines based on criteria including traffic volumes, number of heavies, accidents, maintenance costs, no. of houses, and Regional and local values, e.g., schools, halls etc.

The shortlisted roads priority was assessed based on the 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 Level of Service (LOS) on these roads.
- Meeting the available budgets
- Allowing some projects to be completed during this summer construction season taking into account the already approved seal extension programme for 2021/22.

The approved programme is:

Proposed Seal Extension Programme 2021-24

Ranking	Road	Assessment Score	Length (m)	Houses per km	AADT	Budget \$000's	Cumulative Cost \$000's	Comments
1	Glenmohr Rd	18.2	1,000	7	131	\$500	\$500	sealing the Gap
2	Tudehope Rd	23.4	900	17	242	\$450	\$950	off Matarau
3	McLean Rd	19.5	1500	7	326	\$750	\$1,700	to Cove Rd
4	Knight Rd	20.8	2000	7	231	\$1,000	\$2,700	Various sections
5	Sandford Rd	16.9	800	4	126	\$400	\$3,100	school
6	Mountain View Rd	16.0	800	14	109	\$400	\$3,500	urban Hikurangi
7	Ormandy Rd	28.6	2000	15	268	\$1,000	\$4,500	Maungakarama to Mangapai
8	Gray Rd	16.9	1300	8	198	\$650	\$5,150	off Guntown
9	Ormiston Rd	19.5	2000	9	310	\$1,000	\$6,150	Springfield /Waipu Caves
10	Going Rd	16.9	850	7	116	\$425	\$6,575	Matarau
11	Massey Rd	16.0	1500	9	268	\$750	\$7,325	stage 2
12	Brooks Rd	20.8	2000	6	362	\$1,000	\$8,325	stage 2
13	Old North Rd	22.1	700	14	131	\$350	\$8,675	off SH1
14	2nd Coat reseals	n/a				\$600	\$9,275	required \$200k p/a
Sub total			17.3km			\$9,275		
Reserve Projects								
15	Prescott Rd	20.8	2000	8	126	\$1,000	\$10,275	hill section
16	Owhiwa Rd	19.6	2200	6	291	\$1,100	\$11,375	end
17	Takahiwai Rd	19.5	1400	7	125	\$700	\$12,075	
Grand total			22.9km			\$12,075		
Existing 2021 Seal Extension Programme								
1	Irvine Rd (under construction)	n/a	250	2+ school	50	\$215	\$215	School frontage & maintenance hill section
2	Waiotoi Rd (under construction)	35.0	1,100	33	150	\$615	\$830	Ratepayer, end of seal to Pukenui Rd
Sub Total			1.3km			\$830		

4 Discussion / Whakawhiti kōrero

The NTA staff are currently implementing this 3 Yr programme. Some projects have already been completed during the last summer construction season and the remainder are planned over the next 2 summer construction seasons. With the current 12-18% increase in cost escalations to all our construction works, managing the costs and budgets is extremely important to be able to deliver the majority of this programme.

These projects are constructed via the Ratepayer Seal Extension scheme and consultation with the affected residents is a major part of the project and significant time is required in order to get the 80% support from the residents before the project can proceed. Currently we have received Community support for all projects planned so far.

An update on the Seal Extension programme is shown below:

Seal Extension Programme 2021-24

Ranking	Road	Length (m)	Confirmed Budget \$000's	Cumulative Cost \$000's	Construction Date	Comments	Status
1	Glenmohr Rd	1,046	\$550	\$550	2022	Community approval received	construction phase
2	Tudehope Rd	902	\$550	\$1,100	2022/23	Community approval received	in design phase
3	McLean Rd	1510	\$800	\$1,900	2022/23	Community approval received	in design phase
4	Knight Rd	2224	\$1,700	\$3,600	2023	Community approval received	in design phase
5	Sandford Rd	800	\$253	\$3,853	2022		Complete
6	Mountain View Rd	718	\$400	\$4,253	2023	Community approval received	in design phase
7	Ormandy Rd	2000	\$1,550	\$5,803	2023/24	Community approval received	in design phase
8	Gray Rd	1300	\$650	\$6,453	2023	Community approval received	in design phase
9	Ormiston Rd	2000	\$1,000	\$7,453	2023/24	Requesting Community approval	consultation phase
14	2nd Coat reseals		\$600	\$8,053		Required by NZTA	Programmed
Sub total		12,500	\$8,053				
Reserve Projects							
10	Going Rd	850	\$425	\$8,478			Probable
11	Massey Rd	1500	\$750	\$9,228			Possible
12	Brooks Rd	2000	\$1,000	\$10,228			
13	Old North Rd	700	\$350	\$10,578			
15	Prescott Rd	2000	\$1,000	\$11,578			
16	Owhiwa Rd	2200	\$1,100	\$12,678			
17	Takahiwai Rd	1400	\$700	\$13,378			
Grand total		23,150	\$13,378				
Existing 2021 Seal Extension Programme							
1	Irvine Rd	250	\$174				Complete
2	Waiotoi Rd	1,100	\$648				Complete
Sub Total		1.3km	\$822				

5 Significance and engagement / Te Hira me te Arawhiti

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.

4.3 2021/22 Annual Report from the Northland Regional Landfill Limited Partnership

Meeting: Infrastructure Committee
Date of meeting: 8 December 2022
Reporting officer: David Lindsay (Solid Waste Engineer)

1 Purpose

To provide the 2021/22 annual report for the Northland Regional Landfill Limited Partnership (NRLLP).

2 Recommendation

That the Infrastructure Committee note the 2021/22 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 2021-2022



ANNUAL REPORT FOR WHANGAREI DISTRICT COUNCIL

1 July 2021 to 30 June 2022

For the attention of: Simon Weston, Chief Executive Officer, Whangarei District Council

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 2021 to 30 June 2022.

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.

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.

1.1 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 kerbside refuse collections, rural transfer stations and litter collections in the Whangarei District.

- Waste and recyclables 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.

Landfill cell 5a has had the base area of the cell lined and during this year work was started on cell 5b with the sub liner drainage partially completed. Cell 5b liner will be completed and filling will start later in 2023. Cell 5b will be filled first and then operations will move to cell 5a with filling expected to be completed about 2028 or 2029. Following that, rather than proceed to stage 6, that will probably be left and overfilling will proceed on top of the presently filled stages 1 to 4.

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.

The Limited Partners have approved making application for consent to extend the landfill footprint beyond the current consented landfill area. This is on land owned by the partnership adjacent to the present consented area.

Performance for Year Ended 30 June 2022

1.2 Summary

NRLLP has had a satisfactory year with annual tonnage volumes again consistent with recent years for both the Landfill and Re:Sort. Revenue increased slightly over the previous year. In addition to the 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.

1.3 Performance compared to the Statement of Intent

The 2021/22 Statement of Intent sets the objectives for the operation of the Partnership, and they are all proceeding satisfactorily.

Statement of Intent A.6 Goals and Objectives 2021/22

Specific major focus for years ended 30 June 2022

- Operate and manage Re:Sort RRP and Puwera landfill in accordance with the management agreement and consents

Achieved

- Diverting re-usable and recyclable material from Re:Sort general waste stream where financially viable

Achieved

- Manage the financial aspects of the organisation to ensure a satisfactory annual distribution to the partners

Achieved

- Continue development of the fifth cell construction stage at the landfill and ensure a minimum of six months capacity is always available

Achieved

- Investigate options to future proof the landfill

Achieved – to seek consent for increased landfill footprint

- Pursue technologies to utilise the landfill gas flows and provide back up for the flare

Achieved – installing a gas to electricity plant late 2022 / early 2023

Statement of Intent A.7 Performance Targets and Measures

Table 1

SOI Target	Measure
To open both the Puwera Landfill and Re:Sort facilities 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.
Achieve no notifiable health and safety incidents (as defined by Worksafe NZ) occurring at all operational sites owned by NRLLP.	Not achieved – one notable accident during the course of the year involved a staff member breaking their leg while tripping on uneven ground. A detailed investigation concluded that this incident was not a result of faulty machinery or a breach of safety rules but was more of a freak nature.
Ensure Re:Sort facilitates a minimum of 40% diversion away from landfill of all material being handled through the site.	Achieved - recyclable material has been sold both locally and nationally, green waste is processed locally and other innovations to divert materials from landfill include reclamation and sale of reusable goods and materials.
Maintain compaction of 0.7 tonnes of placed refuse per cubic metre of airspace used.	Achieved - Current compaction level exceed the targeted level and have prolonged the useful life of each cell constructed.
Ensure 6 months landfill capacity is maintained at all times.	Achieved - cell construction has been tailored to capacity projections and capacity has always been maintained for day-to-day operations.
Achieve a minimum of 70% landfill gas destruction.	Achieved - gas infrastructure and capping has been programmed to achieve optimum landfill gas destruction and exceeds the objective.

Statement of Intent A.8 Information to be provided throughout the financial year

The Half Yearly Report, Annual Financial Reports, Annual Narrative Report, Annual Financial Estimates and Draft and Final Statements of Intent were all completed as required in a timely fashion.

There was a delay in the completion of the 2020/21 Audit of the Financial Statements and Annual Report by Audit NZ due to delays arising from Covid. Audit sign-off on the 2020/21 Annual Financial Statements and Annual Report was received in October 2022 while the 2021/22 Audit of the Financial Statements is expected to be completed in November 2022.

Statement of Intent Appendix 1 Long term Objectives for the Limited Partnership

The WWL NRLLP Shareholders/Limited Partnership Agreement outlines the long-term objectives.

Having reviewed these, NRLLP continues to comply and meet with the objectives set out.

Other Matters

Financial

NRLLP has generated sufficient cashflow to increase the capacity of Puwera Landfill without requiring further funding injection from the Partners. Cell development costs are met from operating cash flows with other capital developments like the gas to electricity plant being funded by bank finance.

NRLLP is fully compliant with banking covenants.

As stated in 2021, with the government lifting the Landfill Levy from \$10 to \$60 over the next few years and other changes causing considerable increase in the Carbon Credit (NZU's) prices (recently lifted to \$78.40 from \$23.20 in April 2020 and is expected to continue increasing), gate prices will have to increase substantially annually over the next few years. Our budgeting indicates that these two factors combined with inflation will result in waste prices having to increase by more than 60% to 70% by 2026.

During the year the Directors carried out the three-yearly review of the Limited Partnership accounting policies. They also reviewed the founding documents of the NRLLP Limited Partnership Agreement, the WWL Constitution and the WWL NRLLP Shareholders/Limited Partnership Agreement making some minor changes to match how the business operates. Confirmation by the WDC as a Limited Partner is expected to be obtained in 2023.

Whole of Life cash flows with bi annual review, have been prepared for the presently consented landfill area so the Board can ensure cash flow will be prudently applied to debt reduction and set aside during the cell overfilling period (no cell construction costs), to meet post landfill closure cash needs. A significant sum will be needed.

Non-Financial

The annual tonnage into Puwera enables 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.

The Puwera Landfill has achieved effective waste disposal provision for the region from Northern Auckland to the Far North. Puwera Landfill provides a competitive alternative for these regions. 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.

A contract was executed for the design and plant supply of a combustion plant to utilise the landfill gas for the generation of electricity. It is expected to be installed and operational early 2023.

A new weighbridge has been installed at Puwera to handle diverted products, which initially will be wood waste, and was commissioned in September 2022.

The Shareholder Advisory Committee met in February and the Directors met with Councillors a fortnight later.

In August 2021 NZ was again placed in Covid lockdown level 4. Covid did impact operations and was very stressful for staff. Operations continued as an essential service.

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 on the kerbside as part of the WDC domestic recycling collections. These materials are dropped at a new dedicated area that has been developed for consolidation and packing into the recycling compactor at Re:Sort.
- Can also be dropped off at a dedicated recycling wall free of charge.
- A range of different tyres are accepted for a fee. Tyres are sent to processing facilities in Auckland.

Gas Bottles

- Are accepted for a fee before being sent away for degassing

Greenwaste

- Is dropped for a fee at Re:Sort.
- The Partners have developed on site processing of greenwaste with the main objective being to reduce methane emissions and turn this waste into valuable compost. From the beginning of FY2022 greenwaste is being aggregated at Re:Sort and continues to be composted by a third party.

Hazardous waste (up to 20L)

- Is accepted in partnership with Northland Regional Council. Items can be dropped off as part of an amnesty day once a month.

‘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’ of 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. Some of the community groups who have so far benefited from this process include Food Rescue Northland, Canteen, Women's Refuge, Northland MS 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 cement production.
- Operators (pit workers) on site have implemented additional safety measures to ensure better protection between staff and machinery.
- The Partners have established a purpose-built wood processing facility to recover treated timber in which wood is chipped and reused as an alternative fuel source in cement production. This initiative has improved CO2 emissions as a fuel alternative to coal for use in cement production and has reduced waste to Landfill. This facility at Puwera is being moved to a larger and better located site utilising the new weighbridge following year end.
- The Partners have expanded this initiative into the greater Northland area and have conducted trials in the North Auckland region. We are looking forward to continuing the expansion of this initiative in Northland via the Russell Landfill and Transfer Station facility and in North Auckland via a new purpose-built Resource Recovery Centre in Warkworth and turning our communities waste into a usable and financially viable resource.
- A recently announced Central Government fund should be able to partially fund further expansion of the C&D facility to improve material sorting and efficiency. Consideration is being given to this.

E-Waste, TVs, Whiteware and Electronic Goods

- 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.
- Goods are recovered by staff working in the floor pit area and processed for scrap.
- Ferrous and nonferrous metals are separated out as part of the recovery work undertaken on the floor pit area

- Consideration is being given to whether the partnership can expand to further processing e-waste.

Organic Processing

Options for processing domestic and commercial organic waste (including foodwaste) are being considered by the Directors. A recently announced Central Government fund should be able to partially fund this.

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:

- 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
- Proceeding with the landfill gas to electricity plant
- Continuing to pursue diversion from waste streams and recycling opportunities.

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
24th November 2022

4.4 Storm Damage Update Report

Meeting: Infrastructure Committee
Date of meeting: 8 December 2022
Reporting officer: J Devine, Strategy & Planning Manager, NTA

1 Purpose / Te Kaupapa

To update the Committee of the extent of Storm damage costs resulting from recent heavy rain events in the Parks and Roding departments and advise Council of significant unbudgeted costs that will need to be funded.

2 Recommendation / Whakataunga

That the Committee receives the report.

3 Background / Horopaki

Recent heavy rain events, including late October but particularly on the 9 November 2022, have caused significant damage on the Parks Department's Walking Tracks and the Roding Departments Roads.

Storm damage on the roading networks can attract additional subsidy (53%) but Council needs to fund the additional local share of the costs (47%).

The Parks Department works do not attract subsidy, so the additional costs are required to be funded 100% by Council.

Currently neither of these Council costs are budgeted for and will be an additional cost for Council to fund.

4 Discussion / Whakawhiti kōrero

The purpose of this paper is to provide Council with early notification of the impact and potential investment required. Feedback from this briefing will be incorporated in a future paper which will seek funding outside of the current LTP. Typically this type of activity is funded through debt.

The make-up of the emerging storm damage costs recorded to date are detailed below.

4.1 Parks Department

Widespread damage to Council's network of Walking tracks across the District have caused a number of tracks to be closed with serious slips and damage and a further number require repair with debris removal and aggregate replacement. Significant damage closing the tracks has been recorded on the Hatea Walkway and the Drummond Track on Parahaki. A number of the tracks in the District are still to be assessed but the estimate for repairs costs to date is \$300,000. A number of the tracks are still to be assessed at the time of this report and it is estimated costs could rise to \$500,000.

Drummond Track



AH Reed Track



Storm Damage Costs

Location	Issue	Initial Response	Required Follow Up	Estimated Cost
Totara Parklands	Agg missing some minor slips	completed	install new aggregate	\$10,473
Tikipunga Shared Path	Agg missing some minor slips	completed	install new aggregate	\$15,435
Coronation Reserve Tracks	No Serious Damage, some windfall	Remove windfall		\$6,000
Hatea Walkway	Agg missing 590m,	Closed	install new aggregate	\$91,500
Whangarei Falls	Agg missing 50m,		Agg top up	\$4,750
A H Reed Kauri Park	Agg missing 300m,		Agg top up & debris	\$8,700
Parihaka Summit Tracks	Big slips x3 Agg missing	Closed	Engineer Report	\$150,000
Mackesy Bush Tracks	No Serious Damage, some windfall			\$650
Abbey Caves Walkway	No Serious Damage			
Waimahanga Tracks	No Serious Damage			
Mt Aubrey-Tiller Park	To be assessed			
Reotahi Coastal Walkway	To be assessed			
Ngunguru Walkways	To be assessed			
Tutukaka Block	To be assessed			
Matapouri & Whale Bay	To be assessed			
Limestone Island Tracks	To be assessed			
Whananaki South Tracks	To be assessed			
Sands Road	To be assessed			
Tamaterau	To be assessed			
Manganese Point	To be assessed			
Raumanga Stream	To be assessed			
Mair Park	Agg missing 200m		Agg top up	\$12,000
Langs Beach	To be assessed			
Waipu Cove	To be assessed			
Taiharuru Headland	Big slip on cliff edge to Beach	Waratah/Fence instal	Needs signage	\$355
Mackeral Track	To be assessed			
Parihaka Vegn Control	To be assessed			
			as at 24/11/2022 Total	\$299,863

4.2 Roothing Department

On the 9 November the roading network suffered significant widespread damage, numerous lane encroachments (slip material and minor dropouts) and 3 significant sites that resulted in road closures or restrictions .



Matapouri Rd (Sandy Bay)



Finlayson Brook Rd



Drake Rd

The estimate cost of repairs for this event is \$1.2M. The NTA is required to detail individual claims for each site affected during the event and submit storm damage claims to Waka Kotahi NZTA for approval.

Initial response during the event to clear roads, make safe and ensure at least one lane is reopened where possible is a funded activity. More significant sites require more investigation and specific approval of the proposed fix from NZTA before work can commence. Major sites may require engineering assessment and separate contracts for major repairs and can take up to 2 years to complete

Already for this financial year Council has outstanding repair costs from a number of previous events that are currently being worked on.

2022/23 Storm Damage costs

Event	Est Cost to repair	Comments
June 2020	\$75,000	High St slip site 1 under construction
July 2020	\$375,000	Anzac Rd slip site 2 completed
March 2022	\$638,000	various sites under construction
July 2022	\$635,000	various sites under construction
Nov 2022	\$1,200,000	Current application
Total	\$2,923,000	

Storm damage on the roading networks can attract additional subsidy (53%) but Council needs to fund the additional local share of the costs (47%).

Next steps

Scope of repair works will be developed and cost estimates updated. Funding applications will be prepared and a paper brought to Council seeking approval of unbudgeted opex spend from debt.

In parallel, a funding application to Waka Kotahi will be prepared.

The repair works for the roading network will be undertaken by the Network Maintenance Contractor and is not expected to have any impact on BaU.

Track repairs will be undertaken by our approved Contractors. We have currently expended budget in this area and therefore it is likely that this work can be undertaken without impacting other projects.

5 Significance and engagement / Te Hira me te Arawhiti

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.

4.5 Infrastructure Capital Programme Report

Meeting: Infrastructure Committee
Date of meeting: 8 December 2022
Reporting officer: Jim Sephton (General Manager Infrastructure)

1 Purpose / Te Kaupapa

To provide a brief overview of the delivery of the Infrastructure Capital Programme that the Infrastructure Committee is responsible for.

2 Recommendation / Whakataunga

That the Infrastructure Committee notes the Infrastructure Capital Programme Report – November update.

3 Background / Horopaki

In November 2022, Council adopted committee terms of reference for the 2022-2025 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 2022

The Capital Programme has been separated from the Operations Report so that it can provide the most recent information with regards the Capital Programme. This report covers the previous month (November) but with some reference to financials from October which is the only available information.

4 Significance and engagement / Te Hira me te Arawhiti

The decision 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 / Ngā Tāpiritanga

Infrastructure Capital Programme Report – Oct/Nov 2022

Infrastructure Committee

Capital Programme Report

October/November 2022

Infrastructure – Capital Programme Report

Reporting Officer: Jim Sephton (General Manager Infrastructure)

Meeting Date: 8 December 2022

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1 Executive Summary

Delivery of programme

Weather conditions typically start to improve in October which means that the construction teams make better progress, however November is proving to be unexpectedly wet with a number of storms impacting on work programmes.

There are some significant projects that were anticipated to start construction this year which will not commence until Year 3

- Poroti Water Treatment Plan – In discussions with Hapū
- Stadium Roof Replacement – Adjusted programme to minimise impact on events

Departments have forecast their spend to end of year which is a more accurate picture of where we will end up. The budget set as part of the Annual Plan was not realistic and this has been compounded by additional projects.

Key risks to delivery

- KiwiRail approvals are proving problematic. This could particularly impact the Kamo Shared Path Project. The team are investigating bring forward alternative sections of the project to mitigate this risk
- There are limited consultants available to undertake the work. This reflects a general shortage however other Councils have preferred supplier arrangements which help mitigate this risk. The team are working with the market and investigating alternative arrangements to mitigate this risk.
- We are seeing exceptional price increases which is resulting in extended procurement times. This includes situations where we go to the market based on an Engineers Estimate (e.g. under \$100k we negotiate with an approved supplier) but then find the costs to do the work are above \$100k. These situations can lead to retendering of the works. The team are increasing contingency levels and adjusting procurement plans to suit.

Actions taken to improve programme delivery

- We have increased the number of Project Managers through appointment of external contractors.
- There has been increased effort in developing project briefs across the infrastructure group.

Procurement activities

- Tender programme shared with Civil Contractors Northland Branch
- Negotiations are in progress for Lovers Lane Bridge
- Contract awarded to local contractor Northland Pipeline for Water Renewals Package at Waipu.

2 *Portfolios and Programmes*

Within the Infrastructure portfolio there are a number of programmes (with associated projects) being delivered.

These were identified in the Long Term Plan and are how we implement approved strategies.

The key programmes are

- City Centre Revitalisation
- Blue/Green Network
- Pohe Island Masterplan Development

We also have a portfolio of work for renewals and minor improvements for each of our Departments

- Parks & Recreation (includes Marine & Coastal)
- Transportation
- Three Waters
 - Drinking Water
 - Wastewater
 - Stormwater
 - Flood Defence (Rural Drainage)

2.1 City Centre Revitalisation Programme

This programme aims to upgrade the public realm to create multi-functional, attractive spaces that revitalise the city centre so that people want to live, work, play, invest and do business here. Projects are derived from the 20/20 Momentum Strategy, City Centre Plan 2017, City Core Precinct Plan, Waterfront Precinct Plan, and Whangarei City Centre Complete Streets Masterplan.

The Complete Streets Masterplan.



Key Progress

- Rust Ave improvements included as part of Civic Centre works
- Waterfront Facilities at Town Basin (public toilets, buses and landscape areas) under construction
- John Street shared space upgrades project in early investigation and design phase
- Completed –
 - Rose Street Bus Terminal
 - Dent Street – intersection upgrades at Riverside, John and Walton Streets complete
 - John Street interim changes complete to upgrade Dent St crossing and change traffic flow
 - Vine Street pedestrian crossing and landscape improvements complete

Key issues and opportunities

- Opportunity to re-engage with the Business and wider community in 2023.
- Stormwater catchment planning and stormwater/flood modelling work is needed to identify feasible options for flood mitigation in the city centre.
- Climate adaptation planning is also key to understanding the long-term future of Whangārei city centre and providing certainty to the private development community who are key to investment and revitalisation of private properties. It has been agreed that we will progress the City Centre in parallel to other catchments recognising the significance of this area.
- Need to complete cycle connections within the City

Actions being taken

- An acting Stormwater Manager (this is role we have struggled to fill for some time) has been appointed to accelerate integrated catchment planning.
- Funding options for the city centre programme will be considered during the next Long-Term Plan process.
- Business Case for additional shared path investment is being developed.

Project	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Lover's Lane Bridge Replacement	Procurement	Dec-22	May-23	
Funding from Waka Kotahi is agreed in principle. CANAM have completed negotiations with subcontractors and have been awarded Contract. Contractor: CANAM				
Cafler Park Renewals	On Hold	TBC	TBC	
Renewal on hold to align park redesign with outcomes from the Knowledge Hub Precinct Plan. The boardwalk design which will connect Lovers Lane Bridge & Raumanga Shared Path is almost complete. Consultant/Contractor: Boardwalk design by Hawthorn Geddes				
Waterfront to City Centre Connection	Scoping	TBC	TBC	
Commencing scoping of the project with a focus on John Street to continue the work from Pūtahi Park and Dent Street crossing upgrade. Includes consequential changes to James, Cameron, Robert and Walton Streets. A topographic survey of the area has been completed which will enable the concept and developed design work. Consultant: TBC				
Walton-Robert Intersection Upgrade	Design	TBC	TBC	
Necessary to implement Waterfront to City Centre Connection project. Funding from Waka Kotahi is a risk				
Walton-Cameron Intersection Upgrade	Design	TBC	TBC	
Necessary to implement Waterfront to City Centre Connection project. TBC whether delivered together with Waterfront to City Centre Connection project or separate. Funding from Waka Kotahi is a risk				
Shared Path Connections Via City Centre	Planning	TBC	TBC	
Purpose is to ensure clear shared path connections between Hātea Loop, Kamo & Raumanga shared paths. Will be partly implemented with Waterfront to City Centre Connection project. Also requires bylaw change and end-of-journey cycling infrastructure for those stopping to shop in the city centre.				
Priority lanes	Scoping	TBC	TBC	
Year 3 project to develop priority lanes (buses and or multiple vehicles) on key routes including Bank Street				

2.2 Blue Green Network Programme

The 2016 Blue Green Network Strategy aims to create an attractive and environmentally sustainable urban environment that also restores waterways, addresses threats from flooding and the impacts of climate change.

It enables better use of, and planning around, our waterways (blue) and open spaces (green) through managing infrastructure, ecological restoration, and urban design together to connect people and nature across the city.

Funding to implement the Blue-Green Network Strategy adopted by WDC in 2016 was provided within the 2018-21 Long Term Plan, commencing in the 2020-21 financial year. The Programme continues to be funded within the 2021-31 Long Term Plan from a combination of Parks and Recreation, Stormwater and Transport activities.

The complex 50-plus year Programme of diverse projects and activities requires a cross-agency delivery approach to enable key decisions makers to collaborate on implementing the Blue/Green projects and optimise funding, scheduling, risk, and scope decisions. Represented within the Programme include key WDC departments, Northland Regional Council, Te Parawhau hapū, and other organisations associated with urban waterways.



Figure 40 A vision of the future – Waiarohia Stream downstream from Woods Rd Bridge - Flood protection measures are integrated with shared use paths

Key progress:

- Programme Engagement – A GIS-based dashboard that is integrated within the WDC portal has been created to enable clear communications on programme/project status across a broad audience, easy updating and sharing of information, and management of the programme. This should be available to the public in December.
- Raumanga Shared Path – funded through the government's shovel ready COVID response fund. Construction in progress in stages.
- Lower Waiarohia Loop - A new shared path will be created along with stormwater upgrades, water quality treatment and spaces to relax in which reflect the rich cultural history of the area.

Landscape concept design is underway with the scope for stormwater, drainage and water quality treatments being defined with the stormwater catchment planning team. Land acquisition of two key sites is being negotiated. Co-design with Te Parawhau and engagement with stakeholders is ongoing.

- Raumanga Stream Rehabilitation – A staged approach to rehabilitating the stream between SH1 and Bernard St bridge has been developed to align with the Raumanga Shared Path project.

Key issues and opportunities

- Stormwater catchment planning and stormwater/flood modelling work is needed to identify feasible options for flood mitigation works within the Blue Green Network stream corridors.
- Staff resourcing to manage this programme is currently insufficient to make substantial progress.
- A streambank slip near the Bernard St bridge in mid-November 2022 may impact the timing or scope of the Raumanga Shared Path and Stream Restoration works.
- Climate adaptation planning is also key to understanding the long-term requirements within the blue-green network. It has been agreed that we will progress the City Centre and therefore the associated blue-green network in parallel to other catchments recognising the significance of this area.

Actions being taken

- Recruitment of a fixed term programme manager role is underway.
- Streambank slip repair options are being investigated by NTA with NRC.

Blue Green Network Programme	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Lower Waiarohia Loop (Pocket Park to Hihiaua)	Investigation	TBC	TBC	
Investigation and early concept design underway. Early stakeholder engagement completed. Geotech report & seawall assessment complete. Stellar providing stormwater catchment analysis & concept design. Aligning with stormwater catchment planning and asset condition assessment work. Integration of alignment and design with Hihiaua Cultural Centre Stage 2 design is ongoing.				
Raumanga Stream Restoration	Procurement	Jan-23	Oct-25	
Weeding and revegetation on section from Bernard St footbridge to SH1 in Otaika to align with Raumanga Shared Path project. Tender for Stage 2A focusing on Giant Reed and path-side revegetation closing 2 December. Te Parawhau hapū engaged early and ongoing. Subsequent stages to be tendered each year. Stage 2A to be completed Oct-23.				
Raumanga Shared Path	Construction	Mar-22	Jun-23	
Shared path from Second Ave through to SH1, including safe crossings at Central/First Ave and Maunu Ave, and upgrade of Kauika Rd bridge. Upgrades to existing path from Bernard St to SH1 (Stage 3) are amber as a bank slip near Bernard St bridge occurred in Nov-22. Works to be coordinated with Raumanga Stream Restoration.				
City Centre and Waiarohia Flood Mitigation	Scoping	TBC	TBC	
Awaiting stormwater and flood modelling, and climate change adaptation policy to inform options study. Particularly affects project areas from Water Street to Tarewa Road, and the CBD.				

2.3 Pohe Island Masterplan Programme

William Fraser Memorial Park on Pohe Island is undergoing a transformation from a closed landfill site to a living landscape. At 54 hectares, it will become the great urban park of Whangārei. With many masterplan projects completed, the park is already a place of life and vitality - a cherished heart of our community. More projects are planned to continue the redevelopment of Pohe Island.

MASTERPLAN



Progress

- Pohe Island Destination playground. Stage 1 progressing well with opening scheduled early 2023. Stage 2 (water play area, basketball courts, multi-generational fitness equipment) - awaiting funding.
- Skatepark Stage 1 upgrade completed. Stage 2 design is complete and ready to go out to tender - awaiting funding.
- Bike track near playground upgraded and old ramp removed to enable connecting paths to the Hatea Loop and future waterfront development
- Bike Park stage 1 completed, stage 2 underway (delivery by Bike Northland with review and acceptance of assets by Infrastructure team)
- Northland Rugby Union development completed (delivery by NRU with review and acceptance of design and assets by Infrastructure team)

Key issues and opportunities

- Initial funding allocation for prioritised Pohe Island projects has been exhausted. Further development will be considered as part of the 2024 LTP.
- Opportunity to complete the path between Northland Rugby and Skate Park has been identified as project which could be completed earlier if funding is available.

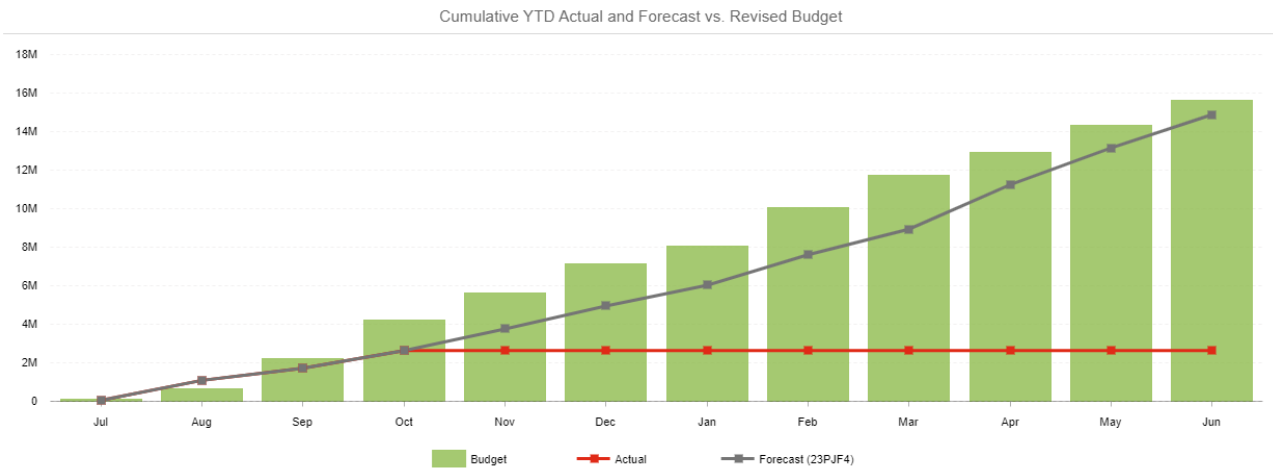
Actions being taken

- Paper to be brought to Council to propose funding for path for between Northland Rugby and Skate Park.
- Funding of more masterplan projects to be considered through the next Long-Term Plan.

Pohe Island Masterplan Programme	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Pohe Island Destination Playground & Toilets	Construction	May-21	Dec-22	
Toilet block construction underway. All cushion fall, and paths constructed. Preparation begun on surrounds – concreting, green areas, etc. Planting has been deferred until May 23, avoiding hot, dry weather. Contractor/Consultant: United Civil Construction/WSP				
Pohe Island Destination Playground Stage 2	On Hold	TBC	TBC	
Unfunded. Includes a water play area, basketball courts and multi-generational fitness equipment.				
Pohe Island Skatepark Stage 2	On Hold	TBC	TBC	
Unfunded. Includes a beginner skate area next to the playground and a skateable art feature for advanced users.				
Pohe Island Bike Park (3rd Party Project)	Construction	Apr-22	Oct-22	
Stage 2 construction underway by Bike Northland. Building complete. Mural planned on long concrete wall. Contractor/Consultant: TBC				
Pohe Island Old BMX Track Upgrade	Complete	Jun-22	Sep-22	
Removal of old ramp structure and resurfacing to asphalt of the old BMX track.				
Pohe Island East-West Connection	On Hold	TBC	TBC	
Unfunded. Interior path connection planned between playground and dog park, past sports fields and bike park. Parts of the connection are being implemented with the carpark, playground, bike park and NRU projects.				
Pohe Island Marine Hub	Not Started	TBC	TBC	
Funding in future years.				
Pohe Island Waterfront Development	Not Started	TBC	TBC	
Unfunded.				

2.4 Parks & Recreation Portfolio

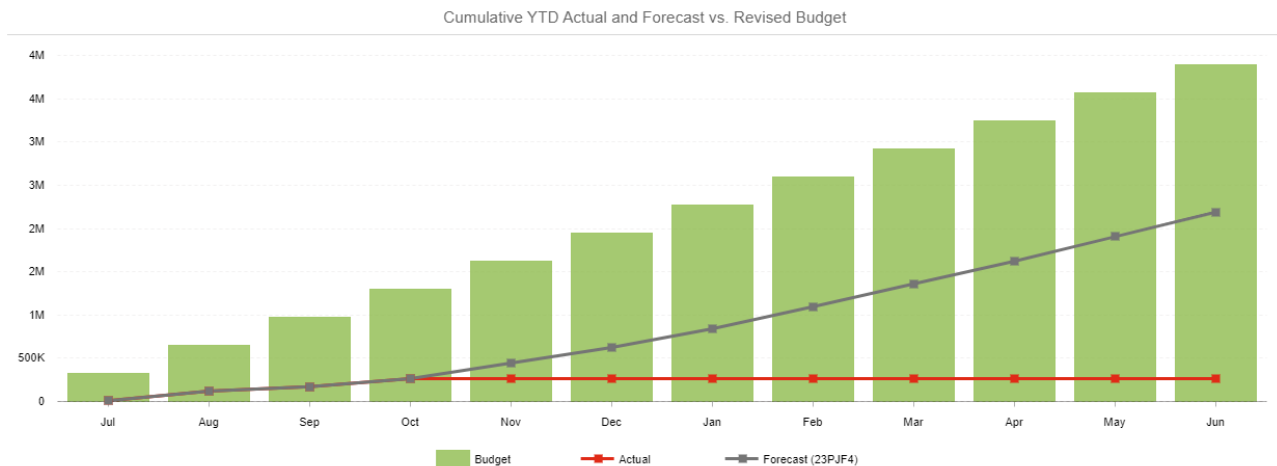
The department is tracking well in terms of delivering the portfolio of works and are forecast to deliver the revised budget.



Major Projects - Parks & Recreation	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Ruakākā Sports Fields – 2x New Fields	Physical works	Jan-22	May-22	
The sand dune has been removed. The tender for field and lighting construction is planned for Dec. 2022. Contractor/Consultant: TBC / NZSTI/ Vecta.				
Tikipunga Sports fields Upgrades	Design	Mar-23	Mar-24	
The future field no. 1 is being designed. Arborist reporting for the tree removal consent is underway. Consultant: NZSTI, Stephenson and Turner, Arborlab				
Onerahi Sports fields Upgrades	Design	TBC	TBC	
Hoskin Civil are project managing this. Upgrades to lighting, drainage and irrigation. Consultant: NZSTI				
Takahiwai Sports fields Upgrades	Design	TBC	TBC	
Hoskin Civil are project managing this. Upgrades to lighting, drainage and hard court surface. Consultant: NZSTI				
Ngunguru Seawall Renewal	Design	Feb - 23	May - 23	
Detailed design nearing completion. Consenting for work around trees underway therefore programme flagged as amber. Contractor/Consultant: Hawthorn Geddes				
Tropicana Seawall Renewal/Upgrade	Design	Q1/2 - 23	TBC	
Design completed and Procurement planning underway, comms planning underway.				
Whananaki Wharf Replacement	Consenting	Jul-23	Nov-23	
Design complete. Consent application delayed for a cultural impact assessment; consent application planned for Feb. Consultant: GRIT, Barkers				
Cemetery New Office	Construction	Mar-22	Nov-22	
Construction nearing completion. Interior work done. Landscaping and final painting to be done. Contractor: NPM				
Raumanga Playground Upgrade	Design	May-23	Aug-23	
Detailed design is underway. A cultural impact statement assessment is due in Jan. Tree removal reporting underway. Consultant: Arborlab, Landform Consulting				
Frank Holman Track Renewal	Construction	Jun-22	Aug-22	
Completed. Contractor: Plantpro Ltd				
Footpath Replacements 2021/22	Construction	Jun-22	Sep-22	
Construction underway. Contractor: Plantpro Ltd and Northland Park Care				
Walkways & Tracks Renewals/Upgrades	Design	TBC	TBC	
Raumanga and Abbey Caves – In concept design				
Lake Waro Skatepark Upgrade, Hikurangi	Design	April-23	Jun-23	
Design complete. Geotech investigation underway. Cultural impact assessment to start in November. Consultant: RICH Landscapes. Hawthorn Geddes. Matakohē Architecture + Urbanism.				
Parua Bay New Skatepark	Design	TBC	TBC	
The planning assessment has been completed. The community and hapū consultations are ongoing. Design will be the next step before tender and construction.				
Parua Bay Wharf (Wharf Road)	Design	TBC	TBC	
The peer review of Parua Bay Wharf has been completed which has confirmed that the structure is not safe. Public access has been blocked and the first section will be removed urgently to stop the public from using the wharf. Options for demolition and replacement of the structure are being progressed however there is no budget currently allocated for replacement.				
One Tree Point Boat tramp Upgrade	Scoping	TBC	TBC	
Waiting for a project manager to be assigned in 2023				

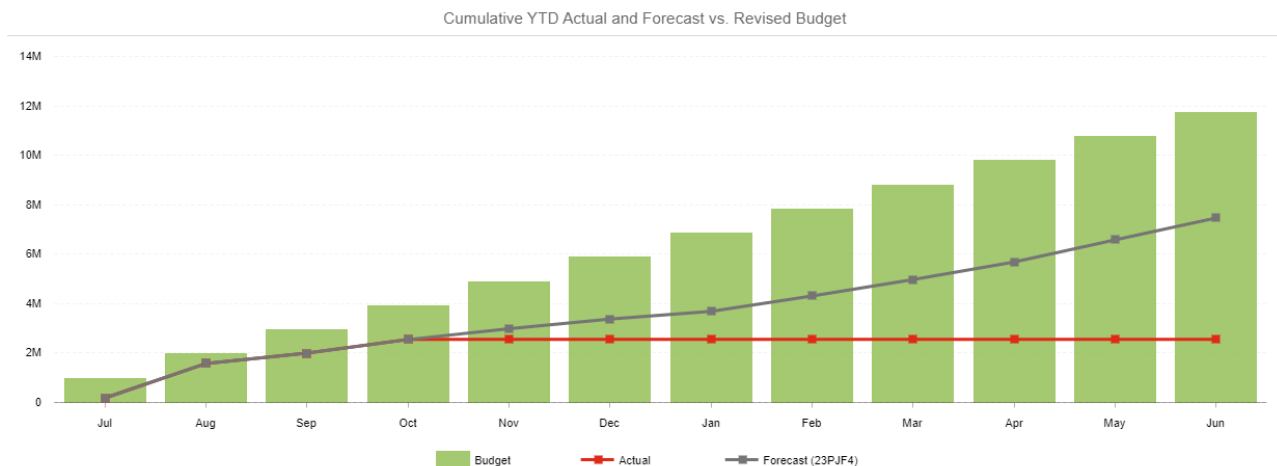
2.5 Stormwater

Resourcing of the stormwater area has been an ongoing issue that has impacted the ability to plan and scope new stormwater projects. Stormwater activity has been underfunded and it has been difficult to resource and undertake the work required to understand asset condition, catchment planning needs, and then to prioritise actions. There is also an arrangement with the Regional Council to deliver on certain functions which needs to be reviewed against future delivery models, particularly integrated catchment management and delivering on Te Mana o te Wai requirements under the National Policy Statement for Freshwater Management. The ability to deliver on budget allocation reflects these issues.



2.6 Wastewater Portfolio

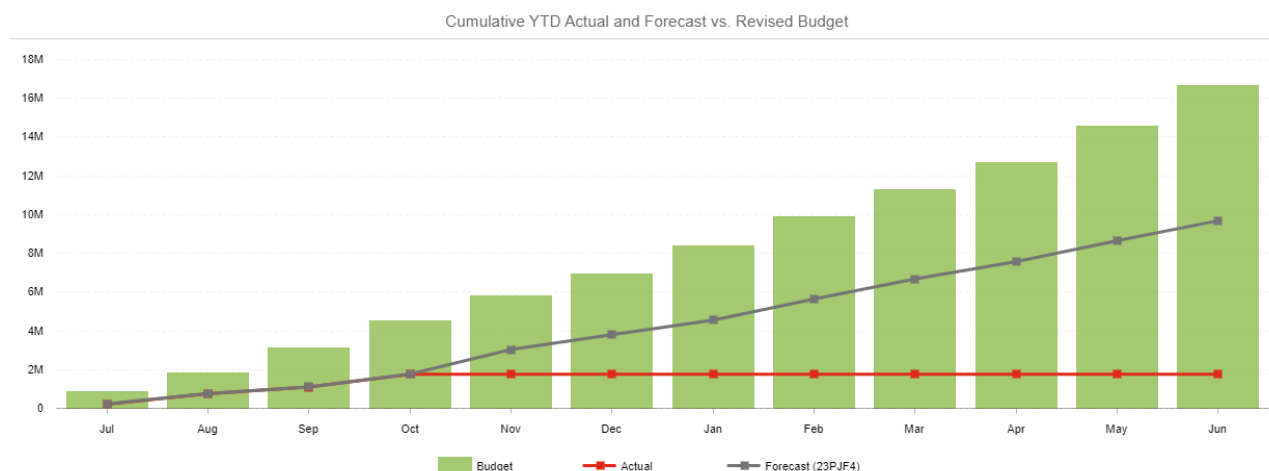
Much of the first quarter has been focused on design work as well as completing the asbestos removal at the Whangārei Wastewater Treatment Plant. Q3 is likely to see a step up in capital spend as we move into construction.



Major Projects - Wastewater	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Whangārei WWTP Building Asbestos Removal	Complete	Mar-22	Sep-22	
Building has been handed back to operators. Management plan has been prepared. On-going re-assurance air monitoring has started. It should be noted that asbestos in the ceilings, walls and cable trenches still exists but has been encapsulated. These are now controlled entry spaces. Contractor/Consultant: Asbestos Environmental Consultants (AEC), NPM Remediation.				
Whangārei WWTP New Admin Building	Planning	TBC	TBC	
Scope and position of new building almost completed – two workshops held with operators and wastewater staff. Consultation undertaken with SCADA team. Amber as construction delayed due to asbestos issue. Consultant: Beca				
Whangārei WWTP Augmentation	Design	TBC	TBC	
Overall design and scoping underway. Procurement of tertiary filters, UV upgrade and aerators being negotiated. Civil works yet to be designed. Odour Control design underway and due late December 22. Supply of equipment is seen as the largest risk at this stage. Consultant: GHD and Beca				
WW Emergency Overflow Tank – Parua Bay	Design	Oct-23	Jun-24	
Topographical survey and geotechnical site investigation works completed. Preliminary options design due Feb 23. Consultant: Mott MacDonald				
Ruakākā WWTP Upgrade & Ocean Outfall	Scoping	TBC	TBC	
Major project which is likely to need to be brought forward in the Long Term Plan. Team are working with Hapū in the scoping of project, preparing risk assessment and project execution plan. Consultant: TBC				
WW Rising Main Renewal Kioreroa Road	Planning	Oct-23	Jul-24	
Planning for procurement of design work and tendering. Amber as behind programme. Consultant: TBC				
Marsden Bay-Ruakākā WWTP Rising Main Upgrade	Completed	Apr-22	Sep-22	
Construction of 4.5KM of 355mm diameter polyethylene pipe sewer rising main. Work is now practically completed. Contractor: United Civil				

2.7 Water Supply Portfolio

Good progress has been made on securing land to allow for the construction of reservoirs in the District which will improve the resilience of supply. This will see an increase in spend levels for the future years.



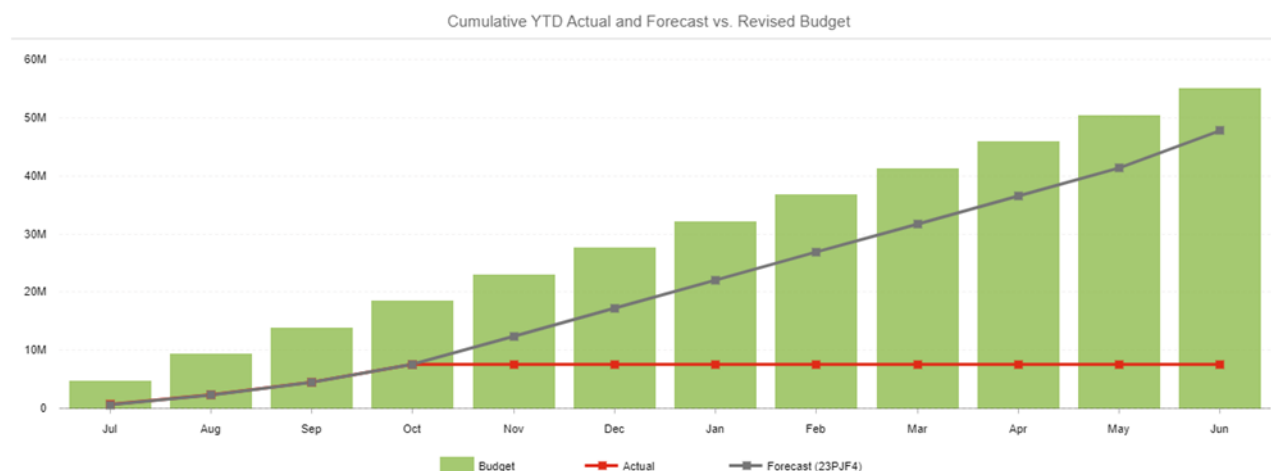
The design of the Poroti Water Treatment Plant is substantially complete however construction will not take place this financial year and this is one of the key reasons why forecast spend is below the budget established in the Annual Plan.

Hapū oppose the project and we are working to address their concerns prior to lodging consents. We are working with Hapū, NRC and the Maungatapere Water Company to develop a joint understanding of how the catchment and river will be managed going forward.

Major Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Vinegar Hill Reservoir Drainage Improvements	Construction	Jun-22	Jun-23	
Construction underway. Contractor: Northern Pipe & Civil				
Three Mile Bush Reservoir	Design	Jun-22	Jun-23	
The land purchase and easement agreements have been completed. Designer to be engaged. Agreeing cultural approach with hapū.				
Kamo Reservoir (Dip Road)	Design	Mar-23	Jun-24	
Design nearly complete and procurement for physical works being planned. Consultant/Contractor: Tonkin and Taylor & Vecta/ TBC.				
Poroti Water Treatment Plant	Design	2023	tbc	
Design reaching completion. We are seeking to address hapū and irrigation concerns before lodging consent. Consultant/Contractor: Beca/ TBC.				
Minor Works				
Water Treatment Plant Upgrades	Design	Sep-22	Jun-23	
Roof of Ahuroa WTP is to be replaced Contractor/Consultant: Northland Property Maintenance				
Meter Replacements	Design	Nov-22	Jun-23	
Designing a mixture of bulk meters and domestic meters for 22/23 Contractor: Downer				
Reticulation Programmed Works	Award	Jul-22	Jun-23	
McLeod Bay and Hikurangi complete. Waipū awarded. Contractor: Northland Pipe and Civil				
Minor Projects - Emergency Works	Design	Jul-22	Jun-23	
Other works related to new standards and rules as required. Contractor/Consultant: Ventia				

2.8 Transport Portfolio

Spend in the first quarter of the year is low as we emerge from winter and weather conditions are not favourable for construction. It is anticipated that spend will increase as we move into construction season.



Some of the key risks to delivery and responses include

- Inflation and effect this will have on MO&R contracts and available budgets for rehabs. May result in project sites being deferred.
- Available resources may result in Seal extension sites being pushed into the next financial year.
- Kamo shared path - Kiwi rail approval of crossing location. Awaiting confirmation of requirements to maintain proposed crossing location.

Transport Capital Projects	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Port Road – Hāhā Creek Bridge Upgrade (CIP)	Construction	May-21	Nov-22	
Guard rail and handrails being completed. Sealing of the final lane with official opening ceremony on the 29 November. Contractor/Consultant: United Civil Construction / WSP				
Port / Kioreroa Intersection Upgrade (CIP)	Construction	Jul-22	Nov-23	
Service relocations for roundabout ongoing. Contractor/Consultant: United Civil Construction / WSP				
Kamo Shared Path – Stage 5	Design Stage	Mar-23	Jun-24	
Extension of shared path from Fisher Terrace through to Wakelin Street. Shared path connections. Traffic Calming treatment. Design and Procurement underway. Amber due to programme risks associated with KiwiRail				
Raumanga Shared Path	Construction	Mar-22	Jun-23	
Section 1 Avenues – Physical works complete - work underway to commission the signalised crossing. Section 2 First Ave to Bernard Street – Lighting works underway. Main contract has been awarded and the team are getting ready to start. Section 3 Bernard Street to SH1 – Lighting works have been awarded. Works is underway to award the civil works.				

3 External Funding

Whangārei has taken the opportunity to increase investment in the district as and when external government funding has become available. This portfolio includes multiple programmes of work either fully or partly funded by external agencies. These projects are delivered in addition to the primary capital works programme outlined in the Long Term Plan.

Note that overall financial figures reported include external revenue offsets of expenditure which gives the appearance of little to no expenditure even though work is progressing.

Successful funding applications have resulted in many projects being delivered faster or with extra scope to benefit the community, while reducing the long term rates funding required from ratepayers.

Fund	Organisation	Awarded	Spend to date	Date to be completed
Tourism Infrastructure Fund	Ministry of Business, Innovation and Employment (MBIE)	\$4.75m	Approx. \$3.5m TIF funding plus WDC co-funding	Various, latest mid-2023
Three Waters Stimulus Funding	Department of Internal Affairs via Crown Infrastructure Partners	\$11.78m	\$11.78m (100%)	30 September 2022
Fluoridation Programme	Manatū Hauora Ministry of Health	TBC – Application in progress approx. \$2.9m	N/A	
Better Off Funding Tranche 1	Department of Internal Affairs via Crown Infrastructure Partners	TBC - \$9.48m applied for	N/A	30 June 2027
Better Off Funding Tranche 2	Department of Internal Affairs via Crown Infrastructure Partners	TBC - \$28.45m allocated	N/A	30 June 2027
Infrastructure Acceleration Fund	Ministry of Housing and Urban Development via Kainga Ora	TBC – applied for Springs Flat Roundabout	N/A	

3.1 Tourism Infrastructure Fund

Projects with a tourism focus, partly funded by the Ministry of Business, Innovation and Employment (MBIE) Tourism Infrastructure Fund. Future focus is intended to be on Destination Management Plans, and alignment with Regional Economic Development plans, eventually funded through the Tourism Levy.

Tourism Infrastructure Fund Programme	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Tourism Infrastructure Overall Programme Status			Jun-23	
Round 6 application unsuccessful due to current number of active projects. All projects are in a construction and delivery phase, with good progress. Next round of applications likely to be in February 2023.				
Town Basin Bus Facilities Upgrade	Construction	Aug-22	May-23	
Construction underway in stages to minimise disruption. Stage 1 by Ball Clock completed. Consultant: Isthmus Contractor: Robinson Asphalts				
Tamaterau Carparks Upgrade	Procurement	Feb-23	Apr-23	
Layby area construction is complete. Preparations to procure a contractor for the main carpark have started. Reserve name change proposal community feedback has closed and is being assessed, report planned to council in Feb-23. Contractor/Consultant: Robinson Asphalts, Hawthorn Geddes				
Restoring the Mauri of Matapouri Stg 1	Construction	Nov-22	Mar-23	
Toilet at Community Hall location starting construction Nov 2022. Traffic calming measures installed. Contractor/Consultant: Synergine / WCTNZ				
Quarry Gardens Carparks	Construction	Jun-21	Dec-22	
Contract awarded to Hauraki Construction Ltd. Construction underway, planned for completion 2 December. Consultant: GSL, TMC. Contractor: Hauraki Construction Ltd				

3.2 Three Waters Stimulus Funding

\$11.776m DIA funding relating to Three Waters Reforms for Three Waters activities and to stimulate the economy through COVID impacts. Full expenditure of the programme has been achieved by end September 2022, with KPI's achieved or bettered. The Programme Close Out Report has been submitted and final payment has been released. Any further works are being completed with WDC funding.

Three Waters Stimulus Funding Programme	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Three Waters Stimulus Overall Programme Status				
Programme commenced November 2020. Programme completion extended to December 2022 due to COVID delays affecting all delivery nationally.				
Poroti Water Treatment Plant - Design	Detailed Design	n/a	Nov-22	
Fully expended DIA funding - Work continues with WDC funding. Detailed design nearing completion. Land swap/purchase ongoing. DAF system design underway. Fish passage design done and procurement underway. Consultant: Beca, Lutra, LC Water (Aus)				
Water Filling Points	Complete	Feb-21	Sep-22	
Whangārei filling point completed. Ruakākā complete. Kauri complete. Maungatapere complete. Fourth water filling point designed and separate WDC funding is for future construction. Consultant: Beca, Contractor: Ventia				
Asset Data Improvements – 3 Waters	Complete	n/a	Nov-22	
Stormwater asset data improvements completed. Consultant: Simpson Shaw				
Hikurangi WWTP – Inlet Screen & Plant Upgrades	Construction	Mar-21	Dec-22	
Phase 1 manual mode to be completed by Se 2022. Automation phase to be completed by December 2022 Contractor/Consultant: Aquaero/BPO				

Te Ao Māori Decision Making Model	Execution	n/a	Dec-22	
Framework and report drafted and undergoing peer review. Literature review being finalised. Positive feedback to-date. Consultant: Kohu Strategy & Planning/Tapuwaē Cultural Footprints/WSP				

3.3 Fluoridation Programme

Projects necessary to fluoridate water supplies as directed by the Director-General of Health, with deadlines for delivery in various areas set out in the directive dated 27 July 2022. Concept designs and robust Quantity Surveyor's cost estimates need to be completed in order to prepare the funding application.

Fluoridation Programme	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Whau Valley Water Treatment Plant	Concept	TBC	TBC	
Fluoridation required by 31 December 2023. New WTP already provided for anticipated addition of fluoridation with minimal changes to buildings required. Consultant: Beca				
Ruddell's Water Treatment Plant	Concept	TBC	TBC	
Fluoridation required by 31 December 2023. More significant changes to WTP required to accommodate fluoridation. Consultant: Beca				
Bream Bay Water Treatment Plant	Concept	TBC	TBC	
Fluoridation required by 31 December 2024. More significant changes to WTP required to accommodate fluoridation. Consultant: Beca				
Poroti Water Treatment Plant	Concept	TBC	TBC	
Fluoridation required by 31 December 2025. This will be delivered as part of the overall treatment plant upgrade works which is currently being designed by Beca (see separate project information under Three Waters Stimulus Programme. Additional concept work for fluoridation funding is required. Consultant: Beca				

Better Off Funding

Released by Department of Internal Affairs in April 2022, the purpose of this funding is to ensure that councils are 'better off' through the Three Waters Reforms transition. \$9.48m DIA funding for Council activities relating to community wellbeing, placemaking, housing development, and transitioning to a sustainable economy. Programme funding to be spent by 30 June 2027.

Funding application for Tranche 2 likely due Quarter 2 of 2024. Portfolio funding to be spent by 30 June 2027.

Better Off Funding Tranche 1 Programme	Current Stage	Estimated Start Date	Estimated Completion Date	RAG Status
Better Off Tranche 1 Overall Programme Status				
Funding application submitted to DIA on 29 September 2022, before the deadline, per council decision on 25 August 2022. DIA undertaking their review and approval processes, which is expected by end of Nov-22.				
Punaruku Russell Rd Flood Mitigation Bus. Case	Planning	TBC	TBC	
Investigation and options assessment for addressing ongoing flooding issues of the road at Punaruku which affects the community regularly, including stopping children being able to attend school.				
Climate Change Adapt. Strategy Priority Actions	Planning	TBC	TBC	
Implementation of key priority actions of the adopted Climate Change Adaptation Strategy, including piloting an adaptation planning process with a community facing climate change response issues.				
Hikurangi Repo Options Business Case	Planning	TBC	TBC	
Business case to support the long-term development of the Hikurangi Swamp drainage scheme including consenting and climate change risks, Te Tiriti o Waitangi obligations, Te Mana o te Wai response, asset condition and renewal/upgrade options, environmental improvement options, funding options, and development of a business case to secure further funding to implement solutions.				
Papakāinga Support Contestable Fund	Planning	TBC	TBC	
A contestable fund aimed at removing current council barriers to implementation of Papakainga housing developments on Māori land.				
New LandSaR Base at Onerahi Airport	Planning	TBC	TBC	
Additional funding to further extend a planned new building at Onerahi Airport to provide a new base for Land Search and Rescue.				
CitySafe Additional Resourcing	Planning	TBC	TBC	
Additional funding of CitySafe resources for 12-18 months, from the beginning of 2023, to increase coverage and reduce undesirable incidents in the city centre area.				
Māori Wellbeing / Kaupapa Māori Programme	Planning	TBC	TBC	
Piloting a rangatiratanga-based model of funding Māori Wellbeing using a Kaupapa Māori approach. Appropriate governance structure and methodology to be developed with hapū, then to be presented for WDC and DIA approval.				
Ōakura Sports Park & Wetland Restoration	Planning	TBC	TBC	
Funding to complete development of the Ōakura Sports Park, to align with council funding for a playground, and to continue with community plans for wetland restoration.				
Ruakākā Recreation Centre Stage 1	Planning	TBC	TBC	
Additional funding to complete Stage 1 of the new recreation centre at Ruakākā. The project team has applied for building consent in preparation to procure a construction contractor once funding is confirmed.				
Whangārei Heads Fire Brigade Building	Planning	TBC	TBC	
Additional funding for the new facilities required at Whangārei Heads Fire Brigade building located at McLeod Bay. This is in addition to the Partnership Fund grant, and completed the funding required for the project.				

Better Off Funding Tranche 2	Current Stage	Estimated Start Date	Estimated Completion Date	RAG Status
\$28.45m DIA funding available from 1 July 2024, criteria yet to be confirmed.				
Better Off Tranche 2 Overall Programme Status				
Implementing Council decision 25 August 2022 to draft a governance structure by early 2023 to work in partnership with hapū to determine what the Tranche 2 funding should be spent on.				

4 Non-Infrastructure Capital Portfolio

The Infrastructure Programmes department delivers major projects for other non-infrastructure council departments including Community Development, Regulatory, Venues & Events and District Development.

Compliance & Regulatory	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
New Animal Shelter	Procurement	Oct-22	Feb-24	
Silt pond installed; Site has been cleared. Retaining walls being constructed. Contractor: ARCO Group/Consultant: WSP				

Major Projects – Venues & Events	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
NEC Replacement Roof	Construction	Oct-23	May-24	
Building Consent lodged and responding to RFIs. CANAM procured for Early Contractor Involvement to develop pricing and programme. Negotiations have begun with supply of Glulam timber members. Start date moved back to October 2023 to minimise disruption to events. Consultant: Beca, Matakohē Architecture & Urbanism Contractor CANAM				

Major Projects – Community Services	Current Stage	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Old Municipal Building Fire Damage Restoration	Design	Mar-23	Mar-24	
Detailed design being completed. Building Consent to be lodged before end of 2022. Costs increases likely due to earthquake strengthening and ground truthing of drawings. Old heritage buildings involve a high level of unknowns and risks, on top of fire damage unknowns, which will require a substantial contingency. Consultant: Architect - Mandeno Design, Structural - RSEng. Contractor: ARCO Group Ltd				
Old Library Roof Replacement (Rust Ave)	Design	Mar 23	Sep 23	
Tender stage 1 out in November, stage 2 in Jan/Feb 23. Likely to exceed current budget of \$615k thus reporting as amber.				

5 Procurement Activity

5.1 Market conditions

We continue to see increased costs across the supply chain. This is particularly a challenge where we are delivering work through our maintenance contracts where prices have been locked in and our suppliers are struggling to be able to deliver.

Supply chain issues with regards parts that are imported continue to be delayed and there are increased costs associated with shipping.

There continues to be a shortage of consultant services which meet our requirements. The ability to get work out of the door and deliver safely is primarily an issue here.

5.2 Procurement Strategies and Plans

Significant Procurement Plans will be presented here

5.3 Pipeline

The following pipeline has been shared with Civil Contractors Northland

Project	Timing	Value	Description of Physical Works for Tender
Tamaterau Beach Carpark Upgrade	Nov-22	\$100k-\$500k	upgrade hall/beach carpark and other works
Old Library Roof Replacement	Nov-22	\$500k-\$1m	Roof replacement, ability to manage pedestrians and keep building open to tenants is important
Ruakaka Sports Field	Nov-22	\$100k-\$500k	2x new football field with lighting, planting and fencing
Whangarei Heads Storage	Feb-23	>\$2.5m	Whangarei Heads storage tanks - tendering (Q1 - 2023) Design and construction 1500m ³ of additional emergence at Parua Bay Pump Station
Kamo Road Watermain Renewal	Feb-23	\$100k-\$500k	Replacement of approximately 600m of AC watermain between 50mm DIA and 200mm DIA
Union East Street watermain replacement	Feb-23	\$100k-\$500k	Replacement of approximately 500m of AC watermain between 50mm DIA and 200mm DIA
Ngunguru Road watermain upgrade	Feb-23	\$500k-\$1m	Replacement of approximately 1000m of AC watermain between 50mm DIA and 300mm DIA
Seawall - Tropicana	Feb-23	\$100k-\$500k	rock revetment seawall
Seawall Ngunguru	Feb-23	\$500k-\$1m	rock revetment seawall
Whananaki wharf replacement	Feb-23	\$500k-\$1m	replacement of existing fishing platform
Raumanga Valley playground, toilets, services and paths	Feb-23	\$100k-\$500k	park development high quality finish
Lake Waro skatepark	Feb-23	\$100k-\$500k	Skatepark construction experience and concrete finish important
Parua Bay skatepark/ pump track	Feb-23	\$100k-\$500k	New skatepark/ pump track
Whangarei Network Watermain Renewal project 1	Feb-23	\$100k-\$500k	Replacement of approximately 500m of CI watermain between 50mm DIA and 300mm DIA
Poroti Water Treatment Plant Upgrade	Mar-23	>\$10m	Upgrade of Poroti WTP (value in the order of \$20 million plus pending design confirmation)
Kamo Reservoir Additional Capacity	Mar-23	>\$5m	New 4,500m ³ concrete tank, concrete pile retaining wall and associated pipework

Three Mile Bush Reservoir	Jun-23	>\$1m	2x new timber tanks, new pump station and associated pipework
Tikipunga sand field and lighting	Mar-23	\$500k-\$1m	Sand sports field and training lights
Whangarei Network Watermain Renewal project 2	Mar-23	\$100k-\$500k	Replacement of approximately 500m of AC watermain between 50mm DIA and 200mm DIA
Fluoridation of Water Treatment Plants	Apr-23	>\$2.5m	Install and commission Fluoridation dosing facilities to Whau Valley, Poroti, Ruddles, Ruakaka and Ahuroa Water Treatment Plants. Whau Valley first, then Bream Bay.
Maunu cemetery - internal road extension	Aug-23	\$100k-\$500k	asphalt road
Whangarei WWTP Administration Building	Aug-23	>\$1m	Rebuild of administration building at Kioreroa Rd wastewater treatment plant after asbestos removal
Kioreroa Rd WWTP upgrades	Nov-23	>\$1m	Augmentation works - incl. odour control, ECI for specialists
Onerahi Airport Field Development	Jun-23	\$500k-\$1m	Drainage and lighting upgrade
Takahiwai sports park upgrade	Jun-23	\$100k-\$500k	Takahiwai sports park, hard court, drainage and lighting upgrades

5.4 Contracts awarded

A paper on Contracts awarded is presented to full Council. The following contracts are specific to the Infrastructure Programme

Project	Supplier	Value	Description of Physical Works for Tender
Waipu Watermain Replacement	Northern Pipe and Civil	\$445, 828.00 (Est 500k)	Replacement of approximately 500m of AC watermain between 50mm DIA and 200mm DIA

4.6 Infrastructure Operational Report - October 2022

Meeting: Infrastructure Committee
Date of meeting: 8 December 2022
Reporting officer: Jim Sephton (General Manager Infrastructure)

1 Purpose / Te Kaupapa

To provide a brief overview of Infrastructure Services that the Infrastructure Committee is responsible for.

2 Recommendation / Whakataunga

That the Infrastructure Committee notes the Infrastructure Operational Report October update.

3 Background / Horopaki

In November 2022, Council adopted committee terms of reference for the 2022-2025 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 2022.

4 Significance and engagement / Te Hira me te Arawhiti

The decision 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 / Ngā Tāpiritanga

Infrastructure Monthly Operational Report – October 2022

Infrastructure Committee

Operational Report

October 2022

Infrastructure Monthly Operational Report

Reporting Officer: Jim Sephton (General Manager Infrastructure)

Meeting Date: 8 December 2022

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1 Executive Summary

This is the Infrastructure Operations Report for October 2022.

October saw Whangarei host the Women's Rugby World Cup and there was a focus on making sure that things went well and our City looked great on the world stage. There was an increased focus on the city and we are now catching up on our work across the District.

Although October saw fewer wetter days, we experienced a significant rainfall event at the end of the month which has increased damage to the network. This includes a large moving slip on Parihaka which will require significant investment to address.

Health & Safety

A Fatal Crash investigation is underway for the Whangarei Heads Road (Darkies Hill) Warf Rd intersection. Speed control measures will remain in place until this is resolved.

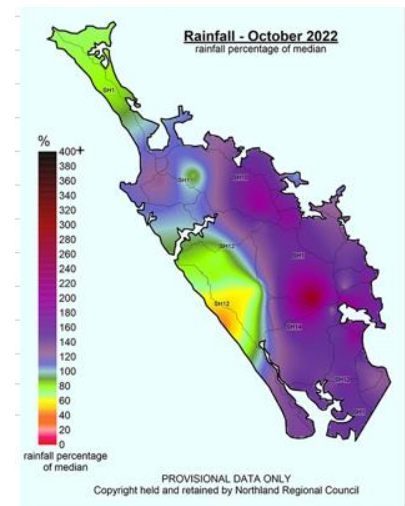
There was one significant health and safety incident in October. One Council staff member suffered a Lost Time Injury while working at Manu Cemetery. Root cause was uneven ground resulting in an ankle injury.

There has been increased focus on health and safety. The Water Services contract for renewals in Waipu was tendered with Safety and Sustainability being the only non price criteria. Road Inspection training has been deployed across all teams.

Performance

The rain continues to see an increase in stormwater complaints and requests. The backlog of stormwater complaints remains a concern and we have brought in an acting stormwater manager.

We are aware of a non-compliance that occurred during this quarter that related to the time between sampling for drinking water. Whilst the correct number of samples was taken for the first quarter the days between samples was exceeded on one occasion when 5 days were allowed when it should have been 4. The consequence of this is that our Annual Plan will recognise a non-compliance. The investigation was conducted and as a result we are investigating an alternative software which will provide a more proactive approach and provide warnings if samples have not been collected.



2 Health and Safety

There was one significant health and safety incident in October.

One Council staff member suffered a Lost Time Injury while working at Manu Cemetery. Root cause was uneven ground resulting in an ankle injury.

Inspector level training has been rolled out to a large percentage of Infrastructure staff that are exposed to traffic related hazards. This increased awareness will allow our team to put the right controls in place to keep us safe while out conducting inspections in the road corridor.

A good number of hazards have been reported in October, giving us the opportunity to put controls in place before they resulted in injuries.

Safety Statistics

Type of incident	Employee reported incidents	Contractor reported incidents	Member of the public incidents
Lost time injury	1	1	0
Medical treatment injury	0	1	0
Minor injury	0	1	0
Pain and discomfort report	0	0	0
Incident – Near Miss	0	2	0
Incident - Property Damage	0	5	0
Incident – Vehicle related	0	7	0
Incident – Security related	0	0	0
Incident - environmental	0	0	0
Incident – non work medical condition affecting the worker	0	0	0
Hazards reported (<i>Note this is not required, but some companies send these anyway</i>)	4	0	0

Note: Not all of our infrastructure contractors have sent through their incident statistics. Council staff who manage these contracts have been advised to follow up with them.

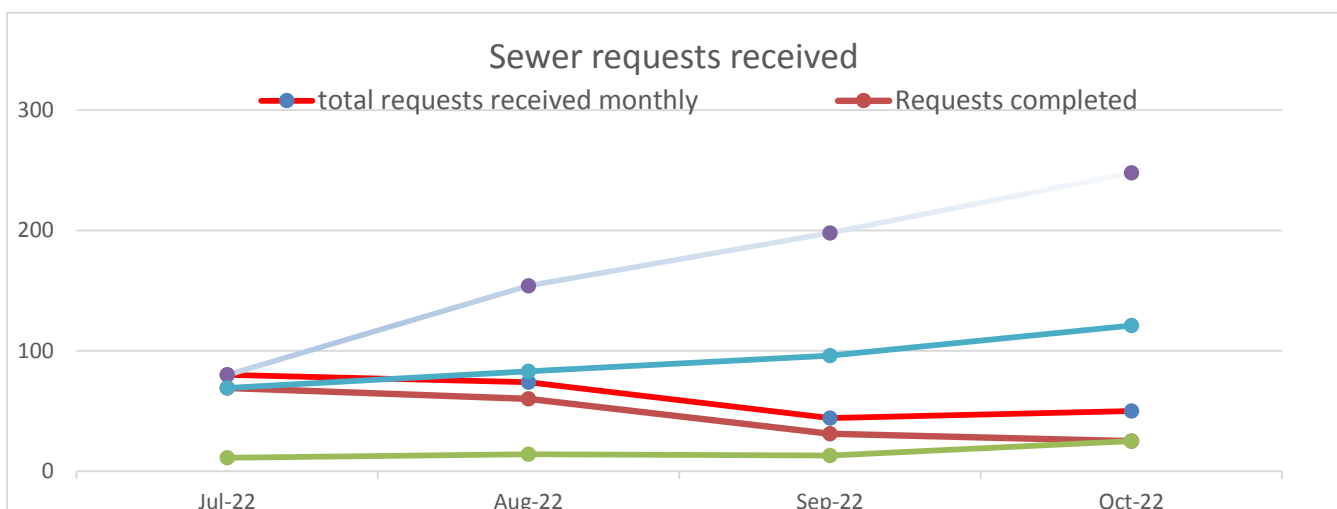
3 Wastewater

3.1 Health & Safety

- The boilers in Whangarei WWTP sludge room are cleaned out from every 3-6 months. However, it generated lot of dust during the cleaning process. Our operators used a water blaster to water the boiler to ensure that no airborne dust is present when operators enter the room. New hazard login my safety incident No INC-003021. A new SOP to be issued to reflect new change.
- Department received General worker traffic management training.

3.2 Customer requests and feedback

- Request: CC220345: caller phoned to thanks Waste & Drainage to quickly location locate the sewer line and provide as built on Port Road late September.



3.3 Network Performance

Whangarei Wastewater Treatment Plants (WWTP)

For the first week of October, we witnessed a rapidly decline of wastewater inflow to the plant, from its peak of nearly 40,000m³ down to just over 15,000 m³. IT dropped to its lowest point in October at 12,400 m³ before a 3-day rainfall event with total record of 62.6 mm on the 28th boosted the flow to its second peak at nearly 35,000 m³.

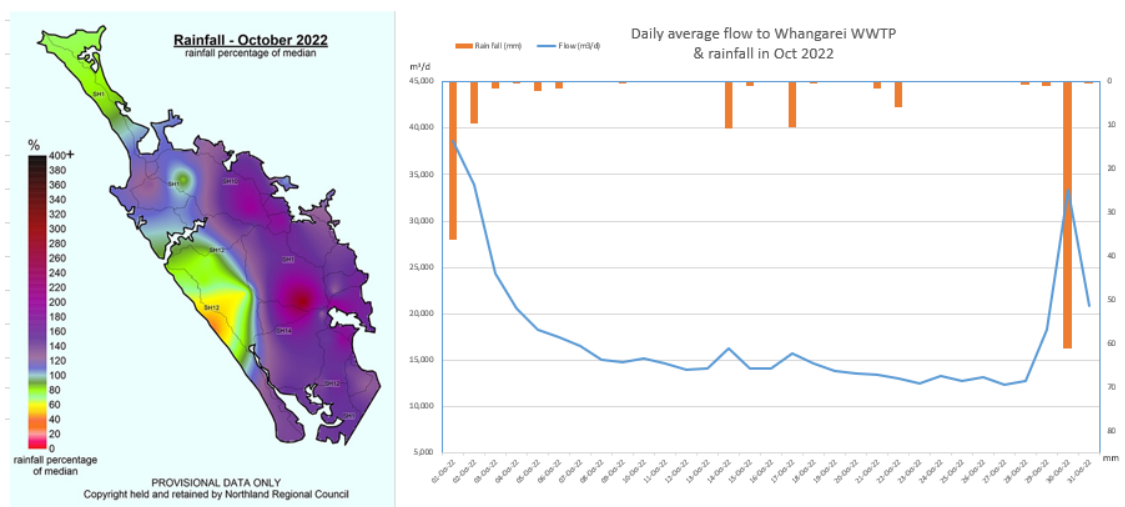


Figure 1: NRC image depicting the percentage of normal rainfall daily average flow in Whangarei WWTP in October 2022

Despite this event there was only one recorded spill incident in the October 2022 period.

Date Spill			Location & Volume(m ³)	Cause	Type of Sewage	Action Taken
Started	Detected	Ceased				
4/10	4/10	4/10	26 Kotare Crescent Maunu <2m ³	Blockage downstream or at area of surcharge, suspect a possible service strike, gravel in line also, was scheduled for heavy clean and CCTV but had to wait for owner to remove deck from over downstream manhole. Low flows, not a large catchment, most solids captured in grass	Raw/ unscreened	NRC and DHB notified, line heavy cleaned and CCtv'd, spill area isolated then cleaned and disinfected

3.4 Contractor Performance

Contract	Supplier	Performance	Comment
Waste & Drainage	HydroTech	Good 100%	Contract extension due in December and opportunity to review KPIs

3.5 Key activities in the last month

Plant	Comment
Whangarei Wastewater Treatment Plants (WWTP)	Odour treatment for 3 areas in Whangarei WWTP to be carried out as part of main plant resource consent renewal. Construction starts July 2024
Hikurangi	The plant has been non-compliant in Q3 but once Anolyte system under operation it will improve treated effluent quality. Aiming to complete by Dec 2022 however pushed back due to resourcing and available of material.
Ruakaka, Ngunguru and Waipū	Q3 report is compliant. The plant was at capacity after a few floods in Oct.

3.6 Significant Risks and issues

Event	Cause & Consequence	Controls and Mitigation
Lack of resources affects network performance	Some of our staff have Jury service in November and December. A lot of training required as SIGMA is expected to go live this November.	Interviews were carried out for Wastewater technician position. 2 candidates were interviewed.
Spill into environment	High flows exceed plant capacity	Plants and Operating procedures
Archimedes Screw failure	The plant lost 30% of BOD5 removal in the 1 st stage of trickling filter.	<ul style="list-style-type: none"> NRC was updated. Bypass carried out Archimedes Screw pump Aerators to increase capacity to assist BOD5 removal rate

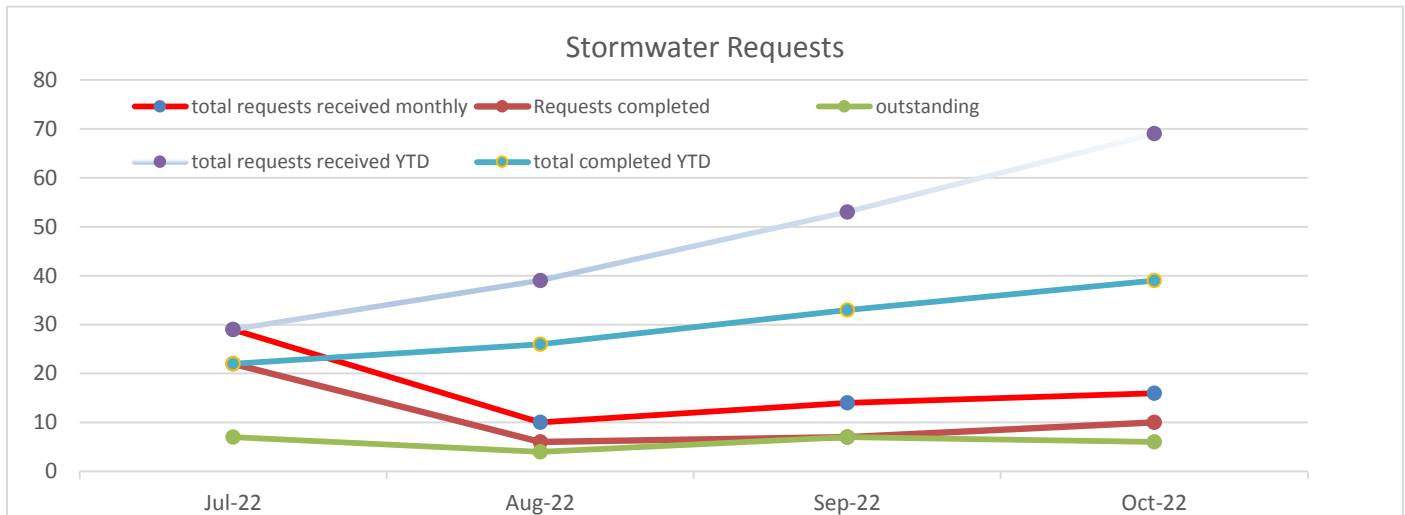
4 Stormwater

4.1 Health & Safety

Hazardous work undertaken by hapū at the Hikurangi Swamp (Tuna recovery) is being reviewed. This mahi is necessary due to lack of suitable fish passages.

4.2 Customer requests and feedback

- Customer at 8 Wrack Street sent positive feedback for our subcontractor to assist him during flooding event in October



4.3 Network Performance

Significant rainfall over a three day period resulted in usual levels of flooding.
Fully Compliance with all stormwater consents

4.4 Contractor Performance

Contract	Supplier	Performance	Comment
Waste & Drainage	HydroTech	Good 100%	Contract extension due in December and opportunity to review KPIs

4.5 Key activities in the last month and next month

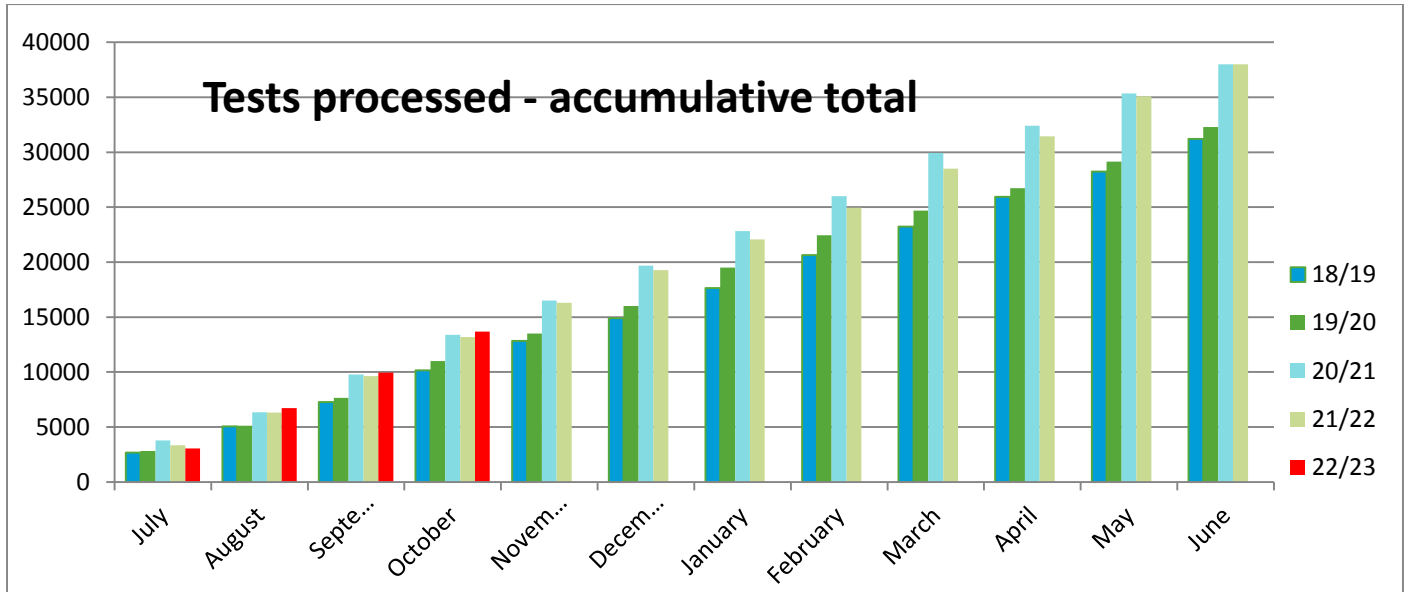
- Working with NRC to confirm roles and responsibilities for different stormwater activities. This is important as we potentially move into the three waters entity establishment
- Megapit installation at 28 Mains Ave completed in October that will help with flooding especially Abbeyfield house
- 191 Marsden point Road stormwater upgrade was completed.

4.6 Significant Risks and issues

Risk event	Cause & Consequence	Controls and Mitigation
Helicopter spray for weed control	Subcontractor missed the drain	Operation team is working with contractor to understand why spray was missed. Contractor to work with external consultant to assess extent of damaged grass or crop areas to enable a percentage of loss to be worked out.
Lack of resources affects network performance	Small team with vacancies	Stormwater manager job was advertised while Waste and Drainage department has an acting stormwater manager to assist with stormwater complaints.

4.7 Laboratory

For October 2022, 996 samples were analysed for 3749 tests. 38% of tests were completed and reported within five days.



Recruitment for replacement lab assistant and lab technician roles is continuing.

Risk event	Cause & Consequence	Controls and Mitigation
Threat that we don't meet quality controls for Taumata Arowai or NRC	Sample not collected as per requirements	<p>The team have identified that a sample was not collected in the required timeframe. This will affect our year end compliance status for drinking water.</p> <p>Working with Watercare to incorporate new software and procedures to reduce the likelihood of this happening again.</p>

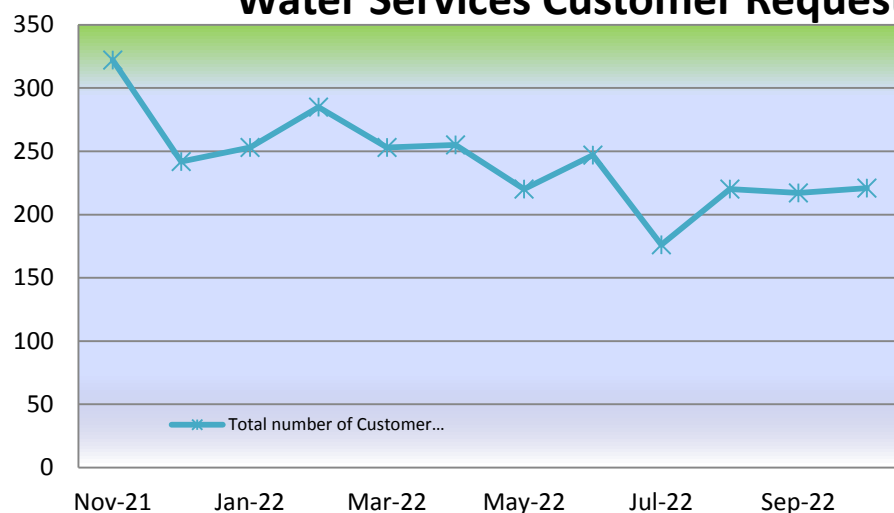
5 Water Services

5.1 Health & Safety

To encourage contractor performance in Health and Safety, Water Services have tendered a contract where the principal attribute, after price, is health and safety. This sends a clear message to contractors that we value Health and Safety and that they will be rewarded for good performance in this area. The tender closed at the end of October and was awarded to Northern Pipe and Civil.

5.2 Customer requests and feedback

Water Services Customer Requests



Received two compliments and one complaint from customers during October. The complaint was due to a truck parked in the road causing the customer to break. On investigation it was found to be a private truck not related to water services operations. The compliment related to the speed of contractor response to water leaks.

5.3 Performance

Compliance

All plants were fully compliant for protozoa and bacteriological.

Compliance sampling

Description	Quantity of tests	Failures	Result	Target	Status
E Coli leaving plant	10	0	100 %	100%	compliant
E Coli in distribution	64	0	100 %	100%	compliant
Free available chlorine	96	0	100 %	95%	compliant
TOTAL	170				

Note – This reporting structure will change when the new rules come into effect.

There was a non-compliance that occurred during this quarter that related to the time between sampling. The standards require that reticulation samples are taken in all our zones. A certain number of samples have to be taken in each zone and there can be no more than a specified number of days between samples. Sample plans are carefully calculated and agreed between the operations team and the laboratory. Whilst the correct number of samples was taken for the first quarter the days between samples was exceeded on one occasion when 5 days were allowed when it should have been 4.

The investigation was conducted and determined that it was human error, however we should have a quality control process in place that mitigates this. The laboratory team are investigating an alternative software which will provide a more proactive approach and provide warnings if samples have not been collected.

Rainfall

After two drier than normal months October was a wetter with 146mm of rain falling at Whau Valley Dam compared to the average of 111mm. Overall for the year to date we have experienced 1443mm of rain, which is 55mm above

average for the time of year. Groundwater levels remain high and stream flows remain strong. Both Whau Valley and Wilsons dam remain 100% full and we are in a good position heading into summer. The long-range forecast for the remainder of the year and the beginning of summer average or below average rainfall. However, with dam levels above average for the time of year staff are confident we can get through summer without restrictions.

Water Distribution

The number of leaks found and fixed with the network dropped again after rising in September. This is probably due to the wetter weather making leaks more difficult to spot.

5.4 Key activities in the last month

Staff have been focussed on ensuring that all the requirements of the new rules and standards can be met by the date they come into effect – 15th November 2022. There are a number of documents that need to be written or updated to meet these requirements. These include,

- Water Safety Plans
- Source Water Risk Management Plans
- Cyanobacteria Response Management Plan
- Backflow Prevention Programme
- Water Storage Management Plan

The site inspection for the Whau Valley Dam Comprehensive Safety Review was undertaken in October. This review is required to be done every five years for both of our large dams. The review is to ensure the Dam is being well managed and is compliant with all the latest dam safety regulations. The report is due early in the new year.

The Parua Bay Reservoir was taken offline to repair leaking joint seals. The seals were over 20 years old and in order to replace them the reservoir needed to be drained. The work is expected to be complete in early November at which point the reservoir will be cleaned and sterilised before being brought back into service.

5.5 Significant Risks and Issues

Risk event	Cause & Consequence	Controls and Mitigation
There is a threat that we do not meet new standards and requirements	Taumata Arowai have introduced new standards and requirements which come into effect on 15th of November	<p>We have dedicated staff developing Water Safety Plans, Source Water plans and Risk Management Plans</p> <p>'Wai Comply' have been engaged to undertake an independent audit (noting that MoH no longer audit)</p> <p>Beca have been engaged to provide an independent review of how we are tracking against future requirements. They have staff who have worked inside Taumata Arowai</p>

6 Transportation

6.1 Health & Safety

A Fatal Crash investigation is underway at the Whangarei Heads Road (Darkies Hill) Warf Rd intersection – investigation underway.

No significant health and safety matters to report across the Road Maintenance & Renewals Contracts.

On our Mechanical Bridges, some deficiencies in engineering controls related to confined space entry into the W1 sump of Te Matau A Pohe (figure 1) have been identified by our contractor and work is underway to engage a specialist to review the same. This highlights excellent proactive identification of a potential risk. Once the controls are sorted then a confined space entry permit can be issued for access, allowing for the replacement of the pump and the electrical junction box

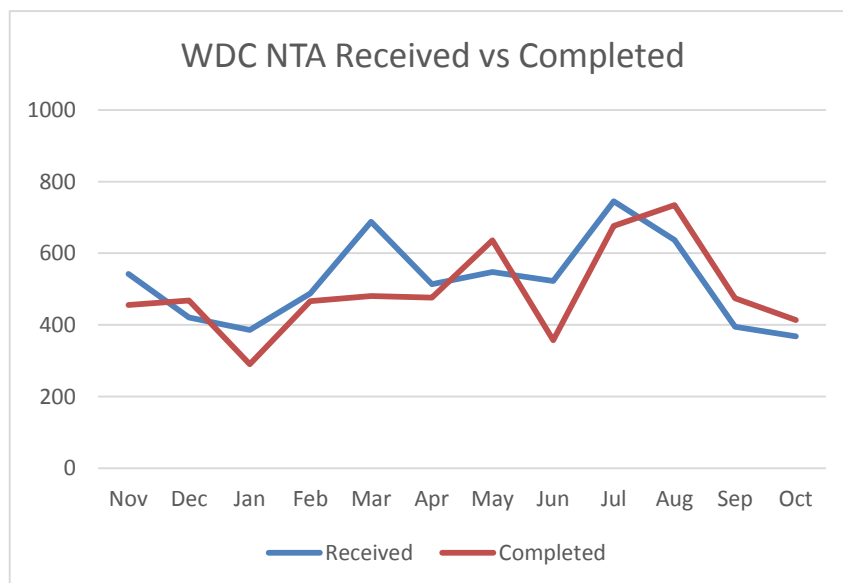
inside.



Figure 1 – W1 Sump confined space

6.2 Customer requests and feedback

The month of October was quieter across our Road Maintenance & Renewals Contract with only 369 requests logged. Staff and contractors were able to close off 414 requests through the same duration.



Top request types (change from prior month)

Road surface damage and maintenance	133 ▼
General Roding	48 ▼
Footpaths and shared path maintenance	41 ▲
Road lighting and other electronic systems	24 ▲
Graffiti	22 ▲
Clear blocked drains and culverts	16 ▲

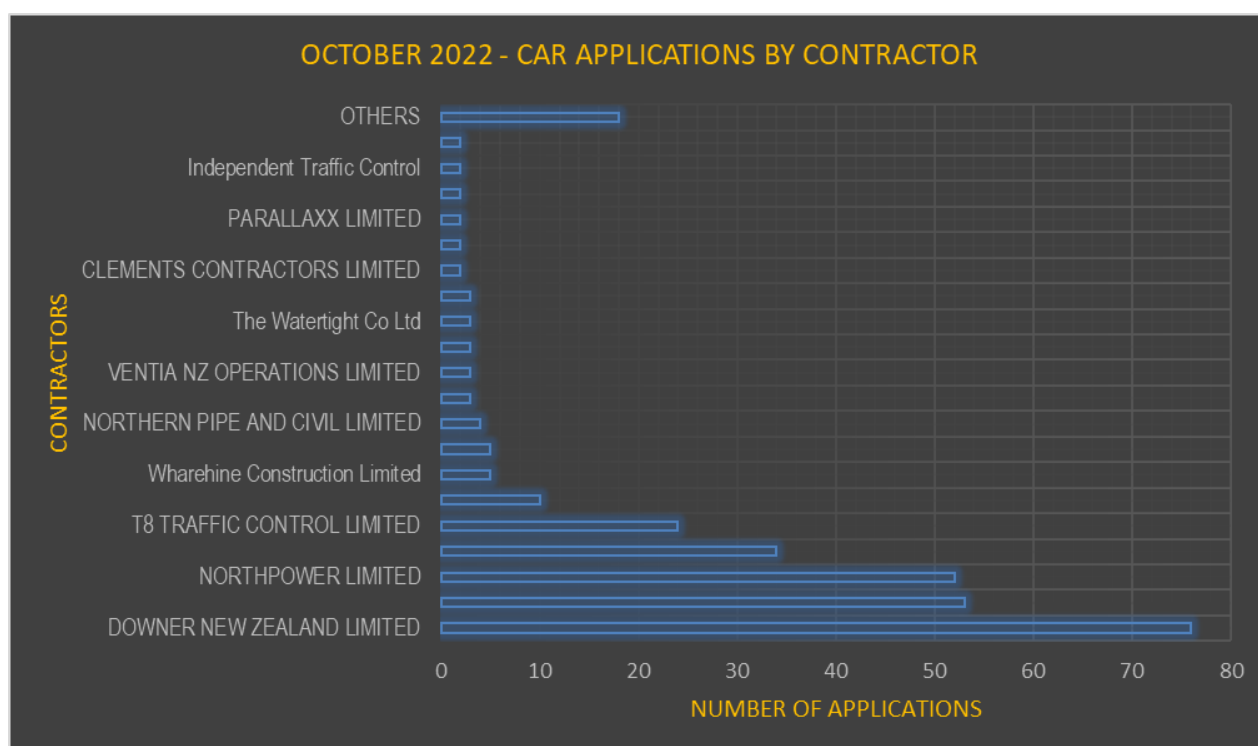
Corridor Access Requests

For the month of October 2022, a total of 308 Corridor Access Requests were received, with 231 processed during the month. A further 126 CAR's were closed off this month as works has either been completed or the warranty period ended.

CAR's pending or on-hold relates to those submitted in late October and those requiring further information prior to approval. The pending CAR's will be attended to in November 2022. A total of 29 CAR's have been cancelled for the following reasons:

1. Works on State Highway – CAR to be submitted to NZTA
2. Works have been cancelled by applicant as no longer required
3. Service locates through B4Udig for planning purposes only, no CAR required

The graph below illustrates the CAR applications submitted by organisation.



Compliments Received

CC220395 – Puriri Park Road – Request for line marking

Customer wanted to say thank you to Traffic Safety team, maintenance team, road markers and customer service for getting the lines marked at the Puriri Park Road. Great to get a call back - thank you so much.

CC220384 – Worsp Road – Maintenance

Thank you for maintenance on Worsp Road, the day before yesterday. They did a good job. Good as gold.

6.3 Key Activities in the Last Month

Road Maintenance & Renewals Contracts

October had fewer wet days. Work continued targeting requests and completing routine and programmed works, which included:

- Stabilisation and dig-out sealed pavement repairs across the network, keeping ahead of the seasons resurfacing programme. A huge 3,894 m² of sealed pavement repairs were completed on roads including Maunu Road, Cemetery Road, Clark Street, Crane Road and throughout the central city
- Kerb and Channel replacements completed on Kaka and Hoey Streets
- Water table maintenance across more than 8.5 km of network, including Corbett, Draffin, Guntown and Whananaki South Road
- Prioritised culvert replacements on a number of roads including Whananaki South, Dicksons, Church, Houto and Matarau Roads amongst others
- Cyclic street sweeping of 1630 individual roads, or 386 kms of kerb
- Commencement of this season's footpath renewals, with works completed on Morningside Road, Anzac Road and Ross Street.
- Walkway and general roadside vegetation removal continued which in October included Kamo shared path, Dip Road, Whareora Road, Kiripaka Road, and William Jones Drive.
- Slip repairs on Brooks Road, Waipu
- Line marking across the network targeted specific needs associated with the safety improvement programmes, annual remark requirements and minor improvements

Note: We have introduced an improved black out system for line marking, black road paint with a cap of Basalt chip. This is safer, lasts longer and looks a lot better. This has been successfully used to cover sections of Graffiti and redundant markings on roads.



Completed head wall structure and culvert replacement on Whananaki South Road

The NTA achievement pamphlets provides the following additional activity details for the month of October

Northern Area		Whangarei District Council		
Road Length		532.17 sealed		
		411.27 unsealed		
		Mthly Average		
Activity Description	Prev mth	This mth	Prev 48 Months	FYTD
Unsealed Maintenance Gravel (cum)	1152.00	1107.00	579.63	4716.00
Unsealed Compacted Gravel (cum)	12353.00	0.00	1422.63	12353.00
Unsealed Road Grading (km)	83.45	61.85	90.49	394.67
Wet Roll and Grade (km)	0.00	0.00	3.48	0.00
Unsealed Road Potholes (ea)	1589.00	5254.00	1419.58	10302.00
Sealed Road Potholes (ea)	298.00	136.00	166.71	926.00
Sealed Road edgebreak (m)	3158.00	11660.00	151.27	14839.00
Sealed Road Pavement Repairs (sqm)	0.00	2777.00	1173.81	2777.00
Sealed Road Surface Repairs (sqm)	6.00	73.00	51.35	79.00
Water Cutting (sqm)	0.00	0.00	237.92	0.00
Roadside mowing (km)	0.05	0.04	1.49	0.12
Roadside Spraying (km)	147.75	1.87	349.23	149.69
Vegetation Envelope Cleared (km)	0.08	0.02	29.38	0.33
Roadside Drainage Cleared (m)	8629.00	6416.00	4476.29	27691.00
Roadside Culverts Cleared (ea)	10.00	19.00	48.31	56.00
Culvert Markers Replaced (ea)	6.00	9.00	56.33	33.00
Cesspit Grates Cleared (ea)	2.00	5.00	21.63	32.00
Kerb & Channel Cleaned (km)	0.00	5.31	1.26	33.09
Routine Surface Detritus Removed (#)	14.00	7.00	28.40	40.00
Overslip Material Removed (cum)	0.00	0.00	0.00	0.00
Routine Signs Maintenance (ea)	91.00	45.00	118.65	232.00

Southern Area		Whangarei District Council		
Road Length		545.48 sealed		
		270.59 unsealed		
		Mthly Average Prev		
Activity Description	Prev mth	This mth	48 Months	FYTD
Unsealed Maintenance Gravel (cum)	14.00	0.00	563.81	4236.00
Unsealed Compacted Gravel (cum)	0.00	2730.00	1411.85	2734.00
Unsealed Road Grading (km)	47.81	86.57	40.98	330.54
Wet Roll and Grade (km)	0.00	0.00	2.42	0.00
Unsealed Road Potholes (ea)	466.00	790.00	790.83	4150.00
Sealed Road Potholes (ea)	117.00	102.00	165.44	928.00
Sealed Road edgebreak (m)	145.00	17.00	93.79	350.00
Sealed Road Pavement Repairs (sqm)	0.00	1117.00	1208.33	1117.00
Sealed Road Surface Repairs (sqm)	50.00	124.00	707.27	2317.00
Water Cutting (sqm)	0.00	16949.00	0.00	16949.00
Roadside mowing (km)	0.00	0.00	5.10	0.08
Roadside Spraying (km)	6.52	723.26	45.81	729.78
Vegetation Envelope Cleared (km)	0.17	8.16	11.48	27.59
Roadside Drainage Cleared (m)	2484.00	2395.00	4267.58	12137.00
Roadside Culverts Cleared (ea)	16.00	0.00	9.56	27.00
Culvert Markers Replaced (ea)	20.00	4.00	20.73	37.00
Cesspit Grates Cleared (ea)	57.00	68.00	220.48	367.00
Kerb & Channel Cleaned (km)	323.63	340.25	460.13	1491.11
Routine Surface Detritus Removed (#)	7.00	10.00	18.88	24.00
Overslip Material Removed (cum)	0.00	0.00	0.00	0.00
Routine Signs Maintenance (ea)	177.00	159.00	169.98	621.00

Streetlighting

- An asset condition assessment for street lighting assets in WDC has been completed by our streetlight maintenance contractor. Verification of asset condition data has also been completed by the NTA team and those assets that have been condition assessed as very poor and poor are now programmed to be replaced. This renewal work has been approved and is estimated to cost \$258,435.16 and will be carried out through the present streetlight maintenance contract.
- The Streetlight Central Management System (CMS) project Expression of Interest (EOI) completed - Five submissions had been received and system demo and presentation by all interested bidders were completed in June. With funding (\$1.05M) being confirmed in September 22, work is underway to develop a Procurement Plan and RFP for this turnkey project with the intent of awarding a works contract by April 23.
- Other streetlighting activities such as joint site inspections for sub-divisions within Whangarei district for streetlight handover and lighting design reviews for new subdivisions and other lighting assessments related to early planning are ongoing.

Traffic Signals

- Work has been underway to relocate the Sydney Coordinated Adaptive Traffic System (SCATS) communication gear (Dataplex gateway, KSP fibre cable and SCATS firewall) and cooper digital subscriber lines out of the Forum North server room.
- Review of the proposed Overhead Height Warning Sign (OHWS) system for Rust Ave rail bridge is presently underway. The existing system is obsolete and has been failing.
- The four damaged CCTV cameras in the Tarewa underpass (figure 2) has been replaced and now connected to the CCTV network to the Police station for monitoring through the Tarewa/SH1 traffic signal communications network.
- Work is underway to optimize the performance of the traffic signal at the Kensington/Kamo/Nixon Rd intersection. The option of removing the filter right turn into Nixon Rd from Kamo Rd is being modelled by Transport Network Optimization (TNO).
- Works related to asset condition assessment for traffic signal assets identified by the signal's maintenance contractor are underway and 75% completed. These include painting of the traffic signal poles, removal of graffiti from cabinets and lantern replacements. A crank pole as per figure 3 below has been installed at the Porowini/Tarewa intersection to mitigate against the vehicle Vs lantern accidents.



Figure 2 – Tarewa underpass



Figure 3 - Crank pole Porowini

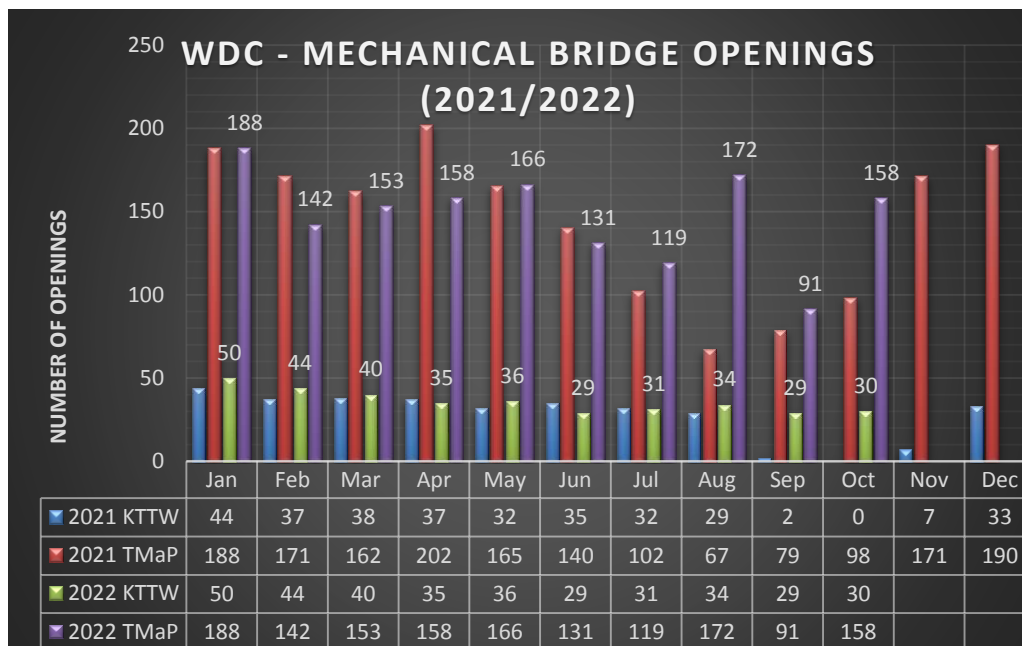
Mechanical Bridges

- The ingress of storm water into the W1 sump at Te Matau A Pohe continues to be a challenge during periods of heavy rain. The expansion joint seals have been checked and gutters cleaned yet the issue remains. A temporary submersible pump has been connected to remove water out of the sump after the failure of the main pump whilst the bridge team continue to find a solution

- Evaluation of the proposed replacement LED lighting for the Kotuitui Whitinga bridge handrail light is in progress. This was a bespoke installation at the time as such some retrofitting and modifications are necessary. This work will be picked up after the award of the new Electrics contract in December 22.
- The bridge hydraulics and mechanical contract that had been tendered has now been awarded to LC Hydraulics for a term of 2 years. The electrics contract has been tendered and is expected to be awarded by 1st December.

Te Matau A Pohe (TMaP) and Kotuitui Whitinga (KTTW) bridge operations have been continuing, with an average monthly opening of 147 for TMaP and 35 for KTTW year to date. In the month of October, the TMaP bridge operated 158 times whilst the KTTW bridge 30 times.

The graph below illustrates the bridge openings for 2021 & 2022 year to date.



Active Transport

- Business Case started for Active Transport within Whangarei City, with a series of workshops with stakeholders and community.
- Application submitted to government for Climate Emergency Response Fund Transport Choices, awaiting official response.

Safety Activities


- High Risk Rural Roads
 - Whangarei Heads Stage 1 implementation has begun, with rumble strip marking installation
 - Ngunguru Road Murphy's Bend – works planned for summer of 2022-23
- Fatal Crash investigations
 - Whangarei Heads Road (Darkies Hill) Warf Rd intersection – investigation underway.

Te Ripoata Haumaru Rori a Rohe o Whangarei Hiringa-a-nuku 2022

Road Toll	Total 2020	Total 2021	Total to Nov 22
Whangarei	13	11	12
Kaipara	2	11	2
Far North	13	11	14
Totals	28	33	28

Fatigue Stops at Uretiti:			
Planned Dates:	Completed:	Vehicle Stopped:	Interactions:
01/04/2021	Yes	187	297
14/04/2022	Yes	120	300
21/10/22	Yes	140	68

To make up for our missed fatigue stops we have teamed up with Oakleigh Service Station who are using these cups to offer free coffee to any drivers they have identified as travelling long distances.



Drive SOBA (recidivist drink driving)			
Complete: 25/05/2022-10/08/2022	12 Completed. 12 Completed YTD 22-23.		
Current: 19/09/2022-12/12/2022	11 In Progress — 1 DNA first session.		

Health and Safety: Nil health and safety issues to report.			
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Stop Alcohol Impaired Driving (SAID):	
Allocated number Oct 22:	7
Attended:	3
Completed:	3
Year To Date 22-23:	12

RYDA:	
Schools:	Students attended YTD:
Tauraroa Area School	07/04/22 36 students
Northern Health School	Cancelled—Covid
Whangarei Boys High	Cancelled—Covid
Pompallier College	05/05/22 67 Students
TKKM O Rawhiti Roa	Cancelled—Covid
Christian Renewal Sch	Cancelled—Covid
Whangarei Girls High	12/11/21 161 students

Child Restraints (Plunket):		
Where / When:	What:	Results:
6, 13 & 20 October '22 @ 33 King Street, Whangarei	Car seat checks, installations and advice by qualified technician.	9 families, 9 full installations, 2 technical faults being corrected, 5 general advice.
October '22 events:	Emergency Services day planned 13/10/22.	Nil.
October '22 referrals:	Donated seats on Plunket referrals.	5 convertible seats, 1 harnessed booster, 1 full booster.

Drive SMARTA:			
Start Date: 13/10/22	2 Allocated	2 Completed	7 YTD


Young Driver Programmes:					
		Passed	Active (getting mentored)	YTD (22-23)	# of mentors
People Potential (Whangarei):	Learners:	6	N/A	28	N/A
	Restricted/Full:	8	6	19	4
Ngatiwai Trust:	Learners:	13	N/A	21	N/A
	Restricted/Full:	3	6	3	2
Bream Bay Community Trust	Learners:	1	8	4	3
	Restricted/Full:	1	8	4	3

Te Ripoata Haumaru Rori a Rohe o Kaipara Hiringa-a-nuku 2022

Road Toll	Total 2020	Total 2021	Total to Nov 22
Whangarei	13	11	12
Kaipara	2	11	2
Far North	13	11	14
Totals	28	33	28

Fatigue Stops at Uretiti:			
Planned Dates:	Completed:	Vehicle Stopped:	Interactions:
01/04/2021	Yes	187	297
14/04/2022	Yes	120	300
21/10/22	Yes	140	68

To make up for our missed fatigue stops we have teamed up with Oakleigh Service Station who are using these cups to offer free coffee to any drivers they have identified as travelling long distances.



Drive SOBA (recidivist drink driving)			
Complete: 24/05/2022-26/07/2022	5 Completed. 4 DNA.		
Current: 20/10/22-26/01/2023	Current number: 11		

Health and Safety: Nil health and safety issue to report.			
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Stop Alcohol Impaired Driving (SAID):	
Allocated number Oct 22:	7
Attended:	3
Completed:	3
Year To Date 22-23:	12

RYDA:	
Schools:	Students attended YTD:
Dargaville High School	04/05/22 49 completed
Ruawai College	05/05/22 5 completed
Otamatea High School	07/04/2022 28 completed
Westmount College	DNA

Child Restraints :		
Where / When:	What:	Results:
31st October 22 @ 29 Hokianga Road, Dargaville	Car seat checks, installations and advice by qualified technician.	3 families 3 full installation 3 technical fault 2 advice given for CS recommendations
October 22 events:	17 October 22 @ Kaiwaka Clinic and coffee group. Plunket referral.	6 families 4 full installation 4 general advice 0 referrals.
Donated seats for September:		

Young Driver Programmes:					
		Passed	Active (getting mentored)	YTD (22-23)	# of mentors
Dargaville (People Potential)	Learners:	3	3	3	N/A
	Restricted/Full:	1 (SFF included)	2	9	2
Maungaturoto (People Potential)	Learners:	1	3	2	3
	Restricted/Full:	1	3	2	3
Mangawhai (Te Whai Trust)	Learners:	7-14 Nov booked	7	5	5
	Restricted/ Full:	1	10	4	4

Drive SMARTA:			
Start Date: 13/10/22	2 Allocated	2 Completed	7 YTD 22-23

6.4 Contractor Performance

Road Maintenance & Renewals Contracts

Contractor performance continues to be monitored monthly, with both contracts showing generally high compliance results in October and receiving full at-risk payments.

On both contracts, the routine response times measure was not achieved in October, resulting in failed results. This measure ensures routine items are attended to within contract time frames. This is a compounding issue which started following the last severe weather event and has continued, given the scale and quantity of damages which occurred. The performance will continue to be monitored as we push our contractors to adequately resource a catch up on the back log of routine activities.

Operations Contracts

There are no performance issues to note across the Operations Contracts for October. Recognition of excellent performance is to be noted to the team working to resolve water intrusion issues impacting the pump on Te Matau A Pohe bridge, as the wet weather continues to pose a significant challenge

6.5 Significant Risks & Issues

Risk event	Cause & Consequence	Controls and Mitigation
Cost increases result in reduction of maintenance and operation activities	Funding for M&O was reduced by Waka Kotahi at the start of the LTP Cost escalations of circa 12% have further exacerbated this issues	Reprioritise works Consider alternative investment paths – e.g. improved treatment of unsealed roads rather than unsubsidised seal extensions
Expected forecast for further wet weather and possibility of 6-8 named tropical cyclones passing NZ between November and January 2023	Potential delays in undertaking required pump and electrical repairs on Te Matau A Pohe bridge. Further roading network risk of damages with soil saturation and high ground water table levels	Continue to operate to contingency plan with additional submersible pump on Te Matau A Pohe. Monitor for weather, ensuring adequate traffic management supply available and undertake drainage improvements on pre-existing slip sites to reduce risk of further deterioration.

7 Solid Waste

7.1 Health & Safety

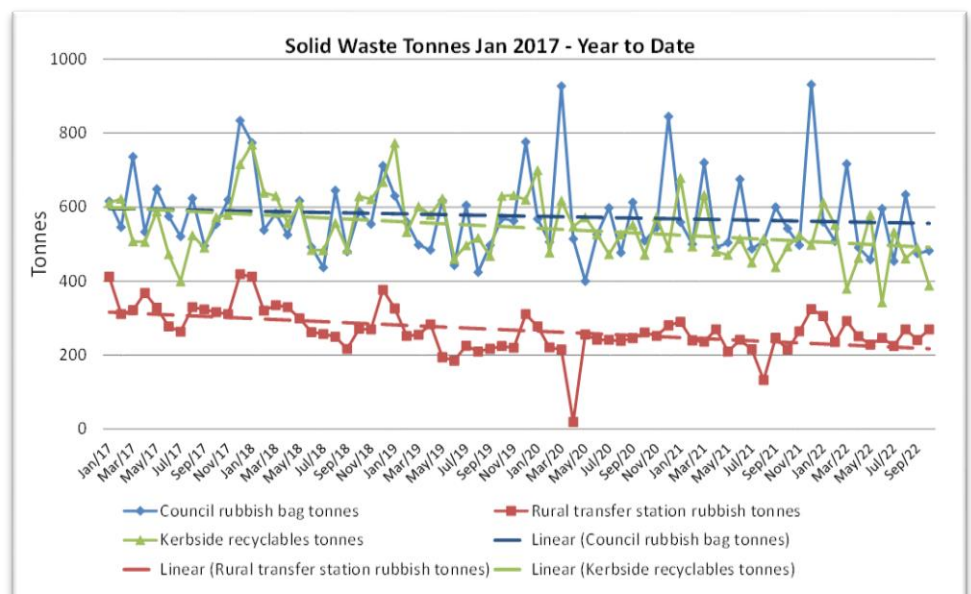
Two vehicle related incidents were reported by the solid waste contractor in October. Neither resulted in injuries but both were investigated to identify potential learnings or process improvements.

7.2 Customer feedback

The volume and nature of the customer requests was typical for this time of year.

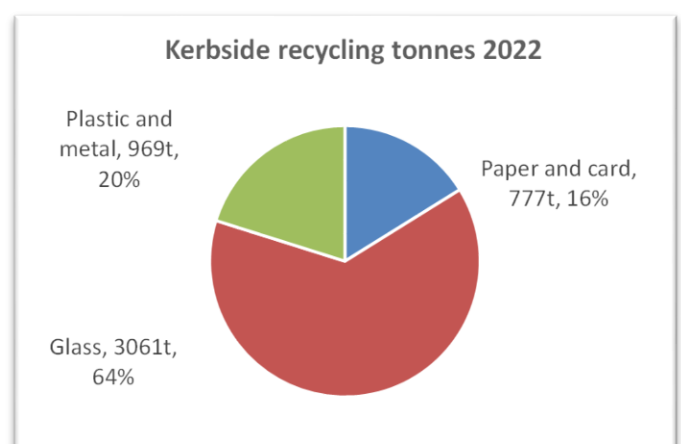
7.3 Network Performance

Solid waste services have operated as normal throughout October and the tonnages are in line with expectations.



The quantity and composition of the kerbside collected recyclables in the 2022 calendar year are shown here

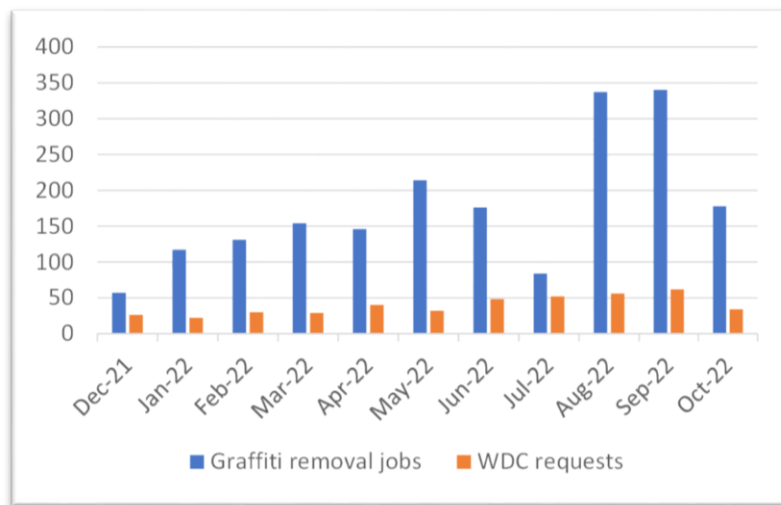
- 41% of transfer station waste was diverted from landfill
- 30% of waste presented at the kerbside was sent for recycling



7.4 Contractor Performance

Contract	Supplier	Performance	Comment
CON17046 – kerbside Rubbish and Recycling Collection and Operation of Rural Rubbish and Recycling Stations	Northland Waste	Good	None
CON19021 – Litter Control and CBD Custodial Duties	Recreational Services	Good	None
CON21049 – Public Toilet Cleaning	PPCS	Good	None

Recreational Services are also providing graffiti removal services for Council assets and prominent public spaces. The number of graffiti removal jobs and graffiti related requests logged are shown in the graph below.



7.5 Key activities in the last month

Three applications were made to the Waste Minimisation Fund this month: House of Science, Intercept and ANO again reuse. Waste Minimisation Officer and Solid Waste Engineer assessed and discussed the first two applications using grant eligibility criteria as guide. Feedback was presented to each applicant; House of Science was granted funding due to smaller amount being requested and low risk of project (\$2,500 plus GST).

Waste Minimisation Officer liaised with Citycare to allow EcoSolutions to undertake litter audit of bins at Putahi park for educational workshop for a local school.

Waste Minimisation Officer promoted Buy Nothing New Month with internal activities with WDC staff such as a Swap Shop, Lunch and Learn session and second hand clothes competition. Externally, two clothes swap events were organized and hosted by EcoSolutions in Taimahi Trust.

Waste Minimisation Officer promoted NZ Recycling Week through information stalls. EcoSolutions staff and Northland Waste staff were also there on the day to speak to members of the public about recycling in our district. The contents of a recycling bin and a landfill bin from Putahi park were on display and used as an engagement tool for members of the public to see how contaminated public recycling bins can be.

Waste Minimisation Officer met with Community Events Coordinator to discuss waste management and minimisation at upcoming WDC events.

8 Parks & Recreation

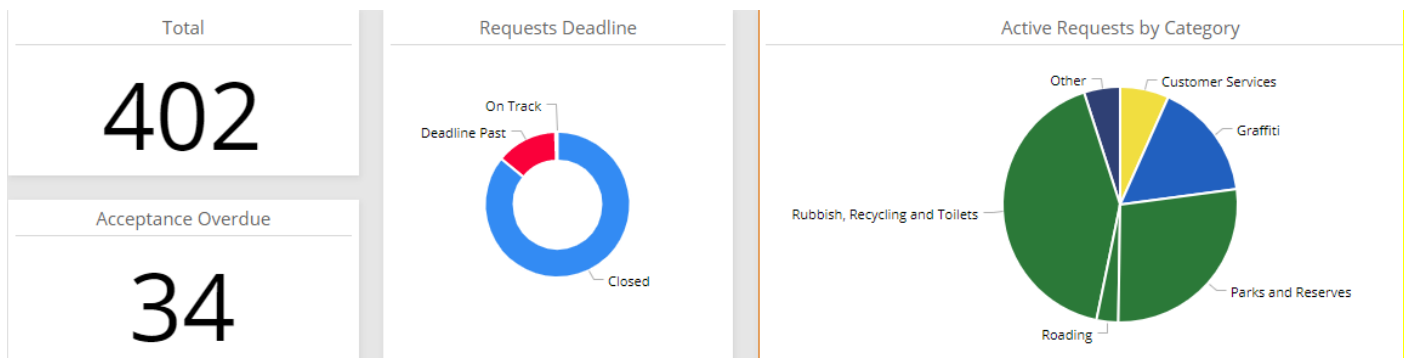
8.1 Health & Safety

A contractor has been sourced for the partial demolition of the Wharf Rd Parua Bay structure. Northland Regional Council are happy with the methodology provided and consent to undertaking the work. Engagement with Hapū is underway to enable this work to commence.

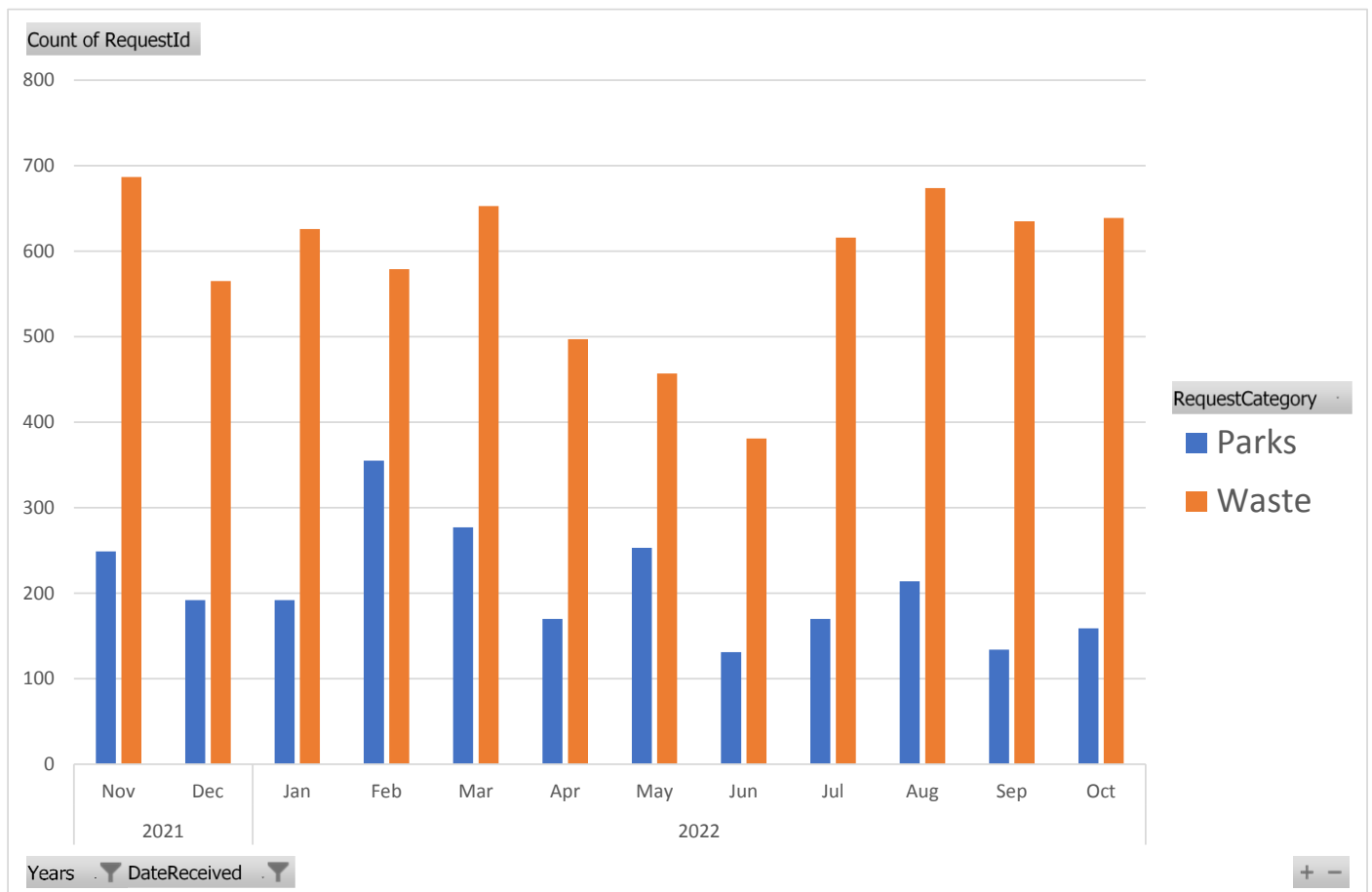
In the pump house at Putahi Park, we have had a chemical leak that was not detected until corrosion on the machinery was detected. Steps have been taken to stop the leak and increase ventilation in the pump house. We are also working with our contractor to ensure all maintenance procedures in the pump house are safe.

8.2 Customer requests and feedback

We have received 402 Request during the month, the majority of which have been closed out.



Parks and Solid Waste customer requests for the last 12 months:



8.3 Network Performance

The significant rain event in October has compromised the track network including a large moving slip on Parihaka. This will require significant investment to address.

The Wharf Rd, Parua Bay wharf has reached end of life. Plans are underway to remove and replace with a fit for purpose recreational structure. As part of our 3-year cycle other investigations are being completed to confirm details of life extending maintenance at Town Basin wharf structures and AH Reid bridge.

The consenting and consultation process is on-going for the replacement of the Whananaki wharf structure.

8.4 Contractor Performance

Contract	Supplier	Performance	Comment
Public tree maintenance	Treescape	Excellent	Procurement underway as contract expires April 2023.
Tracks and Walkways	Northland Park Care	Excellent	Network impacted by heavy rains
Coastal Structures	Ventia	Poor	Very capable of delivering but don't resource as the work is low value. Contract expires July 2023 and scope to be combined with Tracks contract.
Playground and skatepark maintenance	Northland Park Care	Excellent	Contract recently awarded to incumbent for 5 years
Parks & Gardens	City Care Ltd	Average	New contractor to Whangarei who is adjusting to our climate and weather conditions. They are having recruitment issues and struggling to fill vacancies
Public Toilets	PPCS	Excellent	
Litter & Custodial services	Recreational Services	Good	
Refuse and Recycling	Northland Waste	Good	
Sportsground maintenance	Recreational Services	Excellent	Great delivery during WRWC. Contract recently awarded to incumbent for 5 years
Pest Plant	Recreational Services	Excellent	Good knowledgeable team that efficiently carry out good quality work
Waste Minimisation Education	Eco Solutions	Good	
Graffiti	Recreational Services	Good	Additional resource funded from July 2022

Public Tree Maintenance

Through the public tree contract, we manage around 22,000 trees within the urban street environment and parks areas. The contract is currently awarded to Treescape until 31st April 2023. A variation to procurement has been approved to extend the contract by 1 month to enable us to finalise the procurement process around the Christmas/New Year break and provide sufficient time for a new contractor to establish. We plan to report on the award of this contract in February.

Traffic management costs for tree maintenance is a financial risk we need to manage. Nearly a third of our September spend was on traffic management. We are working closely with the contractor to reduce costs with innovative ways to undertake traffic management safely.

A key performance target of the contract is to undertake 80% proactive planned maintenance and 20% responding to customer Requests.

There are number of large developments in the One Tree Point area e.g. The Landing where there will between 200-300 trees coming into the contract. Budgets will need to increase in the 2023/2024 Annual Plan to accommodate this increase in vested assets.

Walking Tracks

We have 53 tracks, and around 60km in length across the district, and they are currently maintained by Northland Park Care. This is a relatively small contract, and as part of our procurement strategy we propose to combine this with Parks and Coastal structures maintenance contract. To enable this, we have approval to extend this contract beyond its expiry 31st March 2023 until 31st July 2023 to align the termination of both contracts.

The very wet winter months has resulted in the slip on the Drummond Track moving slightly. Our plan is to monitor the track and potentially close it prior before heavy rain event warnings, inspect and then if safe re-open.

Waipu Coastal Track has been closed for several months. This track was developed by the community and although now included in our maintenance contract it has not been upgraded to our walking track standard. We are working in partnership with Wairahi Tracks Charitable Trust (WTCT) to get the track up to standard. This will stretch operational budgets and we won't have discretionary funds for other works.

Tamaterau Track was very wet over winter and was closed. Upgrade works have been completed in September and the track is open again.

Work is planned to up-grade the Rockwell track steps prior to Christmas.

The Regional Council are no longer undertaking improvements to the Elizabeth Track within AH Reid Kauri Reserve. However, they are upgrading the Kauri die back hygiene stations near the Mair Park bridge.

Coastal Structures

35 inspections were completed in October, nothing of concern was recorded or observed.

Non-compliant fenders from the Hihiaua wharf were removed. Hapū requested some were left onsite for carving and the balance were removed.

Wharf closed signs were again replaced at Wharf Rd Parua Bay, public continue to remove the danger signage.

Sports Parks

October, as predicted, was the busiest month of the year with the changeover from winter to summer codes happening, and the commencement of the Women's Rugby World Cup.

Six (6) training fields were maintained and marked regularly for the international teams and these fields received high praise from the guests and the public. The image below shows the XX field that was prepared for the WRWC.

Cricket season started mid - October. The artificial turfs at Tikipunga were repaired and renewed where necessary and water blasted and cleaned in preparation for the season. Recreational Services' Cricket grounds men are now maintaining grounds on a full-time basis at Cobham Oval, Maungakarama, Kensington and Kamo. First class cricket fixtures start on the 20th of November.

Mowing is on track with our passive and sports field teams completing their regular regimes. All sports park and gardens are looking their best.

The summer code line marking demand has increased with the emergence of more softball, touch rugby and twilight cricket clubs in the district. It is very positive to see the growth of Sports in the Te Tai Tokerau region.

Renovations in October (image below) included the spraying out of most of the winter grass, sand-based fields. Topdressing of all fields that were scarified in September and the seeding of Hukerenui and Tikipunga Soccer 1 was completed.

Field			Drag/SW	Seed	Sand	fertilise	Spray
				Fields	m ³		
Springs Flat 1	C	Sand	1		46	1	1
Springs Flat 2	C	Sand	1		46	1	1
Tikipunga Soc 1	C	Sand		1			
William Fraser Soccer No1	C	Sand	1		46	1	1
William Fraser Soccer No.2	C	Sand	1		46	1	1
Otaika new fields x 4	C	Sand			161	1	1
Hukerenui 1	R	Soil	1	2	46	1	1
Hukerenui 2	R	Soil	1	2	46	1	1
Total				5	437	7	7

The horticultural works for the month entailed, edge spraying of sports parks continued in October where required, general garden maintenance carried out on selected gardens, top-up of mulch on gardens when identified, cleaning and rubbish pickup in gardens and carparks during WRWC

The project works for the month of October included, broken vehicle barrier at Tikipunga sportspark repaired, new long jump pit dug at Trigg Arena / Athletics and filled with sand, line marking for Pickle ball at One Tree Point Tennis court (image below), repair of vandalised vehicle barrier and bollards at Kamo sportspark and the replacement of stolen padlock, waterblasting and cleaning of artificials at Tikipunga, repair of cricket batting cages at Kamo and Kensington sportsparks completed.



Parks and Gardens

October is the third month of a 5-year contract with Citycare Property Ltd as our maintenance contractor of our district's parks and gardens.



Kamo Shared Path maintenance

The gardening crews have been under resourced with vacancies hard to fill and as a result a number of gardens have got out of specification. To counter this the contractor has been spraying as much as possible, including bigger weeds that would be normally hand weeded. This approach is helping them catch up.

Hanging baskets are planted up and growing ready for hanging in November. The first delivery of bedding plants is in the week of the 7th November with Bank St, Dent St and Port Rd roundabouts being first.

There have been some teething issues with the Putahi Park pump house and fountain. The contractor has been working closely with the service engineer to resolve. There are ongoing issues with the corrosion and chemical additive containers which we are trying to resolve.

Citycare are 2 spray operators down, again with positions vacant, resulting in minimal turf spraying having taken place. For the time they were turf spraying they received regular verbal abuse about chemical use. This will result in prickles from Onehunga weed later in the summer.

We plan to replace bins by the town basin playground to a larger volume as they are filling up so quickly. We have also identified a need to have additional labelling on the new double bins to aid members of the public to locate the rubbish bins.

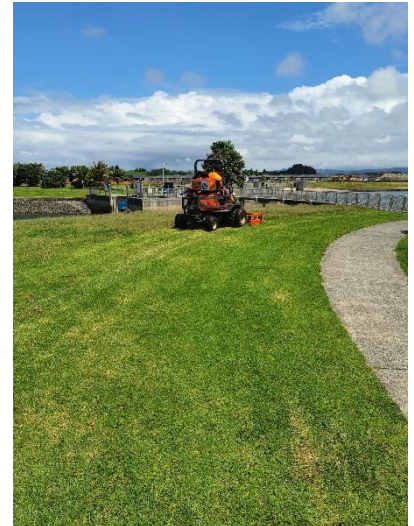
The mowing round was the most challenging with many of these assets too wet to mow but a few were attacked with two Out Front teams that were able to get on where the tractor was unable.

City Care made good progress on the Berm Asset rounds, although other challenges were faced, especially with parking and public presence. They are still working through site specific plans for berms that require traffic management or greater level safety.

Both the Edging Teams and Mowing Teams are becoming more familiar with each asset and even more so working together as a team. We are pleased with the standard of work and pride they are showing in the work.

City care have recently obtained an Electric Green Mulching Mower and will use this on high-profile assets. This has been reported to give a real polished finish, so we look forward to seeing this mower in action.

A number of variations (for mowing and gardens) have been necessary since the start of the contract. These have arisen in the 12 – 18 months since the contract maps were finalised. We have also discovered that Recreational Services, the previous contractor, was mowing a lot of sites outside the contract through various informal agreements (which they stopped at the end of their contract) and the neighbours have an expectation that Council should continue mowing these sites. These additional sites are putting further pressure on Citycare to get around all of their sites.



Mowing in One Tree Point

Playgrounds and Skate Parks

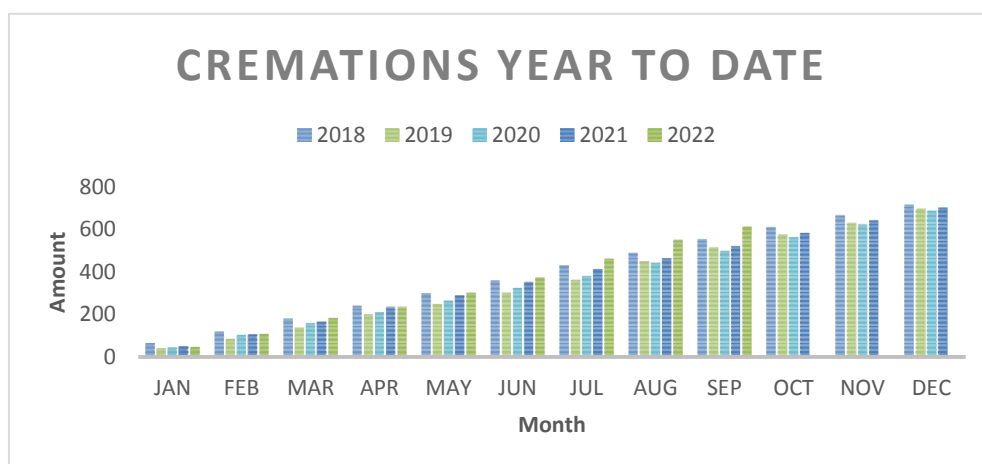
We have just awarded the playground and skatepark contract to Northland Park Care for 5 years effective 1st October.

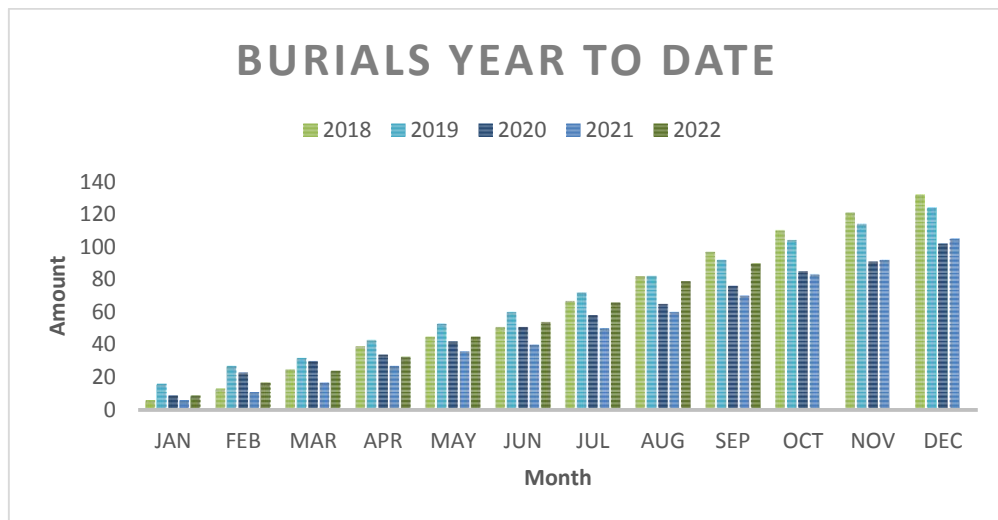
Cemetery

We maintain seven cemeteries in-house, however Maunu Cemetery is the only one with burial plots available for sale. Onerahi and Kamo has cremains plots available for purchase and we still carry out burials in reserved and double burial plots. We maintain four closed historic cemeteries; Kioreroa, Whananaki, Ngunguru and McLeod's Bay. We also help with preparing burial plots in some of the trust operated cemeteries in our district.

We have one crematorium in our district, which is owned by us, but managed by Maunu Crematorium Ltd.

This month we had 11 Burials, 11 cremains interments, and 62 cremations.





The new cemetery office is still progressing steadily with planned opening 23 November 2022.

Active Recreation & Sport Strategy

1. Further negotiations are underway on the RFP for the master plan and shared building for Hikurangi Sports park.
2. Work continues on the feasibility study for the Parua Bay and Districts Community Centre as part of the hub development.
3. We are working collaboratively with the other Northland Councils to develop a Regional Aquatic Strategy. This aligns with one of the recommendations in the AR&S strategy.
4. We facilitated new LED lights at Hikurangi sports park as this aligned with the findings of the Sports Field demand study to improve training lights to increase access to fields
5. Hikurangi and Ruakaka softball is getting established. We are helping them apply for funds from Tu Manawa fund to cover fees for softball diamond hireage.
6. Facilitated a number of meetings with Ruakaka Recreation Centre and Bream Bay Football around future facilities
7. Negotiations are underway with Bream Bay College to make their sports fields, netball/tennis courts available to the public outside of school hours.
8. District Facility Navigator has reached out to Mangakahia Sports complex and provided information to help with funding applications.
9. The District Facility Navigator took a sabbatical from the job during October and worked for World Rugby as part of the Women's Rugby World Cup

8.5 Significant Risks

Risk event	Cause & Consequence	Controls and Mitigation
Traffic management	Costs associated with routine works are increasing as we improve safety	Budget and financial forecasting
Climate	Increasing of weather events causing damage to our assets	Budget and financial forecasting

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.