

Infrastructure Committee Agenda

Date: Thursday, 19 June, 2025

Time: 11:30 am

Location: Civic Centre, Te Iwitahi, 9 Rust Avenue

Elected Members: Cr Simon Reid (Chairperson)
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. Confirmation of Minutes of Previous Infrastructure Committee Meeting / Whakatau Meneti	
3.1 Minutes Infrastructure Committee meeting 15 May 2025	6
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6.2 Transport And Community Infrastructure Operations Report - June 2025	56
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7. Public Excluded Business / Rāhui Tangata	
8. 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.

Infrastructure Committee Meeting Minutes

Date: Thursday, 15 May, 2025
Time: 11:30 a.m.
Location: Civic Centre, Te Iwitihi, 9 Rust Avenue

In Attendance	Cr Simon Reid (Chairperson) 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 Scott McKenzie Cr Carol Peters Cr Paul Yovich
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Not in Attendance	Cr Patrick Holmes Cr Marie Olsen Cr Phoenix Ruka
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Scribe	D. Garner (Democracy Adviser)
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Secretarial note:

Item 6.2 was taken after 4.1.

1. **Declarations of Interest / Take Whaipānga**

No interests were declared.

2. **Apologies / Kore Tae Mai**

Cr's Patrick Holmes, Marie Olsen and Phoenix Ruka

Moved By His Worship the Mayor

Seconded By Cr Deborah Harding

That the apologies be sustained.

Carried

3. **Confirmation of Minutes of Previous Infrastructure Committee Meeting / Whakatau Meneti**

3.1 Minutes Infrastructure Committee meeting 17 April 2025

Moved By Cr Carol Peters

Seconded By Cr Nicholas Connop

That the minutes of the Infrastructure Committee meeting held Thursday 20 March 2025 having been circulated be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

4. Looking Forward

4.1 Looking Forward - May 2025

Moved By Cr Phil Halse

Seconded By His Worship the Mayor

That the Infrastructure Committee notes the Infrastructure Looking Forward Paper for May 2025.

Carried

5. Decision Reports / Whakatau Rīpoata

5.1 Increase in Contract Value CON21021 Traffic Signals and Maintenance

Moved By Cr Simon Reid

Seconded By Cr Deborah Harding

That the Infrastructure Committee:

1. Notes that there is sufficient budget to undertake additional Traffic Signals and Intelligent Transport System (ITS) work within this LTP period
2. Notes that the Traffic Signals and ITS Maintenance contract (CON21021) contract was competitively tendered to allow for operations as well as New Installation and Renewals. An objective of this tender process was to utilise resources in an efficient and cost-effective manner
3. Supports the delivery of Traffic Signals and Enforcement Cameras associated with the Kamo T2 Lane through this Contract which will avoid carry forwards and achieves efficient delivery

4. Approves the increase of the Traffic Signals and its Maintenance contract (CON21021) contract value by \$2,414,260.22 to a total contract value of \$4,761,911.73 excluding GST.
5. Notes that this contract value increase includes both Maintenance and New Installation requirements

Carried

Cr Paul Yovich requested his vote against the motion be recorded.

6. Information Reports / Ngā Pūrongo Kōrero

6.1 Contracts Approved Under Delegated Authority - March 2025

Moved By His Worship the Mayor

Seconded By Cr Simon Reid

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

Carried

6.2 Kamo Road Priority Lane Update

Moved By Cr Carol Peters

Seconded By His Worship the Mayor

That the Infrastructure Committee notes the Kamo Priority Lane Update paper.

Carried

6.3 Unsubsidised New Footpaths Programme

Moved By Cr Gavin Benney

Seconded By Cr Scott McKenzie

That the Infrastructure Committee notes the Unsubsidised New Footpaths Programme paper.

Carried

Cr Nicholas Connop requested his abstention from voting on the motion be recorded.

6.4 Transportation and Community Infrastructure Operations Report May 2025

Moved By His Worship the Mayor

Seconded By Cr Carol Peters

That the Infrastructure Committee notes the May 2025 Operational Report for:

- Transportation
- Community Infrastructure

Carried

6.5 Waters Operations Report - May 2025

Moved By Cr Simon Reid

Seconded By His Worship the Mayor

That the Infrastructure Committee notes the May 2025 Waters Operational Report for:

- Waters

Carried

7. Public Excluded Business / Rāhui Tangata

There was no business held in public excluded.

8. Closure of Meeting / Te katinga o te Hui

The meeting concluded at 12:17pm.

Confirmed this 19th day of June 2025

Cr Simon Reid (Chairperson)

4.1 Looking Forward – June 2025

Meeting:	Infrastructure Committee
Date of meeting:	19 June 2025
Reporting officer:	Jim Sephton (General Manager – Transport and Community Infrastructure) Andrew Carvell (General Manager – Waters)

1 Purpose / Te Kaupapa

To provide Elected Members with visibility of upcoming approvals, events and gateways in Infrastructure. This includes approvals that will be completed under delegation.

2 Recommendation / Whakataunga

That the Infrastructure Committee notes the Infrastructure Looking Forward Paper for June 2025.

3 Council Papers

June Briefings	Water Sports Hub Feasibility Te Maika / Ngunguru Intersection Improvements Whangārei Urban Flood Strategy
June Council	Parking Strategy Adoption Airport location approval Adoption of Solid Waste Bylaw Car Park Lease
July Briefings	Ruakaka Cemetery Update Headland Farm Park Coastal Protection Application Roadside Spraying Local Waters Done Well Update Hikurangi Flood Management Scheme – Business case
July Council	Speed Management Tutakaka – Adoption (Inf Committee) Pukekauri Dam Local Waters Done Well – Service Delivery

Following the incident on **Millers Lane** in May, the team have developed a guard rail solution. Although there is no funding in the LTP this will be brought to the June Council meeting for a decision.

There is an opportunity to provide **additional parking in the City Centre**. The team have identified around 50 additional on-street car parks. The first changes will be at **Robert Street** which is currently being designed.



4 Business Case / Strategy

Business Cases are being completed which will provide clearer scope for the Long Term considerations.

The concept for the **Ruakaka Cememtry** has been developed. Construction cost estimates have been developed and the team will be seeking direction on how this is funded and delivered.



The business case for changes in **Parking Technology** is underway. This recognises that our current infrastructure and approach is expensive, exposes staff to harm and has a lower level of enforcement than could be attained.

A point of entry is being developed for Waka Kotahi for an update of the **Transportation Strategy**. The outcome of this exercise will be a Programme Business Case that will support investment across the WDC and NZTA network. It will form an input to the Regional Land Transportation Strategy.

5 Engagement / Events

Engagement on the Draft **City Centre Parking Plan** will commence in June. This will set out the proposed changes in zones and charging. It will also inform the community on proposed increases in parking that will be considered through the Parking Supply Study.

Education programme for the **Kamo Transit Lane** will commence in June. This will include letter drops, website and social media updates.

6 Procurement

WDC continue to share the latest Procurement Pipeline with the Civil Contractor industry. The March Pipeline for procurement of capital projects is included in Attachment A.

Procurement and contract awards are underway for

- Quarry Gardens Lower Slip Wall and Stream Works
- Mair to Rurumoki Street Stormwater Upgrades
- Miraka Road watermain renewal

7 Delivery

Opening of the T2 Lane and Rose Street Bus Terminal will commence in June as we reach the end of the NZTA funding initiative. There will be further work undertaken as enforcement and changes to bus services are implemented.

Northern Growth Area – Flood Attenuation project. Preliminary design works underway.

8 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 Agenda publication on the website.

9 Attachments / Ngā Tāpiritanga

Attachment A – Planned Physical Works Procurements



Project	Delivery Team	Physical Works Procurement Timing (estimated)	Budget	Description of Physical Works for Tender	Tender Status	Tender approach	Update
Parua Bay Skatepark	Community Infrastructure	Mar-25	\$100k-\$500k	New skatepark	Awarded	Closed tender	
Quarry Gardens Lower Slip Wall and Stream Works	Community Infrastructure	Jun-25	\$100k-\$500k	Construct precast concrete wall, stormwater culverts and rock revetment within the stream.	In progress	Open tender on tenderlink	
Morningside Sportspark Drainage & Irrigation	Community Infrastructure	Jun-25	\$100k-\$500k	New Drainage & Irrigation	Procurement Plan Approved	Open tender on tenderlink	
Oakura Sports Fields and Wetlands Enhancement	Community Infrastructure	Nov-25	>\$1m	Earthworks, Playground, Hardcourts, lighting, drainage, Sportsfields and wetland enhancement.	Design	Open tender on tenderlink	Consenting stage
Onerahi Domain Sportspark Field Lighting	Community Infrastructure	Nov-25	\$100k-\$500k	Rugby Field lighting	Design	Open tender on tenderlink	
Parihaka Transmission Mast Stabilisation Works	Community Infrastructure	Nov-25	\$500k-\$1m	Anchors and stays to stabilise mast, in a sensitive cultural, archaeological, and bush environment. Road access closed/restricted due to slips.	Design	Open tender on tenderlink	Design stage
Tikipunga Sport Field Upgrade (artificial turf)	Community Infrastructure	Nov-25	Jul-25	Artificail turf, changing rooms, lighting, drainage, earthworks, footpath, and fencing.	Design	Open tender on tenderlink	Concept Design issued April 2025, physical works tender planned for 2027, construction budget currently in 2027-28 financial year.
Otangarei Fishbone Sportspark Field Lighting	Community Infrastructure	Dec-25	\$100k-\$500k	Rugby Field lighting	Design	Open tender on tenderlink	
Pohe Island Spine Path	Community Infrastructure	Jan-26	\$100k-\$500k	New shared path between the bike park and the Pohe Island Carpark	Design	Open tender on tenderlink	
Northland Events Centre Roof Replacement	Community Infrastructure	Jan-26	>\$5m	Replacement of canvas roof on stadium to create permanent structure	Design	Open tender on tenderlink	Redesign
Whangarei Falls viewing platforms upgrade	Community Infrastructure	Feb-26	\$100k-\$500k	Whangarei Falls viewing platforms upgrade	Design	Open tender on tenderlink	
Waterfront to City Centre Connection - John St	Community Infrastructure	Jul-27	>\$20m	Scope of the project is being reviewed by Council City Centre Committee.	Design	Open tender on tenderlink	Concept Design issued May 2025.
New footpath and water station refill (Kiripaka Rd)	Transport	Jul-25	\$500 - \$1m		Design	Open tender on tenderlink	
Resilience and emergency works repairs	Transport	Jul-25	\$100k - \$1m	Various slip repairs	Panel	Through resilience panel	
Kopipi Cres footpath	Transport	Aug-25	\$750k	New footpaths	Design	Open tender on tenderlink	Budget approved
Seal Extension	Transport	Aug-25	\$1 - \$1.5	Seal extensions - Gray and Ormandy Roads	Design	Open tender on tenderlink	
General Bridge repairs y2 & y3	Transport	Sep-25	\$1m	minor structure repairs through the region on various bridges	Investigation	Open tender on tenderlink	
Scour protection - two year contract	Transport	Sep-25	\$1m	scour protection works	Investigation	Open tender on tenderlink	
Pavement Rehabilitation works	Transport	Sep-25	\$6m	Works will be split into three contracts comprising of 2 to 3 sites	Investigation	Open tender on tenderlink	
Bridge renewals works	Transport	Sep-25	\$5m	Several contracts covering bridge and structure component replacement works	Investigation	Open tender on tenderlink	
Kotata Rise safety improvement	Transport	Sep-25	\$100k-\$500k	Guard rails	Investigation	Open tender on tenderlink	
Kamo Village signal crossing	Transport	Sep-25	\$100k-\$500k	signalised crossing	Investigation	Open tender on tenderlink	
Whangarei Heads guard rail	Transport	Sep-25	\$100k-\$500k	Guard rails	Investigation	Open tender on tenderlink	
Parua Bay village safety improvements	Transport	Sep-25	\$100k-\$500k	Footpath and crossing improvements	Investigation	Open tender on tenderlink	
Springs Flat Roundabout	Transport	Nov-25	\$7-9m	New roundabout construction on SH1	Design	Open tender on tenderlink	Design and land purchase nearing completion. Consent lodged and expect a decision in early 2025.

Project	Delivery Team	Physical Works Procurement Timing (estimated)	Budget	Description of Physical Works for Tender	Tender Status	Tender approach	Update
Poroti Watermain Renewal	Waters	Dec-24	\$500k-\$1m	Replacement of 750m of 450mm CI Poroti watermain between Ruddels WTP and Otaika Rd	Awarded	Open tender on tenderlink	
Mair to Rurumoki Street Stormwater Upgrades	Waters	Mar-25	>\$1m	270m new concrete stormwater line from Mair St, through Hatea Dr to Rurumoki St. Watermain renewal on Rurumoki Street.	In progress	Open tender on tenderlink	Tender closed, to be award during June.
Loop Road watermain renewal	Waters	Mar-25	\$100k-\$500k	Installation of new watermain	Awarded	Open tender on tenderlink	
Miraka Road watermain renewal	Waters	Jul-25	\$100k-\$500k	Installation of new watermain	In progress	Open tender on tenderlink	Tender closed, to be award during June.
Onerahi watermain renewal	Waters	Jul-25	\$500k-\$1m	Installation of new watermain	Design	Open tender on tenderlink	
Whangarei WWTP Administration Building	Waters	Sep-25	\$2.5-\$3m	New administration building at Kioreroa Rd wastewater treatment plant.	Design	Open tender on tenderlink	Plan to go out to tender on a 3916 design and build contract, Concept design, & background Information being Investigated.
Pyle Rd East watermain upgrade	Waters	Oct-25	>\$1m	Installation of new watermain	Design	Open tender on tenderlink	
Station Rd trunkmain	Waters	Nov-25	>\$1m	Installation of trunkmain	Design	Open tender on tenderlink	
Whangarei WWTP Motor Control Room	Waters	Dec-25	\$500k-\$1m	New MCC room, building with significant electronic and electrical components. Associated with the new administration building at Kioreroa Rd wastewater treatment plant .	Design	TBC	Concept design and background information being Investigated. Procurement method TBC.
Demolition of existing Whangarei WWTP Administration Building (including asbestos disposal)	Waters	2026	\$100k-\$500k	Demolition of the existing administration building at Kioreroa Rd wastewater treatment plant, including asbestos removal.	Design	TBC	
Fairway Dr old WTP demo, new reservoir, Pump Station upgrade	Waters	2026	>\$5m	Demolition of old water treatment plant, construction of new reservoir, major upgrade of Fairway Drive pump station	Analysis	TBC	Early investigation stage
Ruakaka Wastewater Treatment Plant discharge fields	Waters	2026	\$100k-\$500k	Treated wastewater disposal fields.	Analysis	TBC	Early investigation stage
New Ruakaka Wastewater Treatment Plant	Waters	2027	>\$10m	New wastewater treatment plant.	Analysis	TBC	Early investigation stage
Poroti Water Treatment Plant Upgrade	Waters	TBC	>\$10m	Uncertain timing. Upgrade of Poroti WTP (value in the order of \$20 million plus pending design confirmation)	Consent	Open tender on tenderlink	Conditional on RC Approval, timing unsure

5.1 Kamo Priority Lane Project - Formalisation of traffic control devices

Meeting: Infrastructure Committee
Date of meeting: 19 June 2025
Reporting officer: Laura Devcich (Kamo Priority Lane Project Lead)
 Will McNab (Strategic Planner – Bylaws)

1 Purpose / Te Kaupapa

To give legal effect to the traffic control devices required for the Kamo Priority Lane project – specifically the special vehicle lane, clearway, parking restrictions, no-stopping areas, bus stops, and loading zones – under the authority of Council's Parking and Traffic Bylaw 2017 and the Local Government Act 1974, thereby enabling enforcement and public compliance.

Glossary

CW – Clearway
 SVL – Special Vehicle Lane
 BS – Bus Stop
 NSAAT – No Stopping At All Times
 LZ – Loading Zone

2 Recommendations / Whakataunga

That the Infrastructure Committee resolves—

1. That, for the purposes of the following resolutions—
 - a. any reference to “the Bylaw” is a reference to Council’s Parking and Traffic Bylaw 2017;
 - b. the drawings in any Layout Sheets of Attachment 1 referred to as part of a resolution form part of that resolution;
2. Under clause 18 of the Bylaw, the following parts of **Bank Street** to be a **clearway**, where the stopping, standing or parking of any vehicle is prohibited between the hours of 7am and 9am, Monday to Friday:
 - a. Between points CW6.F and CW6.B in Layout Sheet 1A of Attachment 1;
3. Under clause 18 of the Bylaw, the following parts of **Bank Street** to be a **clearway**, where the stopping, standing or parking of any vehicle is prohibited between the hours of 7am and 9am, Monday to Friday, except where interrupted by bus stops:
 - a. Between points CW5.F in Layout Sheet 1B and CW5.B in Layout Sheet 2A of Attachment 1;
 - b. Between points CW4.F in Layout Sheet 2B and CW4.B in Layout Sheet 4A of Attachment 1;
4. Under clause 18 of the Bylaw, the following parts of **Kamo Road** to be a **clearway**, where the stopping, standing or parking of any vehicle is prohibited between the hours of 7am and 9am, Monday to Friday, except where interrupted by bus stops:
 - a. Between points CW3.F in Layout Sheet 5A and CW3.B in Layout Sheet 6B of Attachment 1;
 - b. Between points CW2.F in Layout Sheet 7A and CW2.B in Layout Sheet 8A of Attachment 1;
 - c. Between points CW1.F in Layout Sheet 9A and CW1.B in Layout Sheet 12B of Attachment 1;
5. Under clause 10 of the Bylaw, the following parts of **Bank Street** to be a special vehicle lane in the form of a **transit lane** restricted to buses, motor vehicles carrying not fewer than two occupants (including the driver), cycles, mopeds and motorcycles between the hours of 7am and 9am, Monday to Friday:
 - a. Between points SVL5.F in Layout Sheet 1B and SVL5.B in Layout Sheet 2A of Attachment 1;
 - b. Between points SVL4.F in Layout Sheet 2B and SVL4.B in Layout Sheet 3B of Attachment 1;
6. Under clause 10 of the Bylaw, the following parts of **Kamo Road** to be a special vehicle lane in the form of a **transit lane** restricted to buses, motor vehicles carrying not fewer than two occupants (including the driver), cycles, mopeds and motorcycles between the hours of 7am and 9am, Monday to Friday:
 - a. Between points SVL3.F in Layout Sheet 5A and SVL3.B in Layout Sheet 6B of Attachment 1;
 - b. Between points SVL2.F in Layout Sheet 7A and SVL2.B in layout Sheet 8A of Attachment 1;
 - c. Between points SVL1.F in Layout Sheet 9A and SVL1.B in Layout Sheet 12B of Attachment 1;

7. Under clause 15 of the Bylaw and under section 591 of the Local Government Act 1974, the following areas of **Bank Street** to be a parking place in the form of a **bus stop** for the exclusive use of buses at all times:
 - a. BS9 in Layout Sheet 1B of Attachment 1;
8. Under clause 15 of the Bylaw and under section 591 of the Local Government Act 1974, the following areas of **Kamo Road** to be a parking place in the form of a **bus stop** for the exclusive use of buses at all times:
 - a. BS8 in Layout Sheet 6A of Attachment 1;
 - b. BS7 in Layout Sheet 6A of Attachment 1;
 - c. BS6 in Layout Sheet 7B of Attachment 1;
 - d. BS5 in Layout Sheet 7B of Attachment 1;
 - e. BS4 in Layout Sheet 8B of Attachment 1;
 - f. BS3 in Layout Sheet 10A of Attachment 1;
 - g. BS2 in Layout Sheet 10A of Attachment 1;
 - h. BS1 in Layout Sheet 12B of Attachment 1;
9. Under clause 19 of the Bylaw and under section 591 of the Local Government Act 1974, the area of **Bank Street** referred to as LZ1 in Layout Sheet 1B of Attachment 1 to be a **loading zone between the hours of 9am and 7am the following day**, Monday to Friday only. The driver may leave the vehicle unattended for a maximum time of five minutes;
10. Under clause 15 of the Bylaw and under section 591 of the Local Government Act 1974, the following areas of **Aubrey Street** to be **parking places for any vehicles** to park for a maximum period of **3 hours** between the hours of 8am and 6pm, Monday to Friday:
 - a. CP180-9 and CP180-8 in Layout Sheet 3C of Attachment 1;
 - b. CP180-7 and CP180-6 in Layout Sheet 3B of Attachment 1;
11. Under clause 15 of the Bylaw and under section 591 of the Local Government Act 1974, the following areas of **Mains Avenue** to be **parking places for any vehicles** to park for a maximum period of **3 hours** between the hours of 8am and 6pm, Monday to Friday:
 - a. CP180-5, CP180-4, CP180-3 and CP180-2 in Layout Sheet 7C of Attachment 1;
12. Under clause 15 of the Bylaw and under section 591 of the Local Government Act 1974, the area of **Kamo Road** referred to as CP180-1 in Layout Sheet 7A of Attachment 1 to be a **parking place for any vehicles** to park for a maximum period of **3 hours** between the hours of 9am and 6pm, Monday to Friday;
13. Under clause 15 of the Bylaw and under section 591 of the Local Government Act 1974, the area of **Kamo Road** referred to as CP30-1 in Layout Sheet 8A of Attachment 1 to be a **parking place for any vehicles** to park for a maximum period of **30 minutes** between the hours of 8am and 6pm, Monday to Friday;
14. Prohibits, under clause 14 of the Bylaw, the **stopping, standing or parking of vehicles at all times** on the following parts of **Bank Street**, as identified in the Layout Sheets (in parentheses) of Attachment 1:
 - a. NSAAT32 (Layout Sheet 1B);
 - b. NSAAT31 (Layout Sheet 3A);
 - c. NSAAT30 and NSAAT29 (Layout Sheet 3B);
15. Prohibits, under clause 14 of the Bylaw, the **stopping, standing or parking of vehicles at all times** on the following parts of **Kamo Road**, as identified in the Layout Sheets (in parentheses) of Attachment 1:
 - a. NSAAT28 and NSAAT27 (Layout Sheet 5A);
 - b. NSAAT27 and NSAAT26 (Layout Sheet 5B);

- c. NSAAT26, NSAAT25, NSAAT24 and NSAAT23 (Layout Sheet 6A);
- d. NSAAT22 and NSAAT21 (Layout Sheet 6B);
- e. NSAAT20 (Layout Sheet 7A);
- f. NSAAT19, NSAAT18, NSAAT17, NSAAT16, NSAAT15 and NSAAT14 (Layout Sheet 7B);
- g. NSAAT14, NSAAT13 and NSAAT12 (Layout Sheet 8A);
- h. NSAAT11 (Layout Sheet 8B);
- i. NSAAT8 (Layout Sheet 9A);
- j. NSAAT10, NSAAT9 and NSAAT8 (Layout Sheet 9B);
- k. NSAAT7 (Layout Sheet 10A);
- l. NSAAT6 (Layout Sheet 10B);
- m. NSAAT5 and NSAAT4 (Layout Sheet 11A);
- n. NSAAT3 (Layout Sheet 11B);
- o. NSAAT2 and NSAAT1 (Layout Sheet 12B);

16. Revokes any previous resolutions about traffic controls made under any bylaw to the extent that they are inconsistent with the traffic controls described in this report;

17. Determines that resolutions (2) to (16) take effect on 4 July 2025.

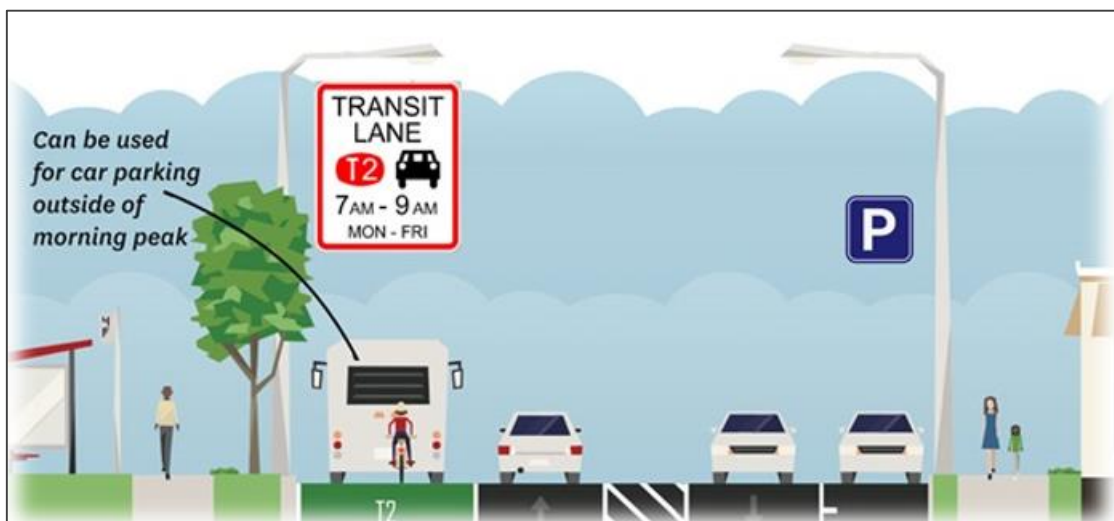
3 Background / Horopaki

Kamo Road & Bank Street form one of our highest volume arterials on the local road network with over 3,000 vehicles using it in the morning peak. The route is congested with vehicle and bus passengers experiencing variable journey times and delays.

The special vehicle lane is expected to improve journey time reliability for bus passengers which removes a major infrastructure obstacle to the success of bus services on the Kamo / Bank arterial. It is recognized that there are other obstacles that remain to attract people to public transport use (including security, park and ride etc). Increasing public transport use (as well as higher vehicle occupancy) increases the productivity of the corridor – i.e. we can get more people into town in the morning peak.

Figures 1 and 2 below provide a visual overview of the project.

Figure 1: Indicative cross section of Kamo Priority Lane



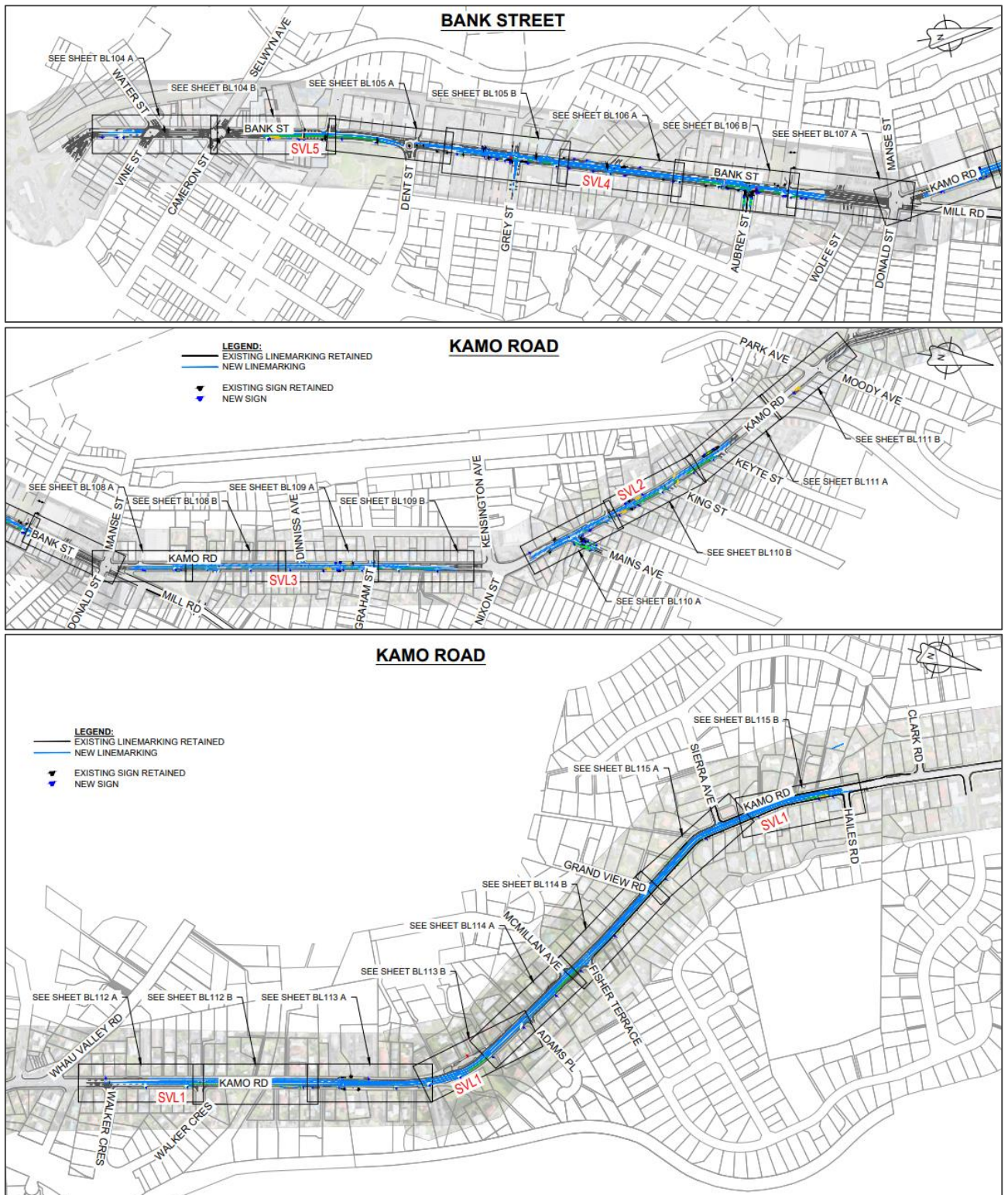
Enforcement will be critical to the success of this infrastructure. The bus priority and T2 lane will be the first of its kind in the Whangārei district and will take some getting used to by residents and ratepayers. While the project has no wish whatsoever to generate income and/or frustration for drivers, enforcement must be able to be carried out to clear the lane and ensure it can deliver on its promise to provide efficiency in the morning peak.

At its meeting on 22 May 2025, Council approved a variation to the existing Regulatory Services contract with Armourguard and additional operating budget to bolster Council's capacity to enforce the various components of the Kamo Priority Lane (the clearway in particular).¹

To make the Kamo Priority Lane enforceable, Council must now give legal effect to the necessary traffic control devices under the authority of Council's Parking and Traffic Bylaw and the Local Government Act 1974.

¹ See agenda report here: <https://pub-wdc.escribemeetings.com/FileStream.ashx?DocumentId=4619>.

Figure 2: Overview of Kamo Priority Lane Project



3.1 Resolutions under Council's Parking and Traffic Bylaw 2017

Council's Parking and Traffic Bylaw 2017 (the Bylaw), which was made under the Land Transport Act 1998, enables Council as the road controlling authority to regulate by resolution many aspects of how vehicles are used on roads in the Whangārei District.

Under the authority of the Bylaw, Council can declare part(s) of a road to be—

- a clearway, including during specified times (clause 18);
- a special vehicle lane (such as transit lane) restricted to a specified class or classes of vehicle (clause 10);
- a parking place, restricted to a specified class of vehicle (such as buses) or with user charges and/or time limits (clause 15);
- a loading zone (clause 19);
- a no-stopping zone (“no stopping at all times”, or NSAAT; clause 14).

Each of these traffic controls features in the design and operation of the Kamo Priority Lane.

The use of these traffic controls does not amount to an amendment of the Bylaw itself and therefore can be resolved by the Infrastructure Committee.

4 Discussion / Whakawhiti kōrero

4.1 The traffic controls along Bank Street and Kamo Road include a clearway, a special vehicle lane, bus stops, a loading zone, P180 and P30 carparks and no-stopping lines

This report gives effect to various enforceable traffic controls along Bank Street, Kamo Road and neighbouring streets. Table 1 below summarises each type of traffic control and details the infringement fees set by Central Government for any breaches.

Note that emergency vehicles being used in an emergency are exempt from these restrictions.

Table 1: Key components of the transit lane and infringement fees

Traffic control	Explanation	Infringement fee
Clearway	Area of road where stopping and parking is prohibited from 7am to 9am on weekdays.	\$100
Special vehicle lane	Special vehicle lane restricted to buses, vehicles with at least two occupants (including the driver), motorbikes and bikes from 7am to 9am on weekdays.	\$150
Bus stop	Area of road where only buses may stop.	\$100
Loading zone	Parking space for loading and unloading where driver can leave their vehicle for no more than 5 minutes.	\$70
Parking places (P180 and P30)	Parking spaces where vehicles may park for up to 180 minutes and 30 minutes, respectively, generally between 8am and 6pm.	\$20-\$97 depending on duration of breach
No stopping at all times (NSAAT)	Area of road indicated by broken yellow lines where stopping and parking is prohibited.	\$100

The Kamo Priority Lane Bylaw Plans are provided in Attachment 1 to this report. They set out the various traffic features to be given effect to through this decision report.

These drawings do so via three mechanisms:

1. The plans set out the location, including the start and end points, of various features in relation to other key markers in the transportation corridor;

2. The various features are referred to in more detail in the tables on pages BL102 & BL103. The specific start and end point for each feature is referred to in relation to its bearing from the nearest intersection's confirmed route position/chainage point;
3. These features are secondarily referenced with their direct route position number.

4.2 Financial/budget considerations

Financial considerations for this project have been previously addressed in papers that have been passed by Council on the following dates:

- 12 December 2024: Council – Council Subsidised Rooding Programme 2024-27²
- 15 May 2025: Infrastructure Committee – Increase in Contract Value CON21021 Traffic Signals and Maintenance³
- 22 May 2025: Council – Kamo Road T2 Lane⁴

This paper does not implement any specific financial elements beyond what has already been accepted by Council at these meetings.

4.3 Policy and planning implications

The Kamo Priority Lane project is a key component of the primary growth corridor identified in the Future Development Strategy adopted by Council in May 2025. Nothing in this report is inconsistent with other Council policies, plans or strategies.

4.4 Options

The Committee has two options:

Option 1: Pass the recommended resolutions to give legal effect to the Kamo Priority Lane and associated traffic control devices so that they can be enforced.

Advantage:

- Ensures the Kamo Priority Lane is legally enforceable which will ensure it is able to provide the efficiency benefits it was designed and implemented for.
- Provides Council with the ability to issue infringements when the traffic rules are not followed.

Disadvantage:

- none

Option 2: Decline to give legal effect to the Kamo Priority Lane and associated traffic control devices.

Advantage:

- None

Disadvantage:

- This would mean no enforcement of the special vehicle lane and clearway, significantly reducing the effectiveness of the infrastructure and risking non-compliance, congestion and failure to deliver the intended transport outcomes.

Staff recommend Option 1.

² See agenda report here: <https://pub-wdc.escribemeetings.com/FileStream.ashx?DocumentId=4397>.

³ See agenda report here: <https://pub-wdc.escribemeetings.com/FileStream.ashx?DocumentId=4573>.

⁴ See agenda report here: <https://pub-wdc.escribemeetings.com/FileStream.ashx?DocumentId=4619>.

4.5 Risks

The risk of not giving legal effect is that the T2 Transit Lane will not be effective. More people use will use the lane resulting in no benefit for bus and higher occupancy vehicles. Parked vehicles will add to delays.

Enforcement without having legal effect would not be possible as the risk is that Council would not be compliant.

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.

5.1 Consultation has been undertaken through the development and creation of the T2 Transit Lane

Public consultation was carried out in late 2023 and involved the following components:

- A project page was created on Council's website, with information about the project including the timeline, purpose, and budget;
- Two public drop-in sessions were held in 2023, where members of the public could talk to project managers, designers and engineers, who could answer any questions related to the project. Approximately 70 members of the public attended the drop-in sessions;
- A flyer drop to over 600 letterboxes was carried out on Kamo Road
- Staff door-knocked businesses on Bank Street, providing design information, invites to the drop-in sessions and other relevant project information.
- An online survey was also carried out, attracting 129 submissions.

Many changes were made to the design based on feedback received at the drop-in sessions and through submissions. Since the 2023 consultation, staff have worked with numerous businesses, residents and stakeholders to hear concerns and work together on solutions.

This agenda will be published on the Council website and extensive engagement is planned.

5.2 A public education campaign has been planned to prepare the community for the opening of the transit lane

Council resolutions to legalise the necessary restrictions and constraints in the corridor will enable enforcement of the T2 transit lane. This includes making sure that there are no parked vehicles along the corridor as well as ensuring that only buses and cars with two or more people are using it.

It is important that the community have access to good information to help them avoid penalties and can make best use of the facility.

Council staff have planned a comprehensive education campaign to prepare the public of the opening of the transit lane, including—

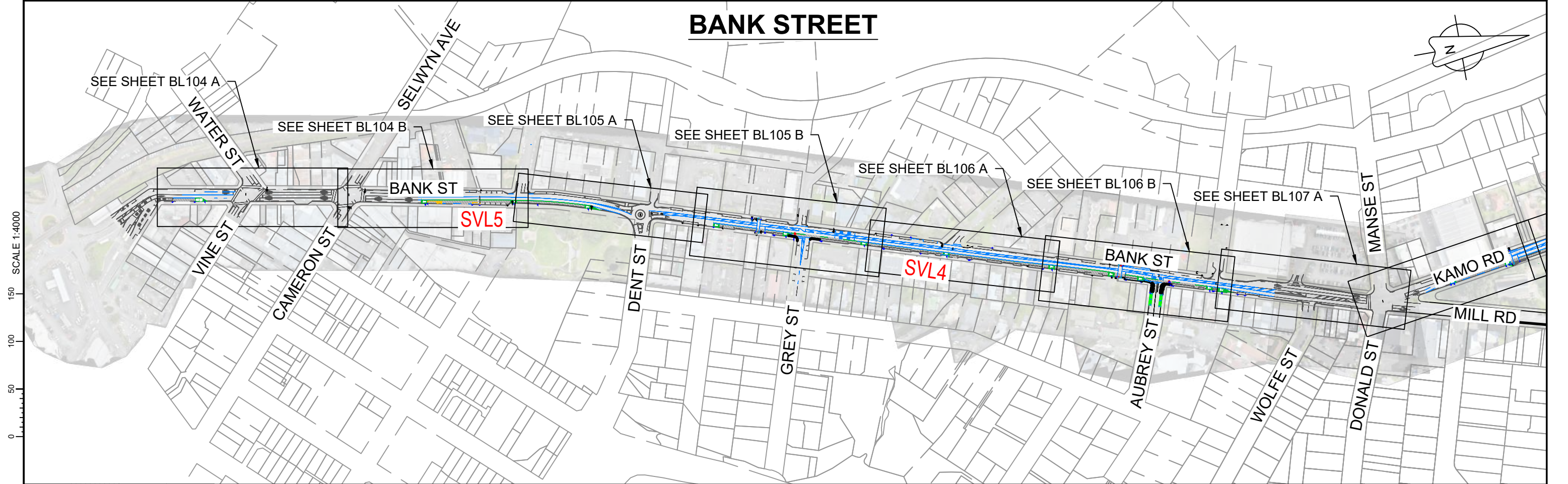
- A podcast to be published before the traffic control devices take effect
- A new webpage for the transit lane to be published before opening
- An FAQ page to be published on the webpage and included in flyer drops
- Videos outlining how to use the transit lane to be published on the webpage and shared on social media
- Social media posts before opening
- A news story to be published before opening
- An e-newsletter to be published before opening
- A flyer/letter drop carried out during the week before opening

- Three VMS boards providing information along the length of the project for a week before and after the opening date
Information shared through the schools and their newsletters

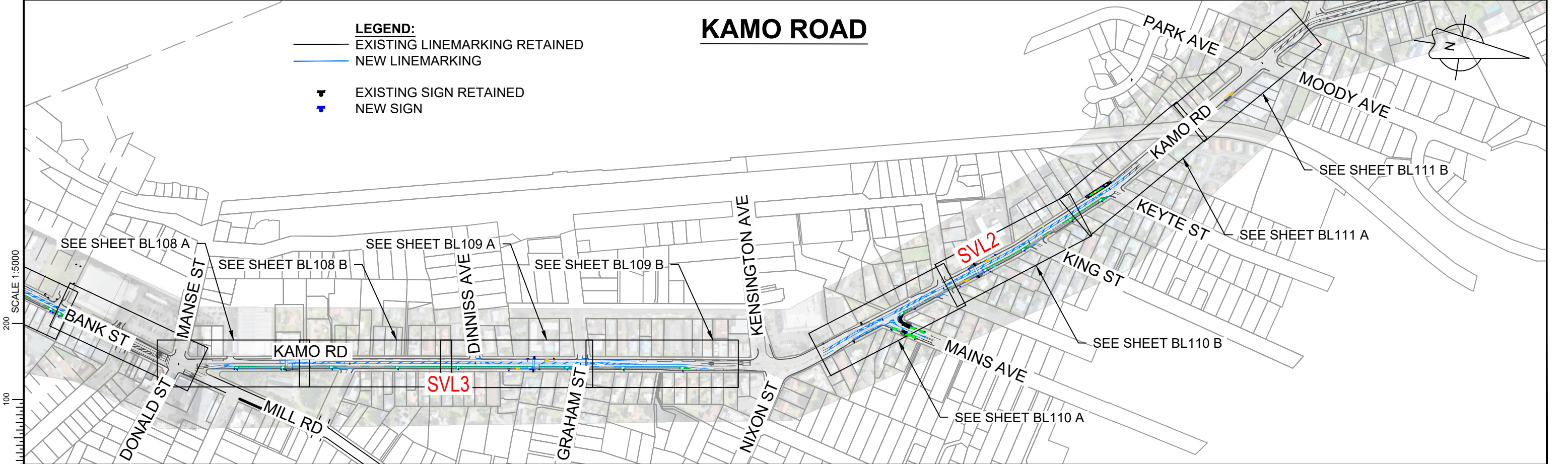
6 Attachments / Ngā Tāpiritanga

Attachment 1 - Kamo Priority Lane Bylaw Plans

BANK STREET



KAMO ROAD



- LEGEND:**
- EXISTING LINEMARKING RETAINED
 - NEW LINEMARKING
 - EXISTING SIGN RETAINED
 - NEW SIGN



C		
B		
A	1ST ISSUE	23-05-25
REV.	REVISION DETAILS	DRAWN APP.

PROJECT DETAILS
WHANGAREI DISTRICT COUNCIL
KAMO PRIORITY LANE - KAMO RD & BANK ST

TITLE
BYLAW PLANS OVERVIEW
PAGE 1

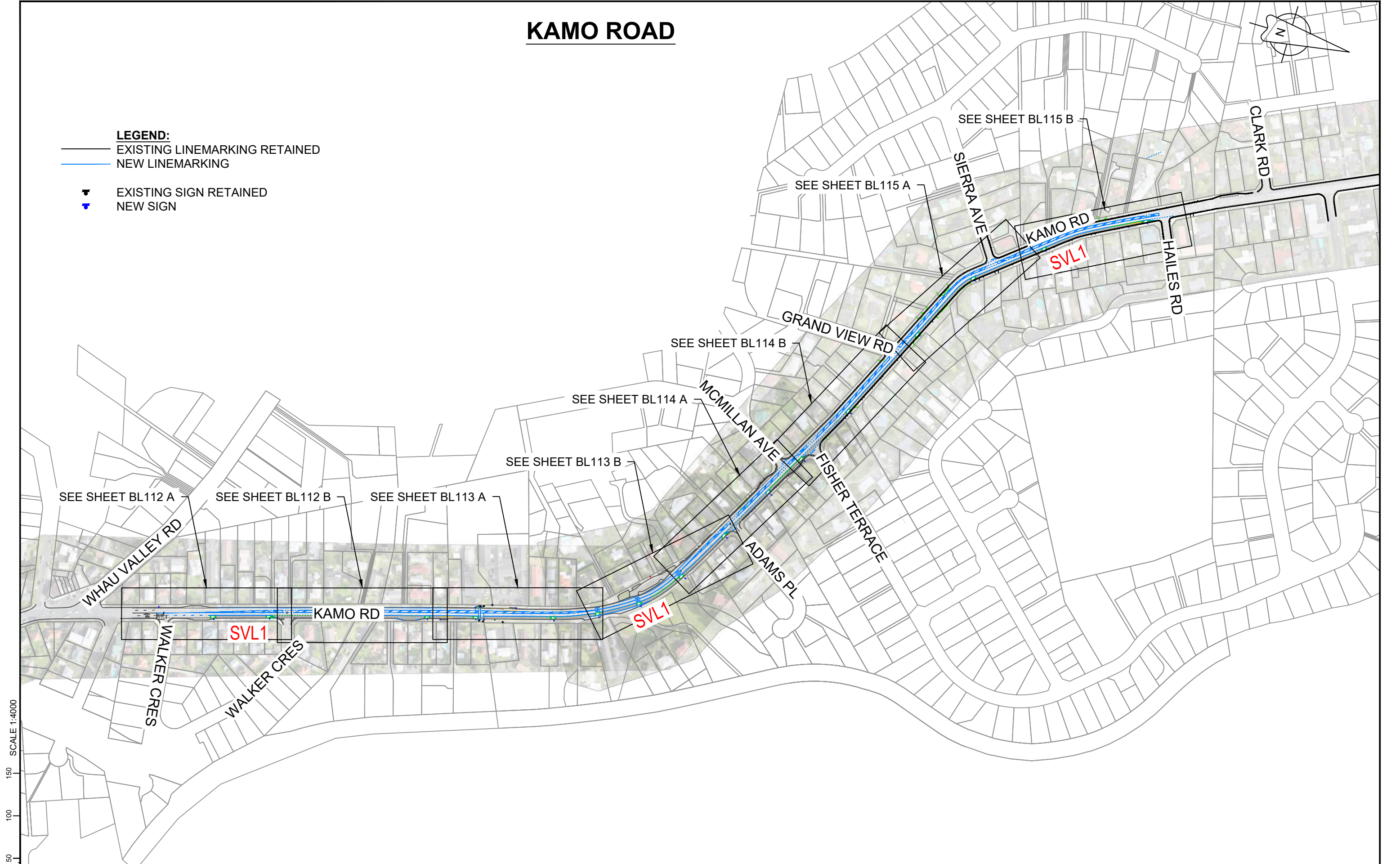
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07-03-2025	JSY	--	--
VECTA REF NO	SCALE	STATUS	
24155	AS SHOWN @ A3	PRELIMINARY	
DWG NUMBER	REVISION		
BL100	A		

KAMO ROAD



LEGEND:

- EXISTING LINEMARKING RETAINED
- NEW LINEMARKING
- EXISTING SIGN RETAINED
- NEW SIGN



C			
B			
A	1ST ISSUE	23-05-25	JSY --
REV.	REVISION DETAILS	DRAWN	APP.

PROJECT DETAILS
WHANGAREI DISTRICT COUNCIL KAMO PRIORITY LANE - KAMO RD

TITLE
BYLAW PLANS OVERVIEW PAGE 2

DATE CREATED 15-05-2025	DRAWN JSY	DESIGNED --	APPROVED --
VECTA REF NO 24155	SCALE 1:4000 @ A3		STATUS PRELIMINARY
DWG NUMBER BL101			REVISION A

Special Vehicle Lane Start and End Points			Layout Sheet Ref
SVL1.B	Kamo Road true right, -22m from Hailes Road intersection	Kamo Road route position 3625m true right	12B
SVL1.F	Kamo Road true right, +58m from Walker Crescent South intersection	Kamo Road route position 2315m true right	9A
SVL2.B	Kamo Road true right, -18m from Keyte Street intersection	Kamo Road route position 1258m true right	8A
SVL2.F	Kamo Road true right, +26m from Mains Avenue intersection	Kamo Road route position 966m true right	7A
SVL3.B	Kamo Road true right, +135m from Nixon Street intersection	Kamo Road route position 662m true right	6B
SVL3.F	Kamo Road true right, +77m from Manse Street intersection	Kamo Road route position 77m true right	5A
SVL4.B	Bank Street true right, +7m from Cross Street intersection	Bank Street route position 1218m true right	3B
SVL4.F	Bank Street true right, +78m from Dent Street intersection	Bank Street route position 699m true right	2B
SVL5.B	Bank Street true right, -55m from Dent Street intersection	Bank Street route position 566m true right	2A
SVL5.F	Bank Street true right, +80m from Rust Avenue intersection	Bank Street route position 382m true right	1B

Clearway Start and End Points			Layout Sheet Ref
CW1.B	Kamo Road true right, -22m from Hailes Road intersection	Kamo Road route position 3625m true right	12B
CW1.F	Kamo Road true right, +58m from Walker Crescent South intersection	Kamo Road route position 2315m true right	9A
CW2.B	Kamo Road true right, -18m from Keyte Street intersection	Kamo Road route position 1258m true right	8A
CW2.F	Kamo Road true right, +26m from Mains Avenue intersection	Kamo Road route position 966m true right	7A
CW3.B	Kamo Road true right, +135m from Nixon Street intersection	Kamo Road route position 662m true right	6B
CW3.F	Kamo Road true right, +77m from Manse Street intersection	Kamo Road route position 77m true right	5A
CW4.B	Bank Street true right, +32m from Cross Street intersection	Bank Street route position 1243m true right	4A
CW4.F	Bank Street true right, +78m from Dent Street intersection	Bank Street route position 699m true right	2B
CW5.B	Bank Street true right, -55m from Dent Street intersection	Bank Street route position 566m true right	2A
CW5.F	Bank Street true right, +80m from Rust Avenue intersection	Bank Street route position 382m true right	1B
CW6.B	Bank Street true right, -54m from Vine Street intersection	Bank Street route position 141m true right	1A
CW6.F	Bank Street true right, -77m from Vine Street intersection	Bank Street route position 118m true right	1A

Bus Stop Start and End Points			Layout Sheet Ref
BS1.B	Kamo Road true right, -28m from Hailes Road intersection	Kamo Road route position 3619m true right	12B
BS1.F	Kamo Road true right, -43m from Hailes Road intersection	Kamo Road route position 3604m true right	12B
BS2.B	Kamo Road true left, -208m from Kentia Lane intersection	Kamo Road route position 2706m true left	10A
BS2.F	Kamo Road true left, -223m from Kentia Lane intersection	Kamo Road route position 2691m true left	10A
BS3.B	Kamo Road true right, -283m from Kentia Lane intersection	Kamo Road route position 2631m true right	10A
BS3.F	Kamo Road true right, -298m from Kentia Lane intersection	Kamo Road route position 2616m true right	10A
BS4.B	Kamo Road true right, -54m from Moody Avenue intersection	Kamo Road route position 1482m true right	8B
BS4.F	Kamo Road true right, -69m from Moody Avenue intersection	Kamo Road route position 1467m true right	8B
BS5.B	Kamo Road true left, +81m from Simons Street intersection	Kamo Road route position 1111m true left	7B
BS5.F	Kamo Road true left, +66m from Simons Street intersection	Kamo Road route position 1096m true left	7B

Bus Stop Start and End Points			Layout Sheet Ref
BS6.B	Kamo Road true right, +35m from Simons Street intersection	Kamo Road route position 1065m true right	7B
BS6.F	Kamo Road true right, +20m from Simons Street intersection	Kamo Road route position 1050m true right	7B
BS7.B	Kamo Road true left, -34m from Graham Street intersection	Kamo Road route position 493m true left	6A
BS7.F	Kamo Road true left, -47m from Graham Street intersection	Kamo Road route position 480m true left	6A
BS8.B	Kamo Road true right, +59m from Dinnis Avenue intersection	Kamo Road route position 448m true right	6A
BS8.F	Kamo Road true right, +44m from Dinnis Avenue intersection	Kamo Road route position 433m true right	6A
BS9.B	Bank Street true right, +98m from Rust Avenue intersection	Bank Street route position 400m true right	1B
BS9.F	Bank Street true right, +83m from Rust Avenue intersection	Bank Street route position 385m true right	1B

Time Restricted Car Parks Start and End Points			Layout Sheet Ref
CP30-1.B	Kamo Road true left, -6m from Keyte Street intersection	Kamo Road route position 1270m true left	8A
CP30-1.F	Kamo Road true left, -27 from Keyte Street intersection	Kamo Road route position 1249m true left	8A
CP180-1.B	Kamo Road true right, -45m from Simons Street intersection	Kamo Road route position 985m true right	7A
CP180-1.F	Kamo Road true right, +29m from Mains Avenue intersection	Kamo Road route position 969m true right	7A
CP180-2.B	Mains Avenue true right, +15m from Kamo Road intersection	Mains Avenue route position 15m true right	7C
CP180-2.F	Mains Avenue true right, +21m from Kamo Road intersection	Mains Avenue route position 21m true right	7C
CP180-3.B	Mains Avenue true right, +36m from Kamo Road intersection	Mains Avenue route position 36m true right	7C
CP180-3.F	Mains Avenue true right, +48m from Kamo Road intersection	Mains Avenue route position 48m true right	7C
CP180-4.B	Mains Avenue true left, +37m from Kamo Road intersection	Mains Avenue route position 37m true left	7C
CP180-4.F	Mains Avenue true left, +43m from Kamo Road intersection	Mains Avenue route position 43m true left	7C
CP180-5.B	Mains Avenue true left, +50m from Kamo Road intersection	Mains Avenue route position 50m true left	7C
CP180-5.F	Mains Avenue true left, +56m from Kamo Road intersection	Mains Avenue route position 56m true left	7C
CP180-6.B	Aubrey Street true right, +16m from Bank Street intersection	Aubrey Street route position 16m true right	3B
CP180-6.F	Aubrey Street true right, +28m from Bank Street intersection	Aubrey Street route position 28m true right	3B
CP180-7.B	Aubrey Street true left, +16m from Bank Street intersection	Aubrey Street route position 16m true left	3B
CP180-7.F	Aubrey Street true left, +28m from Bank Street intersection	Aubrey Street route position 28m true left	3B
CP180-8.B	Aubrey Street true right, +42m from Bank Street intersection	Aubrey Street route position 42m true right	3C
CP180-8.F	Aubrey Street true right, +60m from Bank Street intersection	Aubrey Street route position 60m true right	3C
CP180-9.B	Aubrey Street true left, +42m from Bank Street intersection	Aubrey Street route position 42m true left	3C
CP180-9.F	Aubrey Street true left, +60m from Bank Street intersection	Aubrey Street route position 60m true left	3C

Loading Zone Start and End Points			Layout Sheet Ref
LZ1.B	Bank Street true right, +138m from Rust Avenue intersection	Bank Street route position 440m true right	1B
LZ1.F	Bank Street true right, +130m from Rust Avenue intersection	Bank Street route position 432m true right	1B

NOTES:
NO AS-BUILT SURVEY HAS BEEN COMPLETED BY VECTA & INFORMATION SHOWN IN THIS PLAN SET IS BASED ON RECEIVED DESIGN DATA & VISUAL SITE WALKOVER. THEREFORE, ALL AS-BUILT DATA SHOWN IN THIS PLAN SET IS APPROXIMATE ONLY.

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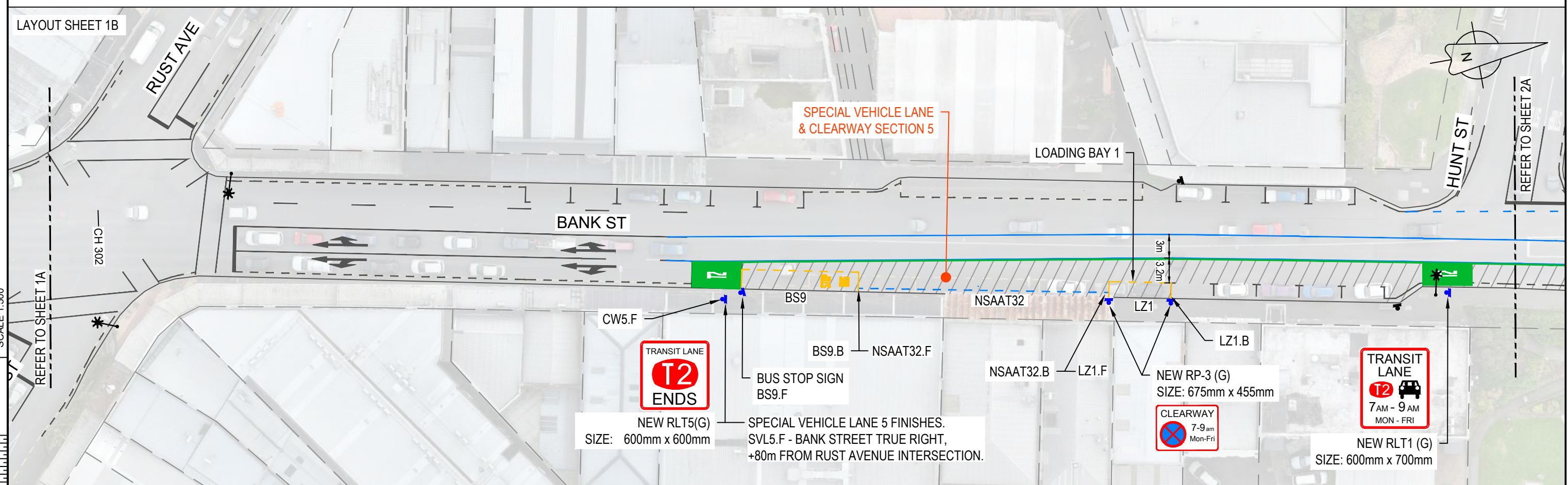
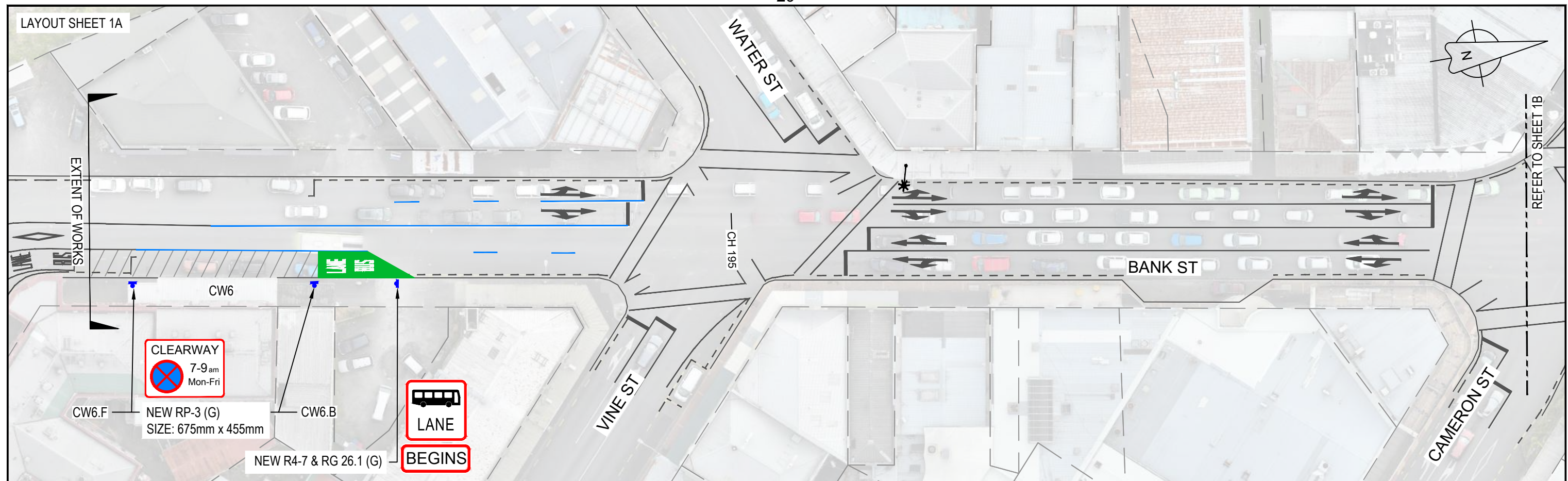
No Stopping at All Times (NSAAT) Start and End Points			Layout Sheet Ref
NSAAT1.B	Kamo Road true right, -10m from Hailes Road intersection	Kamo Road route position 3637m true right	12B
NSAAT1.F	Kamo Road true right, -28m from Hailes Road intersection	Kamo Road route position 3619m true right	12B
NSAAT2.B	Kamo Road true right, -43m from Hailes Road intersection	Kamo Road route position 3604m true right	12B
NSAAT2.F	Kamo Road true right, -50m from Hailes Road intersection	Kamo Road route position 3597m true right	12B
NSAAT3.B	Kamo Road true right, +57m from Fisher Terrace intersection	Kamo Road route position 3185m true right	11B
NSAAT3.F	Kamo Road true right, +22m from Fisher Terrace intersection	Kamo Road route position 3150m true right	11B
NSAAT4.B	Kamo Road true right, +62m from Adams Place intersection	Kamo Road route position 3056m true right	11A
NSAAT4.F	Kamo Road true right, +19m from Adams Place intersection	Kamo Road route position 3013m true right	11A
NSAAT5.B	Kamo Road true right, -22m from Adams Place intersection	Kamo Road route position 2972m true right	11A
NSAAT5.F	Kamo Road true right, -28m from Adams Place intersection	Kamo Road route position 2966m true right	11A
NSAAT6.B	Kamo Road true right, -51m from Kentia Lane intersection	Kamo Road route position 2863m true right	10B
NSAAT6.F	Kamo Road true right, -73m from Kentia Lane intersection	Kamo Road route position 2841m true right	10B
NSAAT7.B	Kamo Road true right, -131m from Kentia Lane intersection	Kamo Road route position 2783m true right	10A
NSAAT7.F	Kamo Road true right, -134m from Kentia Lane intersection	Kamo Road route position 2780m true right	10A
NSAAT8.B	Kamo Road true left, +185m from Walker Crescent North intersection	Kamo Road route position 2587m true left	9B
NSAAT8.F	Kamo Road true left, +63m from Walker Crescent South intersection	Kamo Road route position 2320m true left	9A
NSAAT9.B	Kamo Road true right, +160m from Walker Crescent North intersection	Kamo Road route position 2562m true right	9B
NSAAT9.F	Kamo Road true right, +152m from Walker Crescent North intersection	Kamo Road route position 2554m true right	9B
NSAAT10.B	Kamo Road true right, +136m from Walker Crescent North intersection	Kamo Road route position 2538m true right	9B
NSAAT10.F	Kamo Road true right, +128m from Walker Crescent North intersection	Kamo Road route position 2530m true right	9B
NSAAT11.B	Kamo Road true right, +71m from Moody Avenue intersection	Kamo Road route position 1607m true right	8B
NSAAT11.F	Kamo Road true right, +37m from Moody Avenue intersection	Kamo Road route position 1573m true right	8B
NSAAT12.B	Kamo Road true left, +23m from Keyte Street intersection	Kamo Road route position 1299m true left	8A
NSAAT12.F	Kamo Road true left, +18m from Keyte Street intersection	Kamo Road route position 1294m true left	8A
NSAAT13.B	Kamo Road true right, -7m from Keyte Street intersection	Kamo Road route position 1269m true right	8A
NSAAT13.F	Kamo Road true right, -22m from Keyte Street intersection	Kamo Road route position 1254m true right	8A
NSAAT14.B	Kamo Road true left, -30m from Keyte Street intersection	Kamo Road route position 1246m true left	8A
NSAAT14.F	Kamo Road true left, +63m from King Street intersection	Kamo Road route position 1215m true left	7B
NSAAT15.B	Kamo Road true left, +51m from King Street intersection	Kamo Road route position 1203m true left	7B
NSAAT15.F	Kamo Road true left, +20m from King Street intersection	Kamo Road route position 1172m true left	7B
NSAAT16.B	Kamo Road true right, +37m from King Street intersection	Kamo Road route position 1189m true right	7B
NSAAT16.F	Kamo Road true right, +34m from King Street intersection	Kamo Road route position 1186m true right	7B
NSAAT17.B	Kamo Road true right, -4m from King Street intersection	Kamo Road route position 1148m true right	7B
NSAAT17.F	Kamo Road true right, -15m from King Street intersection	Kamo Road route position 1137m true right	7B
NSAAT18.B	Kamo Road true right, +63m from Simons Street intersection	Kamo Road route position 1093m true right	7B
NSAAT18.F	Kamo Road true right, +35m from Simons Street intersection	Kamo Road route position 1065m true right	7B

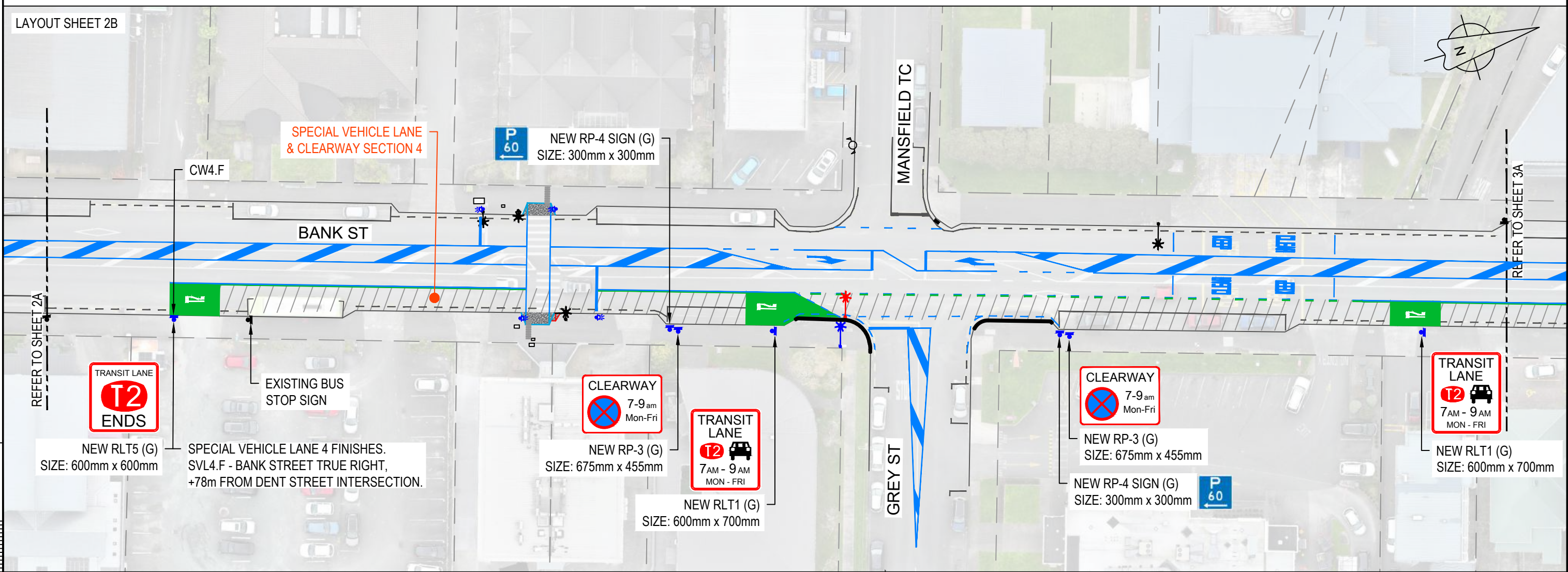
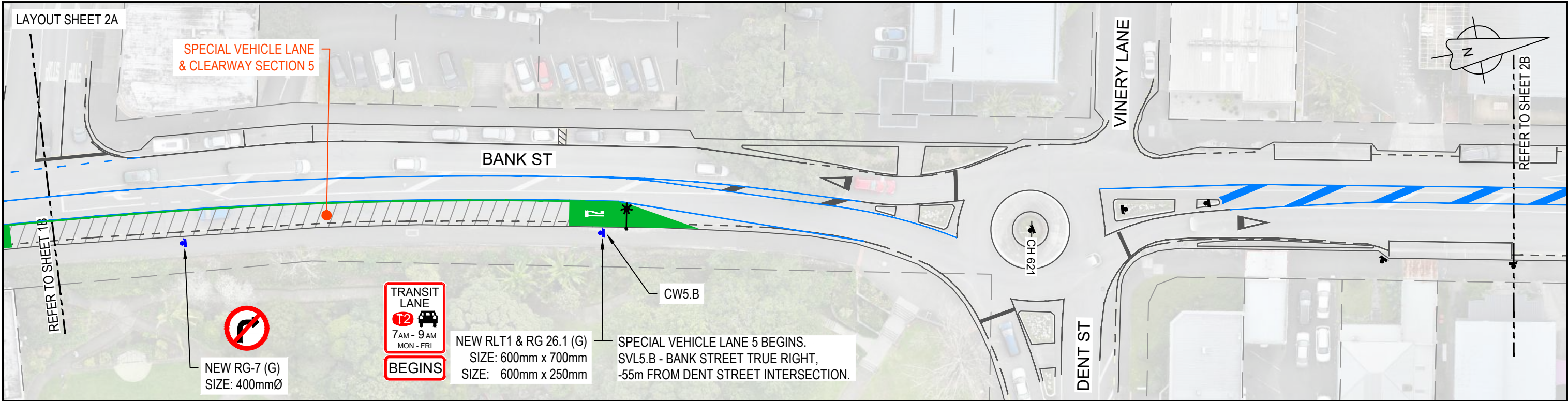
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NSAAT19.F	Kamo Road true right, +14m from Simons Street intersection	Kamo Road route position 1044m true right	7B
NSAAT20.B	Kamo Road true right, -14m from Simons Street intersection	Kamo Road route position 1016m true right	7A
NSAAT20.F	Kamo Road true right, -45m from Simons Street intersection	Kamo Road route position 985m true right	7A
NSAAT21.B	Kamo Road true right, +119m from Graham Street intersection	Kamo Road route position 646m true right	6B
NSAAT21.F	Kamo Road true right, +108m from Graham Street intersection	Kamo Road route position 635m true right	6B
NSAAT22.B	Kamo Road true left, +73m from Graham Street intersection	Kamo Road route position 600m true left	6B
NSAAT22.F	Kamo Road true left, +25m from Graham Street intersection	Kamo Road route position 552m true left	6B
NSAAT23.B	Kamo Road true left, -18m from Graham Street intersection	Kamo Road route position 509m true left	6A
NSAAT23.F	Kamo Road true left, -34m from Graham Street intersection	Kamo Road route position 493m true left	6A
NSAAT24.B	Kamo Road true left, -47m from Graham Street intersection	Kamo Road route position 480m true left	6A
NSAAT24.F	Kamo Road true left, +22m from Dinniss Avenue intersection	Kamo Road route position 411m true left	6A
NSAAT25.B	Kamo Road true right, +76m from Dinniss Avenue intersection	Kamo Road route position 465m true right	6A
NSAAT25.F	Kamo Road true right, +59m from Dinniss Avenue intersection	Kamo Road route position 448m true right	6A
NSAAT26.B	Kamo Road true left, -22m from Dinniss Avenue intersection	Kamo Road route position 367m true left	6A
NSAAT26.F	Kamo Road true left, +78m from Deveron Street intersection	Kamo Road route position 303m true left	5B
NSAAT27.B	Kamo Road true left, +6m from Deveron Street intersection	Kamo Road route position 232m true left	5B
NSAAT27.F	Kamo Road true left, +132m from Manse Street intersection	Kamo Road route position 132m true left	5A
NSAAT28.B	Kamo Road true right, +143m from Manse Street intersection	Kamo Road route position 143m true right	5A
NSAAT28.F	Kamo Road true right, +73m from Manse Street intersection	Kamo Road route position 73m true right	5A
NSAAT29.B	Bank Street true left, -10m from Aubrey Street intersection	Bank Street route position 1140m true left	3B
NSAAT29.F	Bank Street true left, -38m from Aubrey Street intersection	Bank Street route position 1112m true left	3B
NSAAT30.B	Bank Street true right, -14m from Aubrey Street intersection	Bank Street route position 1136m true right	3B
NSAAT30.F	Bank Street true right, -36m from Aubrey Street intersection	Bank Street route position 1114m true right	3B
NSAAT31.B	Bank Street true left, -37m from Apirana Avenue intersection	Bank Street route position 898m true left	3A
NSAAT31.F	Bank Street true left, -45m from Apirana Avenue intersection	Bank Street route position 890m true left	3A
NSAAT32.B	Bank Street true right, +130m from Rust Avenue intersection	Bank Street route position 432m true right	1B
NSAAT32.F	Bank Street true right, +98m from Rust Avenue intersection	Bank Street route position 400m true right	1B


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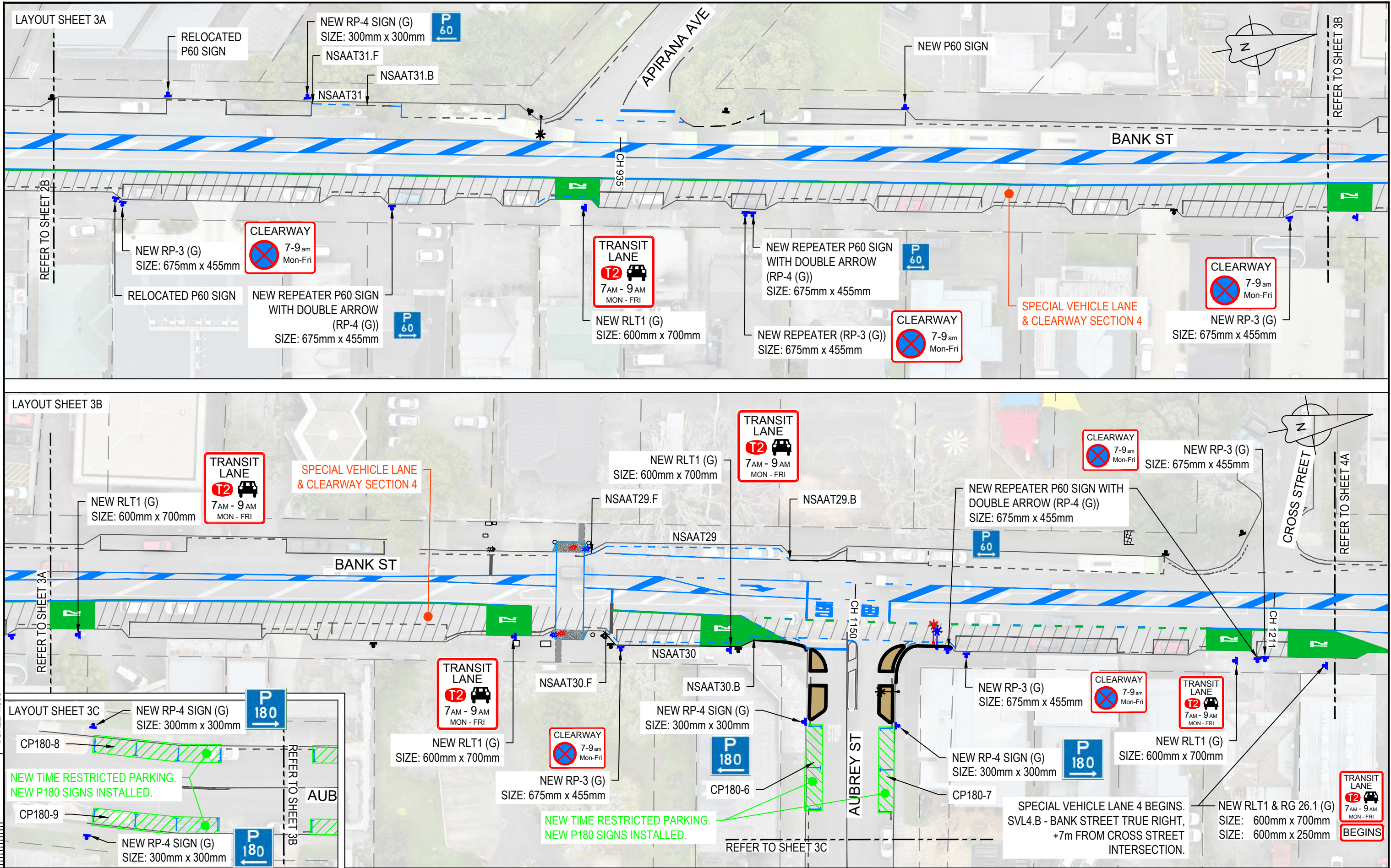
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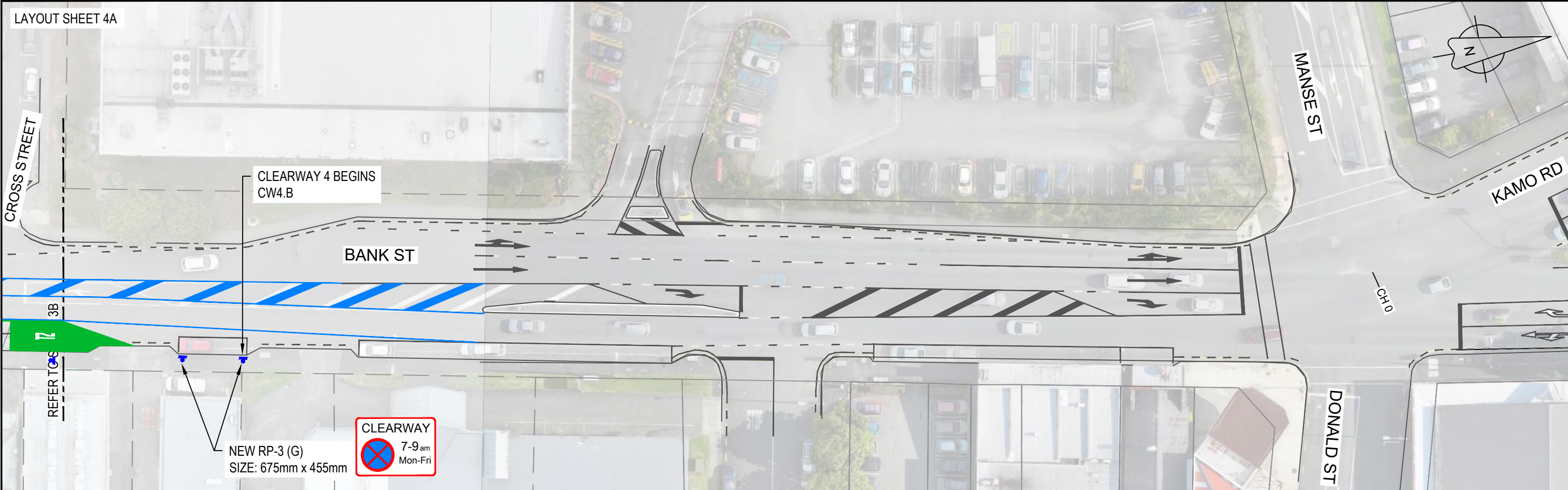





 <div>www.vecta.co.nz</div>	C			PROJECT DETAILS	WHANGAREI DISTRICT COUNCIL KAMO PRIORITY LANE - KAMO RD & BANK ST	TITLE	BYLAW PLANS SHEET 2A, 2B & 2C	DATE CREATED	DRAWN	DESIGNED	APPROVED					
	B								07-03-2025	JSY	--	--				
	A	1ST ISSUE	23-05-25						VECTA REF NO	SCALE	STATUS					
		JSY	--						24155	1:500 @ A3	PRELIMINARY					
REV.			REVISION DETAILS					DRAWN		APP.		DWG NUMBER		REVISION		
												BL105		A		



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	B							07-03-25	JSY	--	--
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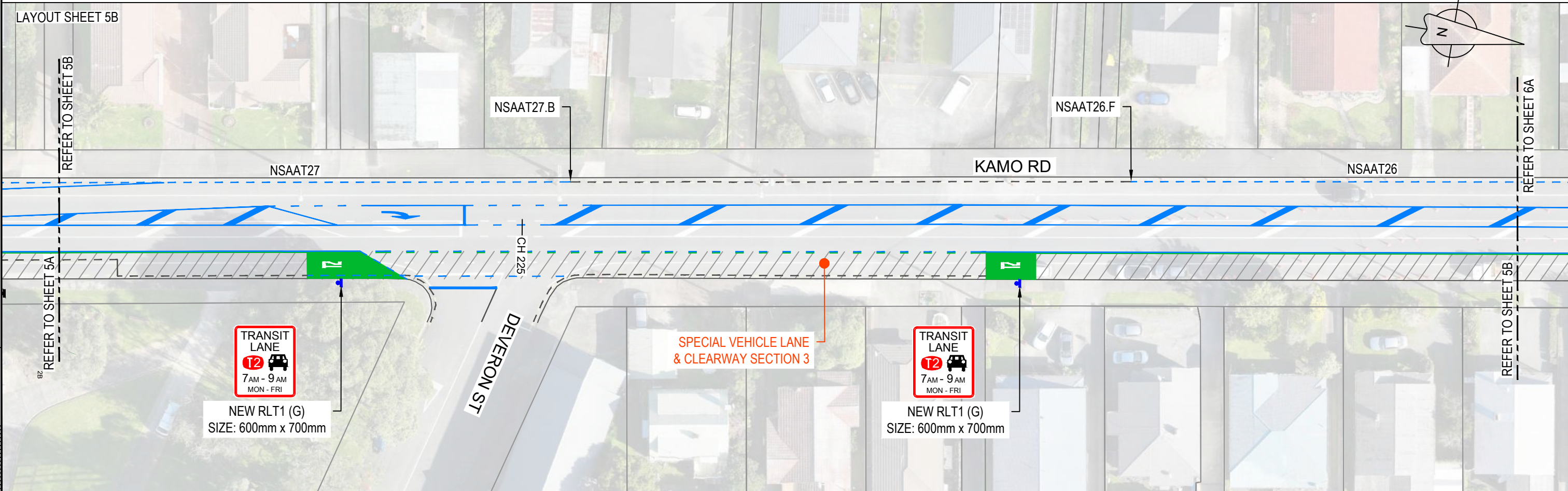
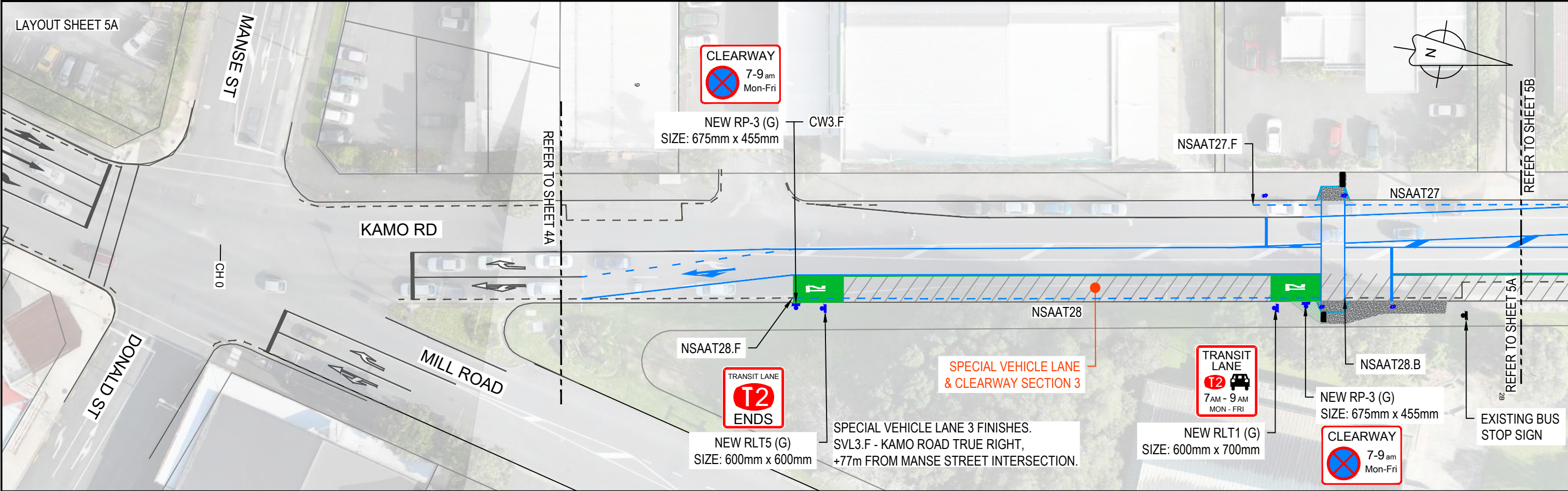
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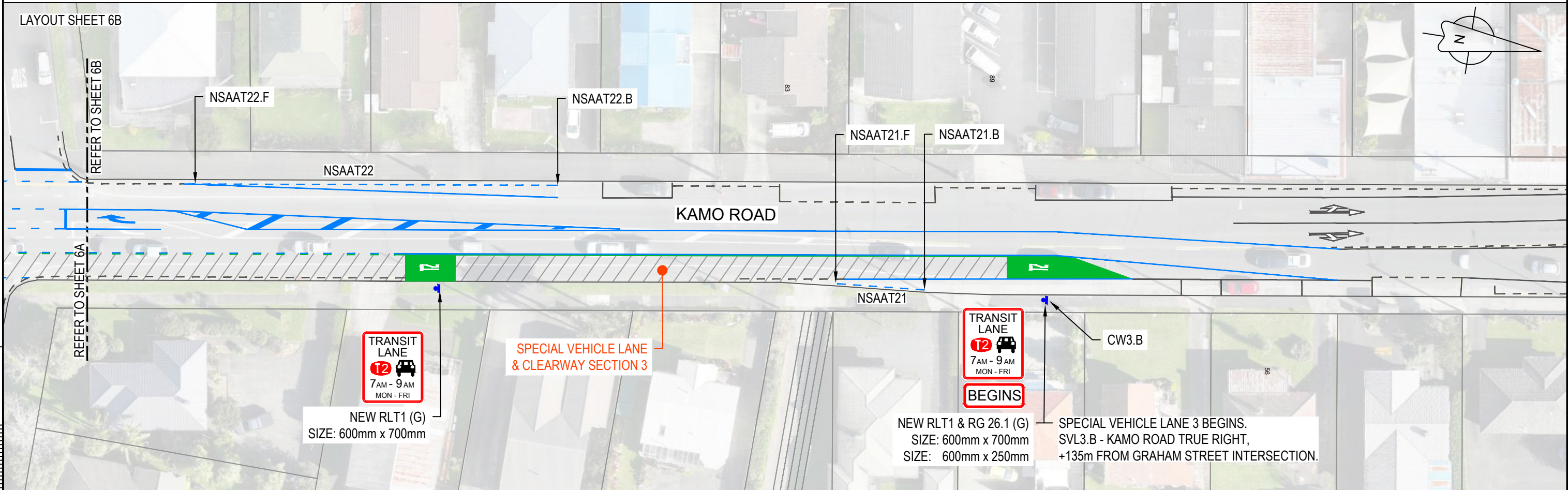
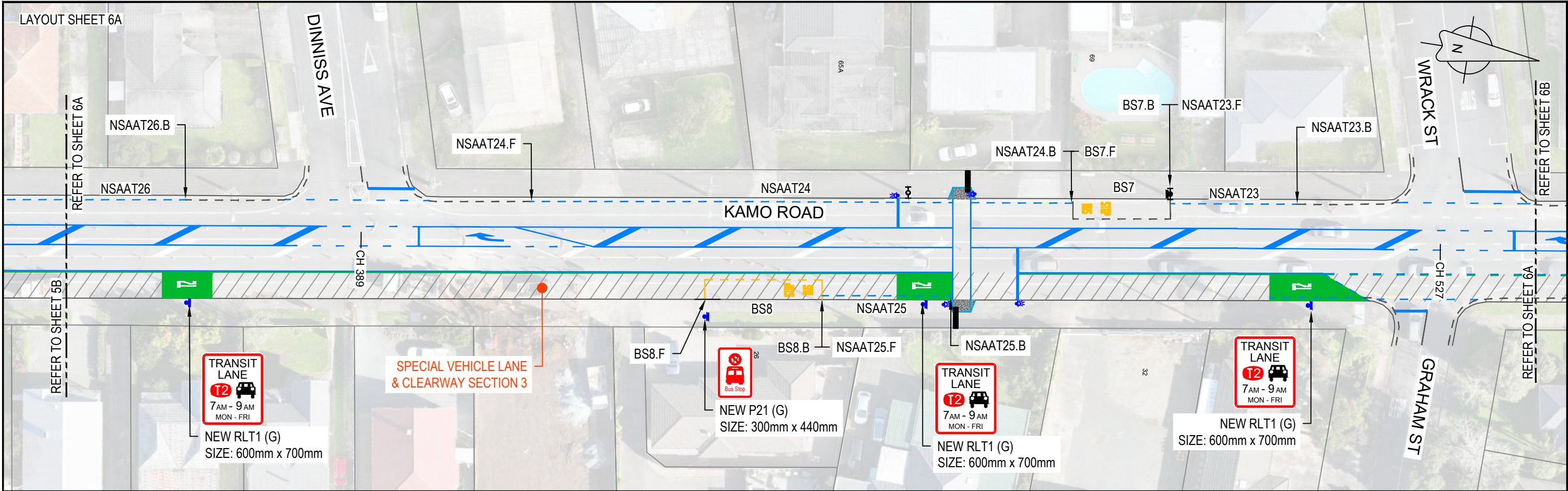
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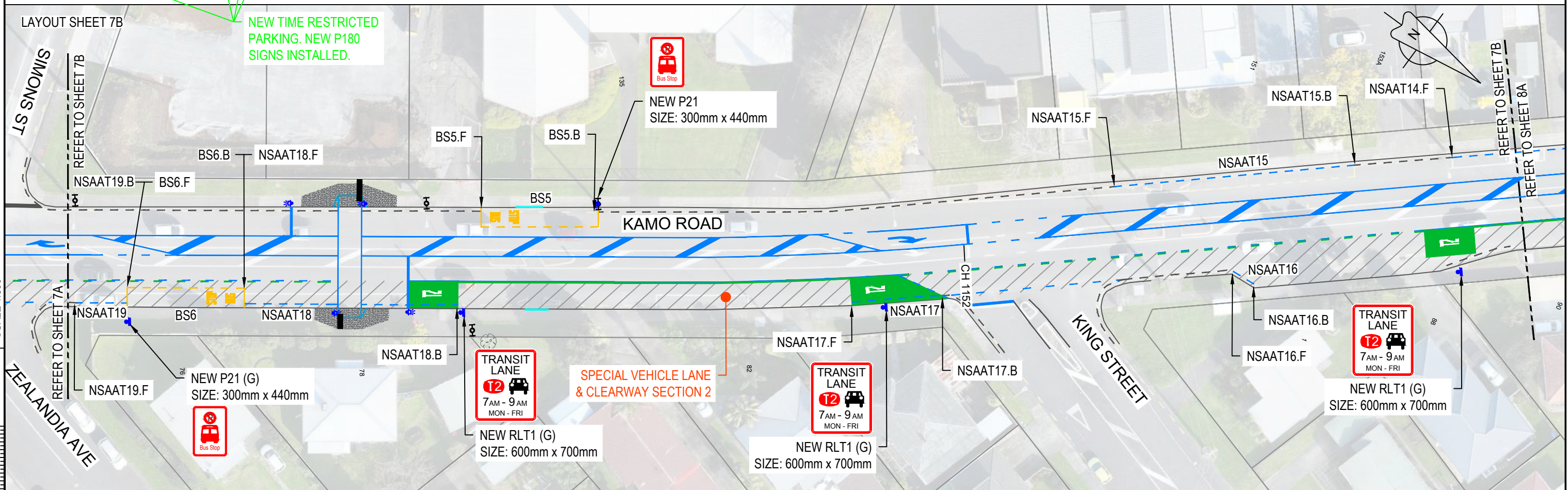
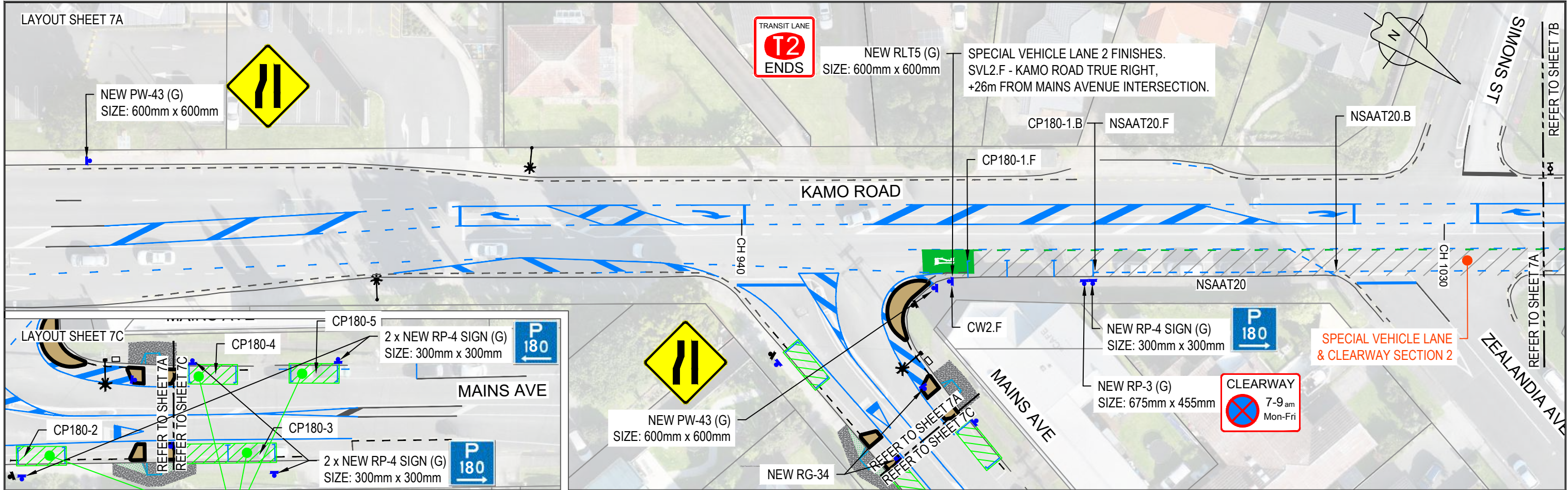
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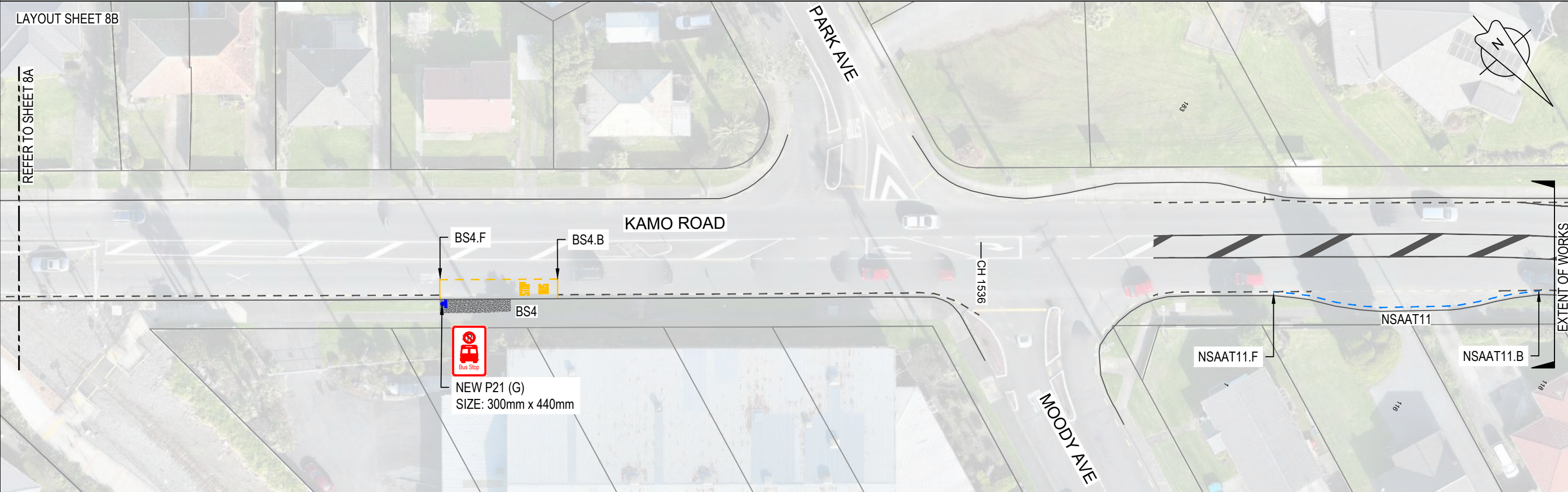
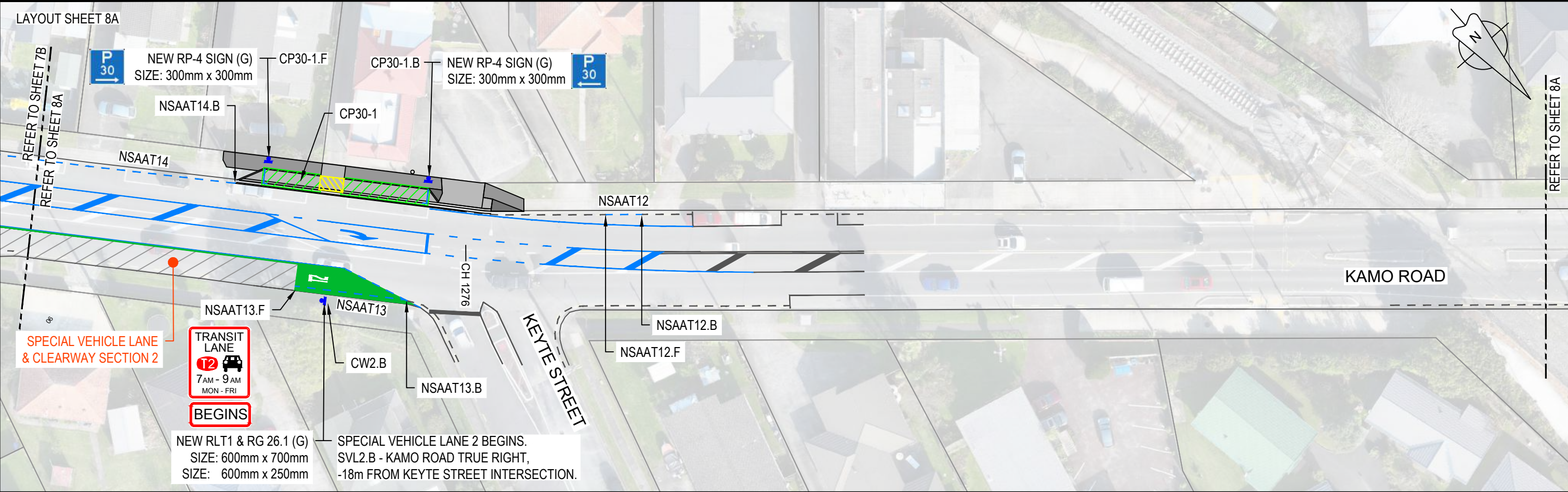
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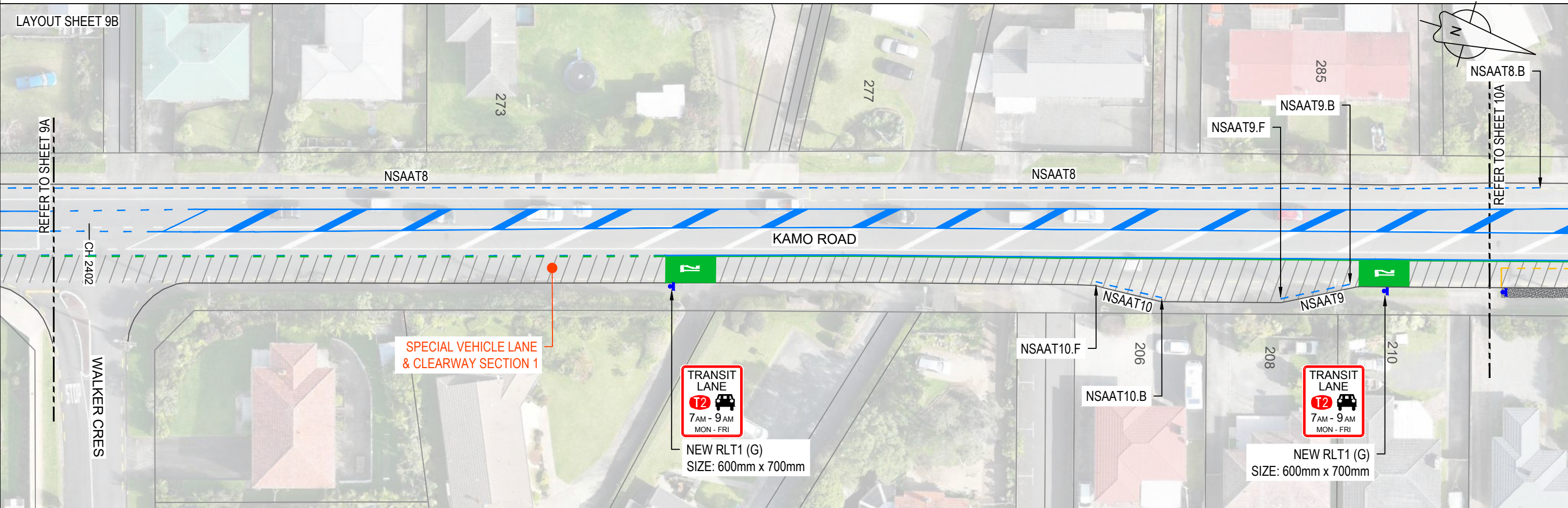
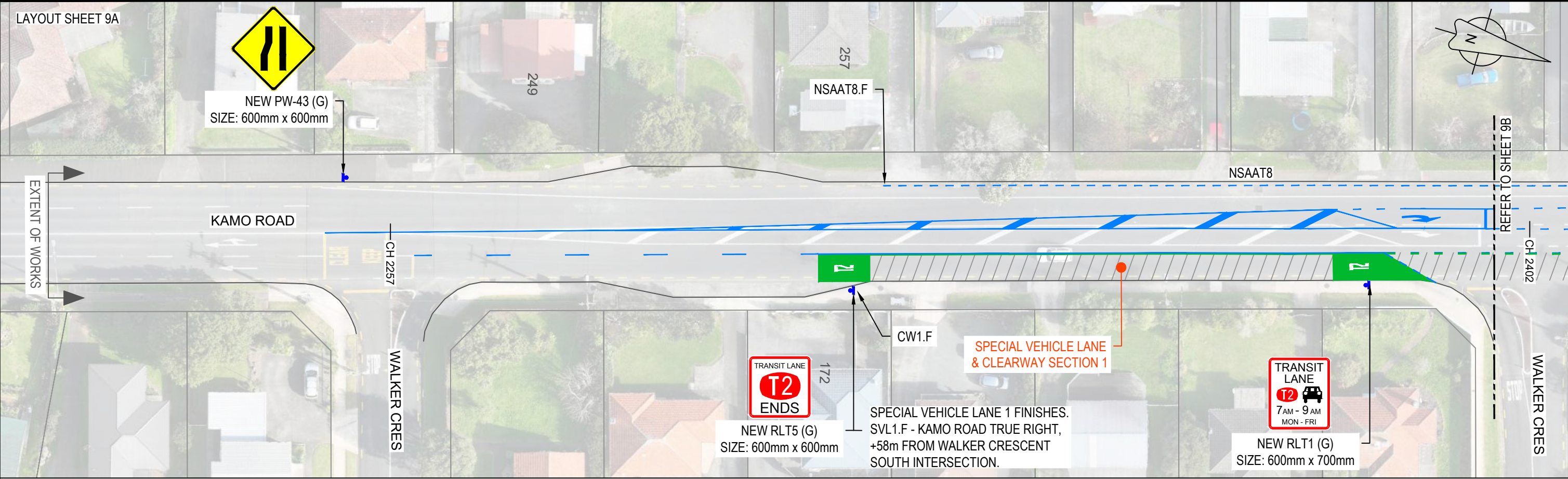
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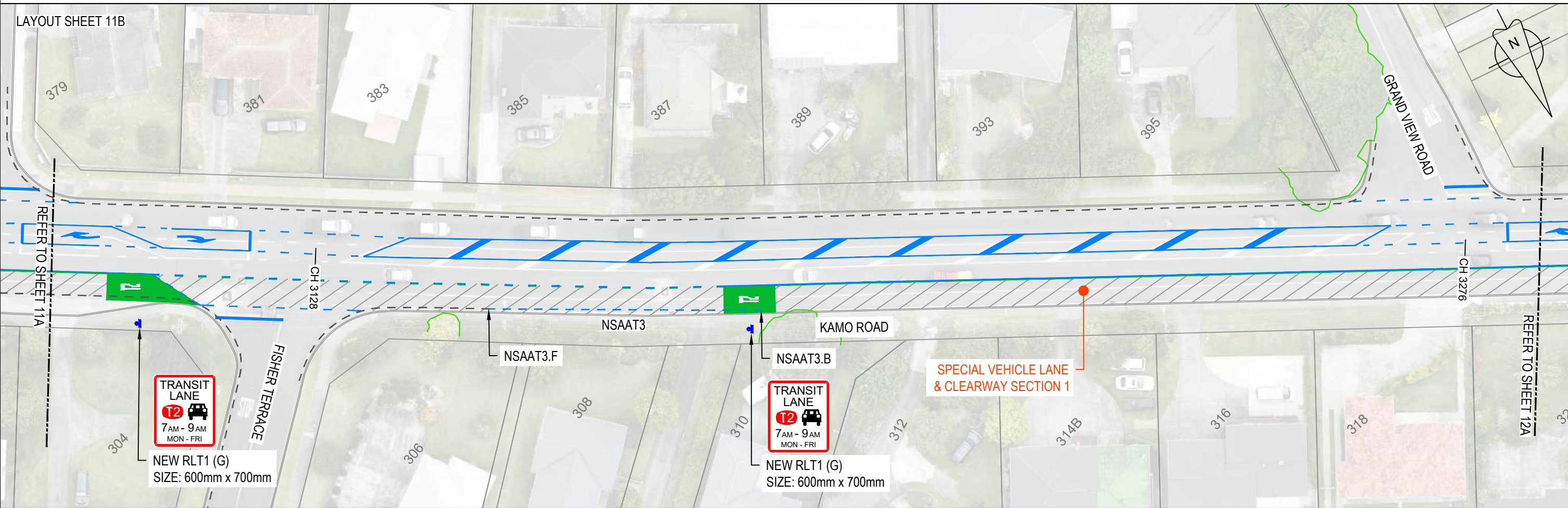
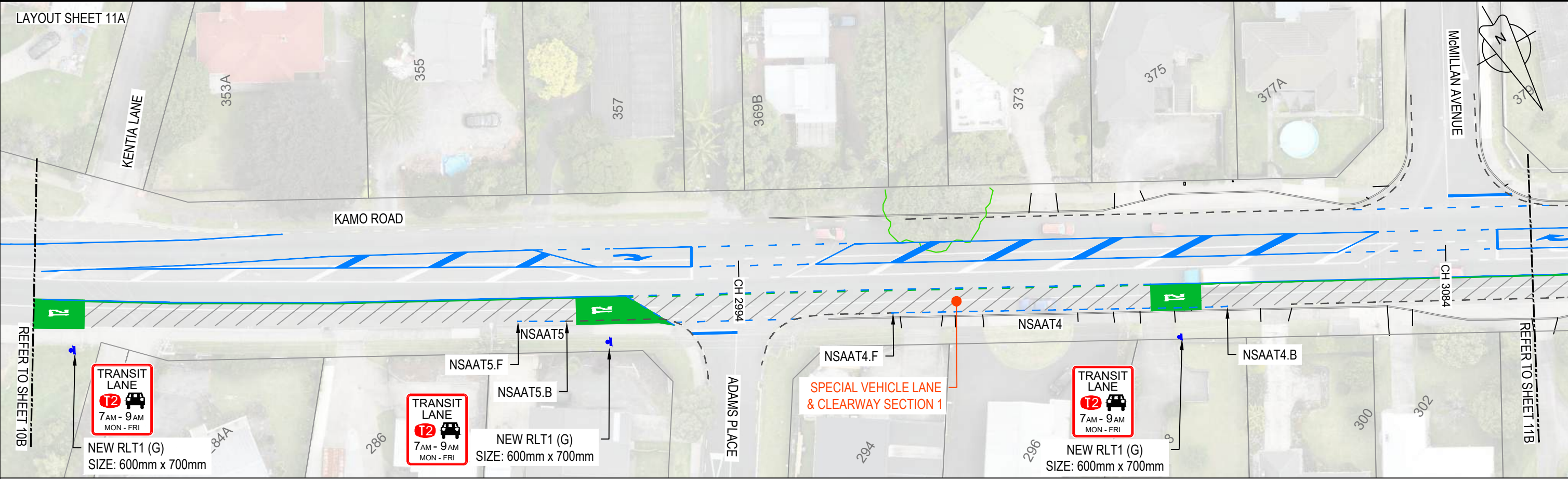
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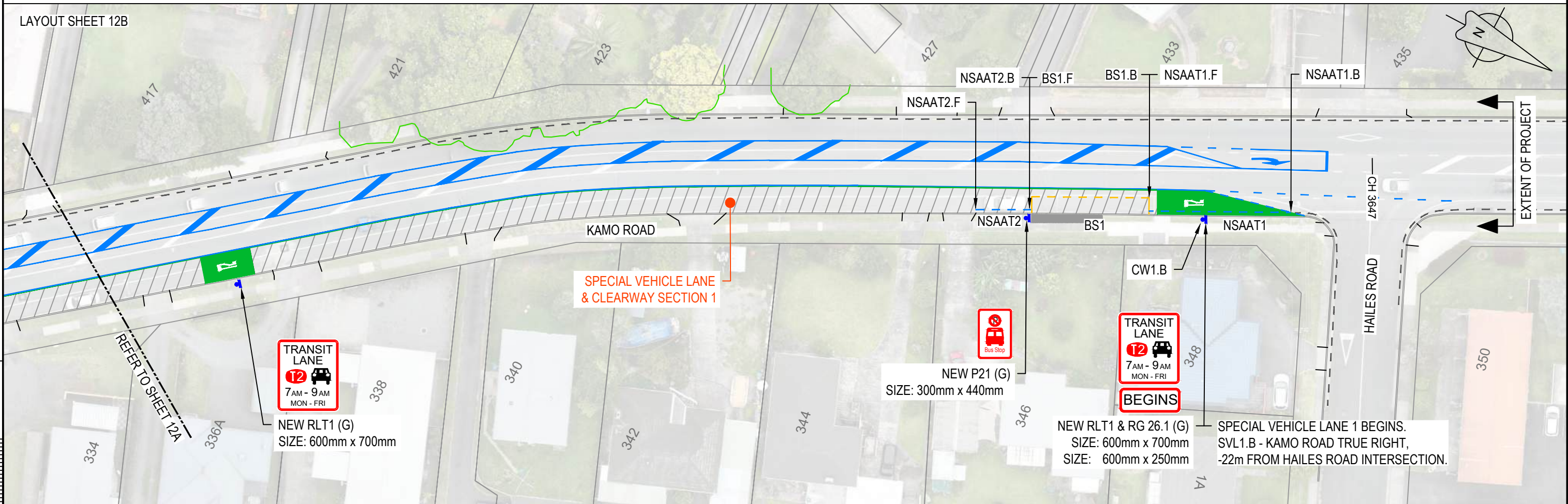
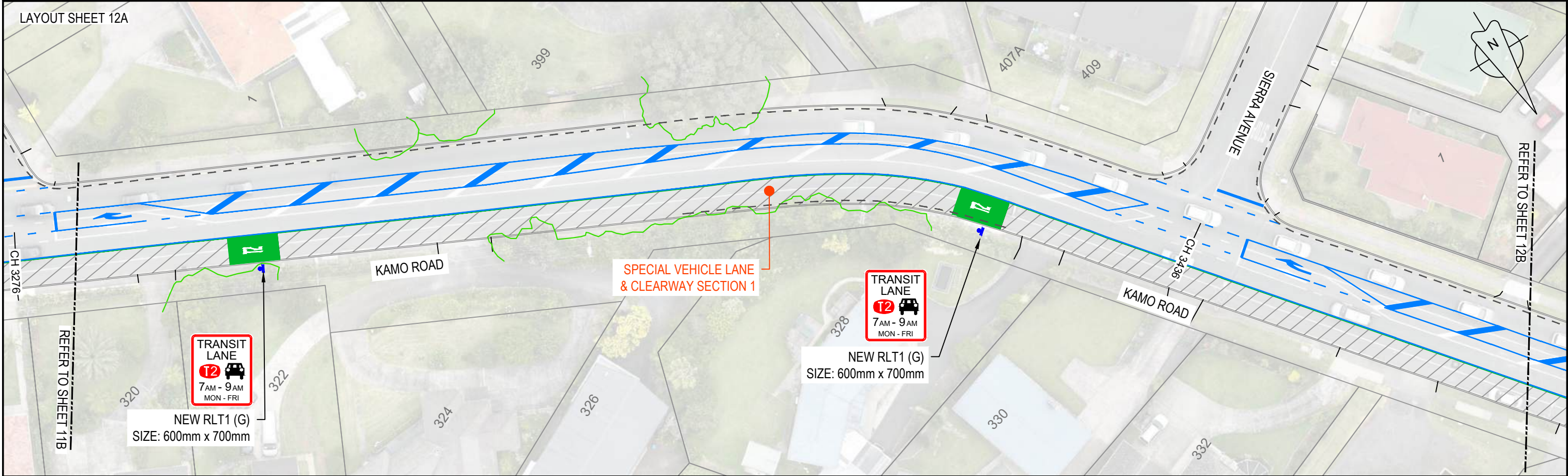
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6.1 Contracts Approved Under Delegated Authority – April 2025

Meeting: Infrastructure Committee

Date of meeting: 19 June 2025

Reporting officer: Jim Sephton (General Manager – Transport and Community Infrastructure)
 Andrew Carvell (General Manager – Waters)

1 Purpose / Te Kaupapa

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

2 Recommendation/s / Whakataunga

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

3 Background / Horopaki

Table 1 (below) records Infrastructure contracts awarded under Chief Executive and General Manager delegated authority.

Attachment 1 provides a summary of the award process for each contract and a brief description of the works being undertaken.

1. Roothing		Summary
CON22028	Contract Variation: Te Matau a Pohe and Kotuitui Whitinga – Bridges Operations 2022	<p>Contract CON22028: Te Matau a Pohe and Kotuitui Whitinga Bridges – Operations 2022 with Northern Security District has been extended for a further 36 months (3 years) from 1 April 2025 to 1 April 2028</p> <p>This contract involves the day-to-day operation of these bridges including opening the bridges for boats.</p> <p>The contract was let with an initial term of 2 years starting on 1 April 2023 and a potential roll over of another 3 years based on performance.</p> <p>The contract value has been increased by \$1,029,639.52 to \$1,645,187.52 (One Million, Six Hundred and Forty Five Thousand, One Hundred and</p>

		<p>Eighty Seven Dollars and Fifty Two Cents) excluding GST.</p> <p>There is sufficient budget to cover this variation. The available remaining budget from the LHB Operations budget source is \$1,180,968 whereas the variation is only \$1,029,639.52.</p>
CON24070	Contract Award: Emergency Works Phase 3 – WDC Slip Package 1 – Bay View Road	<p>Contract CON24070 Emergency Works Phase 3 - WDC Slip Package 1 - Bay View Road has been awarded to Spiral Drillers Civil Ltd. for a maximum sum of \$369,047.84 (Three hundred and sixty-nine thousand, forty-seven dollars and eighty-four cents) excluding GST.</p> <p>Following Cyclone Gabrielle, a retaining wall failure occurred at Bay View Road. This road serves as an access route for residents in Little Munroe Bay. The failure led to the loss of shoulder and partial loss of a lane, reducing the road to a single lane of traffic. Additionally, stormwater flows have caused damage to a nearby culvert outlet.</p> <p>The award is slightly higher than the Engineers Estimate of \$342,159.00</p> <p>There is sufficient budget to cover this work through PJ00941.</p>
CON22092	Contract Award: WDC Resilience Works – Earthworks	<p>Contract CON22092 for <i>Whangarei District Council Resilience Works – Earthworks</i> was awarded to Asset Construction Limited for a maximum sum of \$205,007.52 (Two hundred and five thousand, seven dollars and fifty-two cents)</p> <p>These works are part of Whangarei District Council's Roding 2021-24 Resilience programme with the objective of improving the resilience of the network by reducing the risk of slips failing further and disrupting the network.</p> <p>The award is slightly higher than the Engineers Estimate of \$190,200.00</p> <p>There is sufficient budget to cover this work through the LCLR Project Budget.</p>
CON24046	Contract Award: Emergency Works Phase 3 – WDC Slip Package 1 – Karaka Road	<p>Contract CON24046 Emergency Works Phase 3 - WDC Slip Package 3 - Karaka Road was awarded to Asset Construction Ltd. for a maximum sum of \$276,065.53 (two hundred and seventy-six thousand, sixty-five dollars and fifty-three cents) excluding GST.</p> <p>The storms during Cyclone Gabrielle caused a section of road shoulder failure along Karaka Road. This failure has not affected the road surface however, it has affected the edge stability and there will be further damage to the road shoulder which will affect the road surface, potentially resulting in total road closure. This road services the local community as a connection to Parakao.</p> <p>The award is lower than the Engineers Estimate of \$402,925.00</p> <p>There is sufficient budget to cover this work through</p>

		PJ00941 - Emergency Works Program Phase 3.
CON24060	Contract Award: Nova Scotia Road Bridge No. 102	<p>Contract CON24060 for Nova Scotia Road Bridge No. 102 was awarded to Freyssinet for a maximum sum of \$909,135.00 (Nine hundred and nine thousand, one hundred and thirty-five dollars) excluding GST.</p> <p>Nova Scotia Road Bridge No.102 was identified as requiring major renewal/upgrade in the Bridge Asset Management ten-year renewal forward works programme YR2023 WDC. The work was deferred until now due to budget constraints.</p> <p>The award is less than the Engineers Estimate of \$956,230.00</p> <p>There is sufficient budget to cover this work through W/C 215 and W/C 216.</p>
CON24071	Contract Award: Kaiikanui Road Slip Repair	<p>Contract CON24071 for Kaiikanui Road Slip Repair was awarded to Fulton Hogan for a maximum sum of \$420,827.00 (Four hundred and twenty thousand, eight hundred and twenty-seven dollars) excluding GST.</p> <p>The storms during Cyclone Gabrielle caused a section of road shoulder failure along Kaiikanui road. This failure did not affect the road surface however, it has affected the edge stability and there will be further damage to the road shoulder which will affect the road surface, potentially resulting in total road closure. This road serves as a backup bypass route for Russell road.</p> <p>The award is higher than the Engineers Estimate of \$269,420.00 however the estimate was based on a larger scale project and the comparable prices of the competing tenderers are a better indication of market rates.</p> <p>There is sufficient budget to cover this work through PJ00941 – Emergency Works Program Phase 3</p>
CON22086	Contract Variation: Aponga, White and Paparoa Culvert Replacement	<p>The total contract amount of CON22086 for Aponga, White and Paparoa Culvert Replacement with Fulton Hogan has been increased by \$63,940.77 (Sixty-three thousand, nine hundred and forty dollars and seventy-seven cents) from \$1,870,749 (One million, eight hundred and seventy thousand, seven hundred and forty-nine dollars) to \$1,934,689.77 (One million, nine hundred and thirty-four thousand, six hundred and eighty-nine dollars and seventy-seven cents) excluding GST to address delay costs associated with the closure of the Brynderwyns.</p> <p>The original contract amount was \$1,870,749.00 excluding GST. Separable Portion One (1) and Two (2) were delivered in early 23/24. Separable Portion Three (3) – Paparoa - was delayed until late 2024 due to the State Highway One closure.</p>

		<p>The Contract price has been exceeded due to delays associated with the closure of the Brynderwyns. NZTA agreed to pay their share of the costs.</p> <p>There is sufficient budget to cover this variation from W/C 216. Additional funding was requested from NZTA however this was rejected.</p>
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4 Discussion / Whakawhiti kōrero

Report is for noting only – no decision is required from the Infrastructure Committee.

4.1 Financial/budget considerations

Financial considerations are applied at contract award stage. There is sufficient budget to cover all contract awards and variations listed in this report.

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 agenda publication on the website.

6 Attachments / Ngā Tāpiritanga

1. Summary of Contracts Approved Under Delegated Authority – April 2025

Summary of Contracts Approved Under Delegated Authority

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

1 Rooding

CON22028

Contract Variation: Te Matau a Pohe and Kotuitui Whitinga – Bridges Operations 2022

Chief Executive Approval

That the contract for CON22028: Te Matau a Pohe and Kotuitui Whitinga Bridges – Operations 2022 be extended for a further 36 months (3 years) from 1 April 2025 to 1 April 2028 and the contract value be increased \$1,029,639.52 to \$1,645,187.52 (One Million, Six Hundred and Forty Five Thousand, One Hundred and Eighty Seven Dollars and Fifty Two Cents) excluding GST.

Contract Extension

Contract 22028 for the Te Matau a Pohe and Kotuitui Whitinga Bridges – Operations 2022 was awarded to Northern Districts Security Ltd for a price of \$615,548.00 excluding GST on 5 April 2023.

This contract involves the day-to-day operation of these bridges including opening the bridges for boats. The contract was let with an initial term of 2 years starting on 1 April 2023 and a potential roll over of another 3 years based on performance. The initial 2 year term expires on 1 April 2025.

A performance appraisal has been undertaken using the Council's PACE evaluation template. Based on this appraisal, the contractors' performance has been assessed as being good with a score of 78%. This is higher than the minimum score of 70% specified in the contract for a contract extension to be considered. Therefore, it is recommended that the contract be extended for a further 36 months (3 years) from 1 April 2025 to 1 April 2028.

The extension of the contract has been assessed based on current schedule rates and escalation (based on CPI) over the past two years.

Staff retention remains a significant risk for operations and through negotiations, Northern Security District have signalled a move towards a living wage. The bridge operators are currently being paid the minimum wage. The roll-over has been increased to reflect the living wage being paid to the bridge operations staff. The addition of the living wage adds approximately \$100,000 over the three years to the cost of the contract.

In September 2022, Council passed a motion to commit to a staged implementation of the living wage to directly employed contractors who delivered regular and ongoing core services with cleaning contracts as a priority. The intended roles were to include cleaners, security guards, facilities maintenance, grounds people and ticket sales. CON22028 for bridge operations fits this description of directly engaged contractors carrying out regular and ongoing facility management of the mechanical bridges which is a core service of Council.

Northern Districts Security (or through its parent company, CDL Group), already has the CitySafe and cleaning contracts through Council and both of these contracts have adopted the living wage. If Council approves the roll over as requested, then the predicted final value of Contract 22028 will increase by \$1,029,639.52 excluding GST.

Financial Details

Status of approved Council Budget

Approved Budget Source	Traffic Services – LHB Operations (PJ11117)
Approved Total Budget	\$1,350,000 (3 Year Budget)
Current Expenditure	\$169,032
Available Remaining Budget	\$1,180,968

Contract Breakdown

Current Contract Value	\$615,548.00
Total Variation Value	\$1,029,639.52
New Contract Value	\$1,645,187.52

The three-year value of the contract roll-over of \$1,029,639.52 is less than the available remaining budget of \$1,180,968. This demonstrates that there is sufficient budget to fund the contract roll-over.

Contract Variation Detail

Breakdown

Description	Amount
Contractual Term Extension (Roll-Over)	\$1,029,639.52
Total Variation	\$1,029,639.52

CON24070

Contract Award: Emergency Works Phase 3 – WDC Slip Package 1 – Bay View Road

Chief Executive Approval

It is recommended that the contract for CON24070 Emergency Works Phase 3 - WDC Slip Package 1 - Bay View Road be awarded to Spiral Drillers Civil Ltd. for a maximum sum of \$369,047.84 (Three hundred and sixty-nine thousand, forty-seven dollars and eighty-four cents) excluding GST.

Contract Scope

Following Cyclone Gabrielle, a retaining wall failure has occurred at Bay View Road. This road serves as an access route for residents in Little Munroe Bay. The failure has led to the loss of shoulder and partial loss of a lane, reducing the road to a single lane of traffic. Additionally, stormwater flows have caused damage to a nearby culvert outlet, dislodging a portion of the culvert. The steel-h pile retaining wall is currently overturning, making it susceptible to additional damage. The dislodged culvert outlet is directing stormwater flows directly into the surrounding soils. Such conditions may lead to further road damage and could potentially result in total road closure, isolating the houses located beyond the slip.

Procurement Process

This tender is for the installation of a new anchored timber retaining wall, repairs to the existing culvert, repair of road surface and installation of new sight rail.

Scope of Procurement

Replace the existing retaining wall, repair to the culvert and reinstate road surface width is the main priority of this project. The existing retaining wall will be replaced by an Anchored Timber Retaining wall.

Procurement Method

Lowest Price Conforming / closed contest via Emergency works panel

Tenders Received and Evaluated

Attribute to be evaluated;

- Methodology (pass/fail)

The price shall be worth 100%

Tenders Received

Three contractors were asked to price. Two submissions were received from the following tenderers:

Tenderer	Price (Excluding GST)
Spiral Drillers Civil Ltd	\$369,047.84
Fulton Hogan Ltd	\$496,732.42

Tender price ranged from \$369,047.84 (Three hundred and sixty-nine thousand, forty-seven dollars and eighty-four cents) to \$496,732.42 (Four hundred and ninety-six thousand, seven hundred and thirty-two dollars and forty-two cents.)

Evaluation Method

The tender was evaluated using the Lowest Price Conforming method.

The lowest price offered was from Spiral Drillers Civil Ltd. for \$369,047.84 (Three hundred and sixty-nine thousand, forty-seven dollars and eighty-four cents). The tender was found to be conforming.

The Engineer's Estimate was \$342,159.00 (Three hundred and forty-two thousand, one hundred and fifty-nine dollars). Spiral Drillers Civil Ltd.'s price is approximately 107.9% of the Engineers Estimate.

Financial Details

Account Number	PJ00941
Approved Budget	\$1,540,616.00
Available Budget	\$552,253.00
Engineers Estimate	\$342,159.00

CON22092

Contract Award: WDC Resilience Works – Earthworks

General Manager Approval

It is recommended that the contract for *Whangarei District Council Resilience Works – Earthworks* (CON22092) be awarded to Asset Construction Limited for a maximum sum of \$205,007.52 (Two hundred and five thousand, seven dollars and fifty-two cents)

Contract Scope

These works are part of Whangarei District Council's Roothing 2021-24 Resilience programme with the objective of improving the resilience of the network by reducing the risk of slips failing further and disrupting the network.

The Contract is for the construction of slip remediation works at a slip site on Pataua North Road. The works generally include bulk earthworks including benching and batters to provide a more stable batter.

This contract was initially approved to be awarded to Hauraki and Sons, however they have since advised that they are unable to continue with these works moving forward.

Asset Construction Ltd. was the next lowest priced conforming tenderer, and they have confirmed that they are willing to proceed with the contract.

Procurement Process

The procurement was compliant with the Council and NZTA-endorsed Transportation Procurement Strategy (as an NZTA subsidised project).

Scope of Procurement

Procuring a conforming supplier to remediate a slip site identified in Council's Roothing Resilience Programme.

This has been achieved through the procurement process.

Procurement Method

Lowest Price Conforming.

Tenders Received and Evaluated

Health & Safety – Pass/Fail

Methodology – Pass/Fail

Programme – Pass/Fail

Relevant Experience – Pass/Fail

Tenders Received

Four submissions were received.

Tenderer	Price
Hauraki Construction Limited	\$176,084.43
Asset Construction Limited	\$192,122.52
Clements Contractors Limited	\$225,754.70
Northland Transport Limited	\$259,700.00
Engineers Estimate	\$190,200.00

ACL

- Health & Safety – Pass
- Methodology – Pass
- Programme – Pass
- Relevant Experience – Pass

Evaluation Method

The Recommendation to Award this contract to Hauraki Construction Limited (HCL) was approved by the General Manager – Infrastructure on the 9th February 2024. However, consent conditions prevented any work starting on site prior to February/March 2025. Subsequently, HCL advised WDC by email that their business was undergoing changes and they would be unable to continue with these works.

Asset Construction Limited (ACL) was then identified as the next lowest priced tenderer and were contacted advising that the preferred tenderer had withdrawn and seeking confirmation from ACL whether they would agree to Council considering their tender. ACL's tender was conforming

Financial Details

LCLR Project Budget	\$220,000.00
Value Already Committed	\$5,000.00
Budget Remaining	\$215,000.00
Contract Award Value	\$205,007.52

CON24046

Contract Award: Emergency Works Phase 3 – WDC Slip Package 1 – Karaka Road

Chief Executive Approval

It is recommended that the contract for CON24046 Emergency Works Phase 3 - WDC Slip Package 3 - Karaka Road be awarded to Asset Construction Ltd. for a maximum sum of \$

276,065.53 (two hundred and seventy-six thousand, sixty-five dollars and fifty-three cents) excluding GST.

Contract Scope

The storms during Cyclone Gabrielle caused a section of road shoulder failure along Karaka Road. This failure has not affected the road surface however, it has affected the edge stability and there will be further damage to the road shoulder which will affect the road surface, potentially resulting in total road closure. This road services the local community as a connection to Parakao.

Procurement Process

Closed tender method (invited tenderers – Emergency Works Panel Members) in accordance with the WDC Procurement Policy has been utilised in this procurement.

This procurement complies with the Procurement Plan.

Scope of Procurement

The contract work is on Karaka Road approximately 5km south of Paraka for the construction of a timber retaining wall, repair of road surface and construction of new sight rail.

Procurement Method

Closed tender method using three invited tenderers established in the Medium Risk Emergency Works panel.

This method was approved in the Procurement Plan signed on 28/02/2025.

Tenders Received and Evaluated

Attribute to be evaluated;

- Methodology (pass/fail)
- Resources (pass/fail)

Price 100%.

Tenders Received

Three contractors were invited to price. Two submissions were received from the following tenderers:

- Asset Construction Limited
- Spiral Drillers Limited

Evaluation Method

The tender was evaluated using the Lowest Price Conforming method.

The lowest price offered was from Asset Construction Ltd. for \$ 276,065.53. The tender was found to be conforming.

The Engineer's Estimate was \$402,925.00. Asset Construction Ltd.'s price is approximately 68.5% of the Engineers Estimate.

Tenderers	Price (Excluding GST)
Asset Construction Limited	\$276,065.53
Engineers Estimate	\$402,925.00

Financial Details

Account Number	PJ00941 – Emergency Works Program Phase 3
Approved Budget	\$1,540,616.00
Available Budget	\$657,207.62
Engineers Estimate	\$402,925.00

CON24060

Contract Award: Nova Scotia Road Bridge No. 102

Chief Executive Approval

It is recommended that the contract for Nova Scotia Road Bridge No. 102 (CON24060) be awarded to Freyssinet for a maximum sum of \$909,135.00 (Nine hundred and nine thousand, one hundred and thirty-five dollars) excluding GST.

Contract Scope

Nova Scotia Road Bridge No.102 was identified as requiring major renewal/upgrade in the Bridge Asset Management ten-year renewal forward works programme YR2023 WDC. The work was deferred until now due to budget constraints.

Procurement Process

Open tender method in accordance with the WDC Procurement Policy has been utilised on this procurement as the value of this physical works is more than \$250,000 (Two hundred and fifty thousand dollars).

This procurement complies with the Procurement Plan.

Scope of Procurement

The Contract Works are located at Nova Scotia Drive bridge, Waipu (35.977073, 174.453710), approx. 1km north of the intersection of Cove Road and South Road.

This Contract is for repairing 12 bridge piles using a pile jacketing system, replacement of all timber bracing and associated bolted connections, installation of new timber propping at both abutments and application of microsilica hydrogel to existing concrete surfaces.

Procurement Method

Open tender method in accordance with the WDC Procurement Policy has been utilised on this procurement as the value of this physical works is more than \$250,000 (Two hundred and fifty thousand dollars).

Tenders Received and Evaluated

Price Quality Method

Preconditions

- Track Record Pass/Fail
- Resources Pass/Fail

Weighted Non Price Attributes

- Relevant Experience 15%
- Relevant Skills 15%
- Methodology 30%

Price 40%

Tenders Received

Three submissions were received from the following tenderers:

- CLL Corp
- Freyssinet
- United Civil Construction Ltd

Evaluation Method

The tender was evaluated using the Price Quality Method.

The tender evaluation team met on the 4/3/25 to score the non attributes. Tender clarifications were issued to all tenderers in regard to their tags and clarifications.

The price submissions were opened on the 11/03/25 and checked by Zana Mellor. A tender clarification was issued to address issues in the preferred tenderers schedule of prices on 11/03/25.

Tenderer	CCL	Freyssinet	UCCL
Tender Price	892,525.00	909,135.00	935,625.11
Less all Schedule Fixed Amounts	\$0.00	\$0.00	\$0.00
Evaluation Price	\$892,525.00	\$909,135.00	\$935,625.11
Final SQP	-61,542.00	174,003.98	75,840.99
Adjusted Evaluation Price	954,067.00	735,131.02	859,784.12

Engineers Estimate	\$956,230.00
---------------------------	--------------

The preferred tender is less than the Engineers Estimate.

Financial Details

Account Name	W/C 215 \$2,527,037.00 W/C 216 \$5,129,536.00
Total Budget	\$7,656,573.00
Value Already Spent and/or Committed	\$5,882,675.00
Budget for this Procurement	\$1,773,898.00

CON24071
Contract Award: Kaiikanui Road Slip Repair

Chief Executive Approval

It is recommended that the contract for Kaiikanui Road Slip Repair (CON24071) be awarded to Fulton Hogan for a maximum sum of \$420,827.00 (Four hundred and twenty thousand, eight hundred and twenty-seven dollars) excluding GST.

Contract Scope

The storms during Cyclone Gabrielle caused a section of road shoulder failure along Kaiikanui road. This failure did not affect the road surface however, it has affected the edge stability and there will be further damage to the road shoulder which will affect the road surface, potentially resulting in total road closure. This road serves as a backup bypass route for Russell road.

Procurement Process

Open tender method (invited tenderers – Emergency Works Panel Members) in accordance with the WDC Procurement Policy has been utilised in this procurement.

This procurement complies with the Procurement Plan.

Scope of Procurement

The contract work is along Kaiikanui Road approximately halfway between Mimiwhangata road and Morepork Track and is for the installation of a Soil Nail Wall to stabilize the slip and repair the existing culvert by extending the riprap.

Procurement Method

Closed tender Lowest Price Conforming (LPC) method using three invited tenderers established in the Medium Risk Emergency Works panel.

This method was approved in the Procurement Plan signed on 25/09/24

Tenders Received and Evaluated

Attributes to be evaluated;

- Methodology (pass/fail)
- Resources (pass/fail)

Price 100%.

Tenders Received

Three contractors were invited to price. Two submissions were received from the following tenderers:

Tenderer	Price
Fulton Hogan	\$420,827.00
Civil Alliance Limited	\$475,505.42

Evaluation Method

The tender was evaluated using the Lowest Price Conforming method.

The lowest price offered was from Fulton Hogan Ltd. for \$ 420,827.00 (Four hundred and twenty thousand, eight hundred and twenty-seven dollars) the tender was found to be conforming.

The Engineer's Estimate was \$269,420.00 (Two hundred and sixty-nine thousand, four hundred and twenty dollars). Fulton Hogan Ltd.'s price is approximately 156% of the Engineers Estimate.

The engineer's estimate was based on pricing previously completed for a project of a much larger scale and the Estimate was not adjusted to allow for this project of a smaller scale, thus the Engineers estimate is considered low. The two tenders received for this project were both higher priced than the engineer's estimate but similar in value, they are a better indication of the current market rates.

Financial Details

Account Number	PJ00941 – Emergency Works Program Phase 3
Total Budget	\$800,000.00
Value Already Spent and/or Committed	\$132,647.00
Budget For This Procurement	\$667,353

CON22086

Contract Variation: Aponga, White and Paparoa Culvert Replacement

Chief Executive Approval

It is recommended that the total contract amount of CON22086 for Aponga, White and Paparoa Culvert Replacement with Fulton Hogan is increased by \$63,940.77 (Sixty-three thousand, nine hundred and forty dollars and seventy-seven cents) from \$1,870,749 (One million, eight hundred and seventy thousand, seven hundred and forty-nine dollars) to \$1,934,689.77 (One million, nine hundred and thirty-four thousand, six hundred and eighty-nine dollars and seventy-seven cents) excluding GST.

Purpose

Approval is sought to increase the original contract price for CON22086 Aponga, White and Paparoa Culvert Replacement by \$63,940.77 (Sixty-three thousand, nine hundred and forty dollars and seventy-seven cents) to \$1,934,689.77 (One million, nine hundred and thirty-four thousand, six hundred and eighty-nine dollars and seventy-seven cents) excluding GST to address delay costs associated with the closure of the Brynderwyns.

Background

This contract was for a package of culverts to be delivered in three separable portions. It was awarded to Fulton Hogan in June 2023. The original contract amount was \$1,870,749.00 (One million, eight hundred and seventy thousand, seven hundred and forty-nine dollars) excluding GST. Separable Portion One (1) and Two (2) were delivered in early 23/24. Separable Portion Three (3) – Paparoa - was delayed until late 2024 due to the State Highway One closure.

The Contract price has been exceeded due to delays associated with the closure of the Brynderwyns:

1. To ensure timely delivery of the culvert sections, these were ordered, delivered and paid for by Whangarei District Council prior to them being installed. The Installation was delayed due to the closure of the Brynderwyns and the culverts were delivered to an area on Paparoa Road for storage rather than to the site. This required the Contractor to reload and move the culvert sections to the site once work re-commenced.
2. The delay to Separable Portion 3 has incurred escalation to the contract price. Clause 12.8.1 – NZS3910 states that “The Contractor will be entitled to cost fluctuations for work undertaken greater than 12 months after the Date of Acceptance of Tender”.

Financial Details

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

Item	Variation	Amount (excl. GST)
1.	Material double handling (culvert units)	\$22,787.49
2.	Escalation Cost	\$41,153.28

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

Description	Amount (excl. GST)
Original contract value (excl. contingency)	\$1,870,749.00
Contingency	0.00
Total original contract value	\$1,870,749.00
Total amount of variations	\$63,940.77
Total revised contract value	\$1,934,689.77
Contract Variance	\$63,940.77

Works are funded from the W/C 216 and funds are available to cover this variation. We did request additional funding with NZTA however this was rejected.

Approved budget lines	W/C 215 \$2,527,037.00 W/C 216 \$5,129,536.00
Committed funds	\$5,493,200.00
Available funds	\$2,163,373.00

6.2 Transportation and Community Infrastructure Operations Report – June 2025

Meeting: Infrastructure Committee
Date of meeting: 19 June 2025
Reporting officer: Jim Sephton (General Manager - Transport & Community Infrastructure)

1 Purpose / Te Kaupapa

To provide an overview of Operations that the Infrastructure Committee is responsible for.

2 Recommendation / Whakataunga

That the Infrastructure Committee notes the June 2025 Operational Report for:

- Transportation
- Community Infrastructure

3 Background / Horopaki

In November 2022, the Council adopted committee terms of reference 2022-2025 triennium, with the purpose of the Infrastructure Committee being to 'oversee the management of the council's infrastructural assets, utility services and public facilities. These reports provide the Committee with a summary of Infrastructure operations during April 2025.

3.1 Financial/budget considerations

Financial information is included in the Capital Programme Finances which is presented at the Finance Committee.

Financial information at a project level will be provided through the Project Lifecycle Management system.

4 Significance and engagement / Te Hira me te Arawhiti

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

5 Attachments / Ngā Tāpiritanga

Attachment 1 - Transportation Monthly Report (statistics for April 2025)
 Attachment 2 – Community Infrastructure Monthly Report (statistics for April 2025)

Monthly Report Transport

June 2025
(statistics to 30 April 2025)

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1 *Executive Summary*

This report covers the operational and capital works for the month of April 2025

Planning

Focus has been on the development of the Parking Strategy and Draft City Centre Parking Plan to be presented at the Council in June.

Business cases are being prepared for the Cove Rd detour route bridge widening project and for the Parking Meter Replacement Contract.

The team continue to work with Community Groups in One Tree Point to assist in the development of the shared path.

Maintenance

Completion has climbed from under 40 percent in May 2023 to the mid-90s by March 2025. Performance has consistently sat between 85–100 percent, demonstrating the team's resilience against seasonal dips and swift recovery after lower months.

Focused WDC supervision and contractors shift to structured annual and seasonal planning have minimised ad hoc works, smoothed variability, and enable more of a corridor wide delivery model.

The team is continuing to focus on quality. 165 work items audited in March including 86 on ordered works (of which 96.5% passed) and 79 on routine works items (92.4% passed).

Capital Programme delivery

Resealing works are mainly complete with a number of AC sites remaining to be completed in May/June.

Pavement rehabilitation programme is complete with minor defects to be closed out.

The Rose Street Bus and T2 Lane projects have a funding end date of end of June and therefore there is significant focus on completing these projects on time and budget. Noting Rose Street Bus terminal is now forecast to be completed end of June. .

The Springs Flat Project is a significant portion of the upcoming work, and the construction phases has commenced.

2 Health and Safety

Statistics for the Transportation Department – April 2025

<i>Type of incident</i>	<i>Employee reported incidents</i>	<i>Contractor reported incidents</i>	<i>Member of the public reported incidents in our workplaces</i>	<i>Totals</i>
WorkSafe notifiable incident	0	0	0	0
Lost time injury (LTI)	0	0	0	0
Medical treatment injury (MTI)	0	0	0	0
Minor injury	0	0	0	0
Pain and discomfort report	0	0	0	0
Stress and fatigue	0	0	0	0
Incident – Occupational health exposure	0	0	0	0
Near miss incidents	0	3	0	3
Incident – non work medical condition affecting the worker or person	0	0	0	0
Totals	0	3	0	3

Employee reported incidents

Nil reported this month.

Contractor reported incidents

Only three near miss incidents were reported in this month. One concerned a subcontractor's truck reversing, without a spotter present and they hit a digger during the manoeuvre. The principal contractor had good health and safety systems in place (E.g. the hazard was identified with a safety plan in place about this), so they are reviewing the situation in depth with the aim to improve. The driver had a drug and alcohol blood test, with nothing untoward noted. All the subcontractor staff have been reminded of the requirement to have a spotter when heavy machinery is reversing.

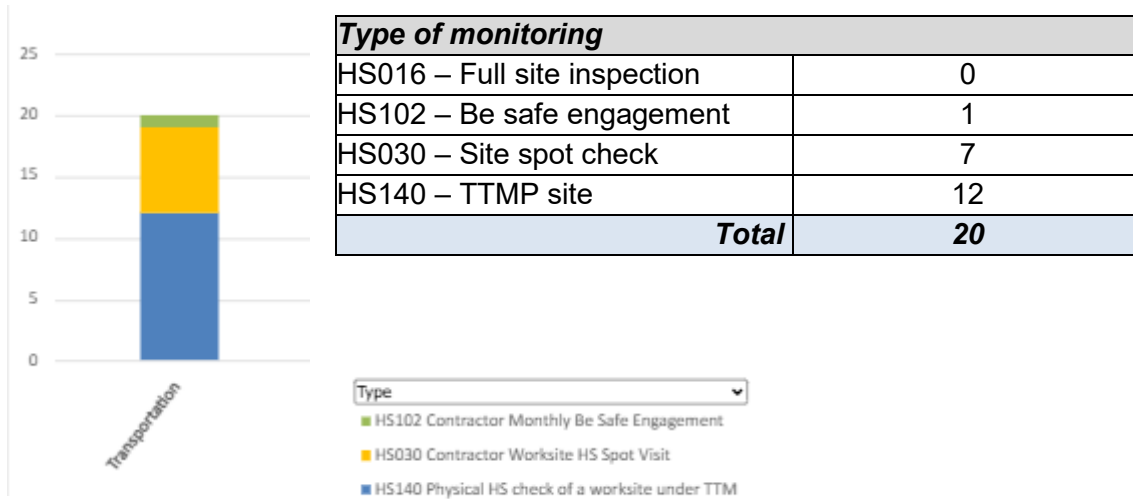
Safety observations

Transportation employees and contractors reported nil safety observations this month.

<i>Type</i>	<i>Employees</i>	<i>Contractors</i>
New Hazard	0	0
H&S Concern	0	0
H&S Success	0	0
H&S Suggestion	0	0
Total	0	0

Physical inspections

There is an internal requirement for physical health and safety inspections of sites to be undertaken at least monthly. Below is a table and graph of inspections done by Transportation. There was a noted improvement in the volume of these from last month (11, all of which had been completed only by the CAR team), as Transportation leaders have requested this area be used going forward.

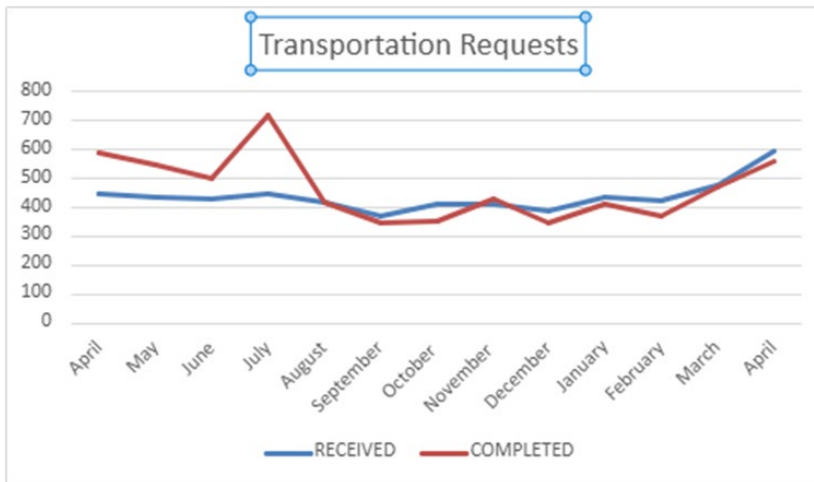


Traffic management training

Work is underway to move our current traffic management inspector training to one that is competency based. The CAR team have been assisting with this.

3 Customer requests and feedback

In April 2025, the **Transportation** Team received **597** requests, and our contractors and staff closed off **562** requests.



Top Request Types	
Request Type	Number of Requests
Road surface damage and maintenance	248
Tree maintenance requests and enquiries	74
Clear blocked drains and culverts	48
Footpaths and shared paths maintenance	30
Road lighting and other electronic roading	28
Traffic light phasing	25

Compliments

CC251475 - Fulton Hogan - A quick note to say thanks for all the work just completed on the Old Kaiatea Rd. Very much appreciated

CC251450 - Downer - On Sunday night I logged a request for the potholes in our "pull off" area that is hammered with heavy traffic, be fixed. On Wednesday a truck arrived and spent time repairing ALL the potholes! He was so thorough and did a terrific job! Even though the weather was inclement, he didn't rush the job but took the time to do it properly! It looks amazing where he patched the potholes. Thank you for actioning this request so promptly. It is now fixed for all the Easter traffic! I rushed out and thanked the worker and let him know that he had done a very professional job. I asked his name, and he said "Monowai".

He was driving a Downer truck. I really hope this feedback goes to Monowai or better still, his boss because he really deserves it. Thanks again from a very happy ratepayer.

4 Performance

4.1 Performance Measures

Our District's roading network will be maintained in a satisfactory condition and in accordance with national safety and engineering standards.

Performance Measure	2024 – 25 targets	Compliance
The change from the previous financial year in the number of fatalities and serious injury crashes on local road network, expressed as a number. (*does not include roads administered by Waka Kotahi/NZTA)	≤0	N/A *Measured annually
The average quality of a ride on a sealed local road network, measured by smooth travel exposure.	≥84%	N/A Measured annually
The percentage of the sealed local road network that is resurfaced.	≥9%	N/A Measured annually
The percentage of the sealed local road network that is rehabilitated.	≥0.7%	N/A Measured annually
The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the time frame specified in the LTP.	≥60%	95.2%

We will support alternative transport methods.

The percentage of footpaths within a territorial authority district that fall within the level of service or service standard for the condition of footpaths that is set out in the territorial authority's relevant document (such as its Annual Plan, Activity Management Plan, Asset Management Plan, annual works programme or LTP).	≥ 98% in fair or better condition	N/A Measured annually
Total length of footpath network provided compared to requirements of Council Engineering Standards.	≥ 55% of network provided	N/A Measured annually

* Note Annual Results not available yet.

4.2 Network Performance

Road Safety

Year to date fatal injuries – 2021 to 2025

Year	2021		2022		2023		2024		2025	
Road Type	SH	LR	SH	LR	SH	LR	SH	LR	SH	LR
Number of Fatal's	2	2	2	2	4	3	6	3	2	1

SH – State Highway, LR – Local Road

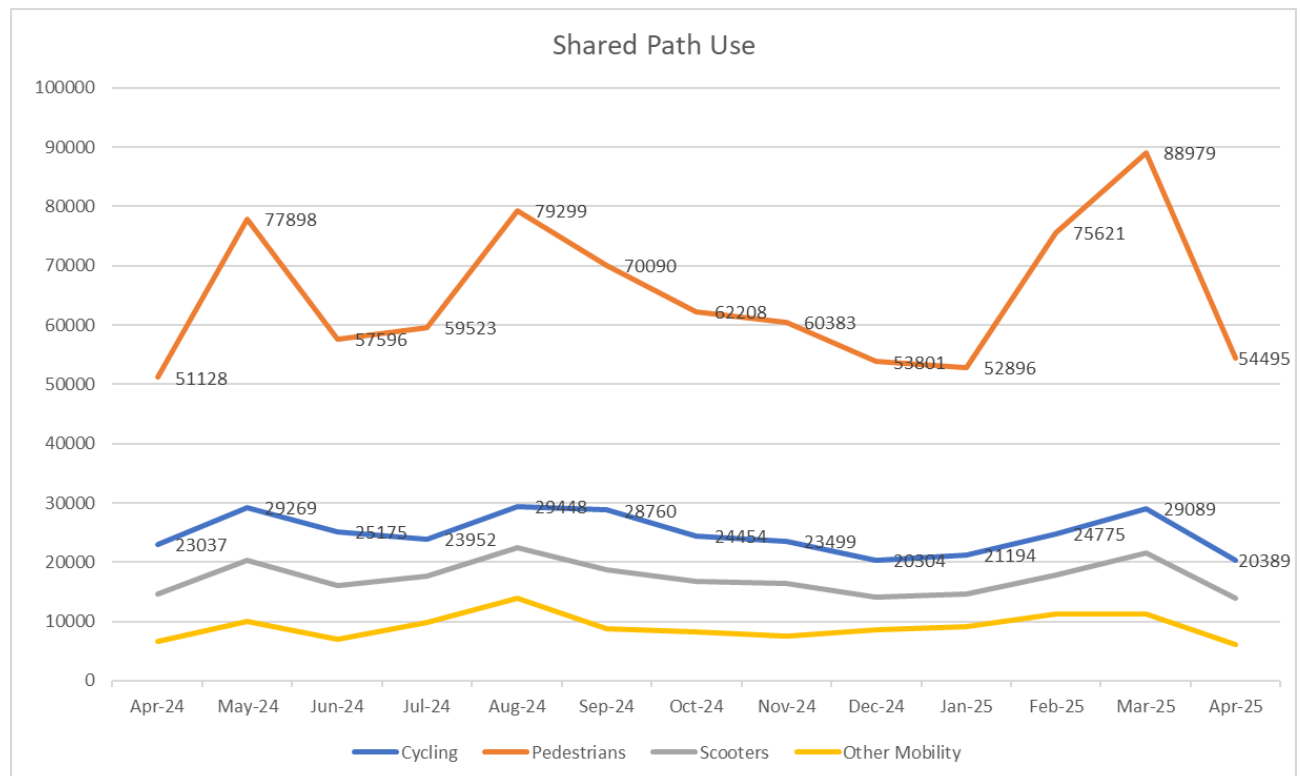
Serious Incident on Mill Road has been investigated with recommendations provided by the team which will be developed into an option for Council consideration.

- Ensure that vehicles do not approach the curve with excessive speed.
- Ensure they do not lose control on the curve.
- Provide roadside protection to retain vehicle should they lose control and protect both the vehicle occupants and the occupants of the buildings on the outside of the curve.

Active Modes

Cycling, walking, scooting and other mobility (mobility scooters and other active modes of transport) counts continue to be monitored across the shared path network.

April 2025 saw a net zero increase in movements across the network compared to April 2024. This is likely due to the increased rainfall; in April 2024 there was 82.2mm of rain recorded compared to 402.1mm in April 2025. Regardless of rainfall, pedestrian movements still saw a slight increase of 6%.



5 Key Activities

5.1 Network Coordination Team (NCT)

Assurance Checks

NCT continues to increase its visibility at work sites with more sites were visited than the previous month.

Feedback regarding those visits:

- There is an enthusiasm to engage and adopt the NZGTTM with the individuals / companies that they collaborate with
- TTM design can be improved when the TTM planner visits the site with the contractor; they gain an understanding of the environmental constraints, and what the contractor methodology involves, i.e. machinery, work site area etc. It may reduce over engineering of TTM ie practical, safe, community considered traffic management
- There were sites that required some improvement and actions were taken. When the work is WDC commissioned, we engage the WDC project lead. We do remind the contractor and TTM supplier of WorkSafe's Good Practice Guidelines – Managing Work Site Traffic
- In general, most sites “passed through” / visited “felt safe” and or were “not confusing”

Northpower decided to utilise the WDC140 Physical Check of Worksite proforma (we had shared the layout at the TTM Planners Meeting in Feb. Their feedback was that it is a positive tool that will be effective for them to utilise; they will tailor that proforma to suit their needs – it is a move away by them from “scoring” a site which was commonly used to ensure CoPTTM adherence.

Global CARs

Global CARs have not been approved since late Jan; exception has been inspection type activities. Given there were 60+ generic traffic management diagrams these expose parties to an increased level of risk – they are not individually risk assessed for the location of the programmed work.

We are working with Fulton Hogan to ensure that a Global CAR will be safe and effective to the end user, accommodates NZGTTM, and lines up with the Health & Safety at Work 2015. With their collaboration a Decision Matrix has been developed for their roading activities; this is simply adapted / edited to suit other work ie power, water connections, telco.

We developed a “Decision Matrix” that we will present in May at the next TTM Planners Meeting (we are hold every two months) and take them through it and set expectations.

General

Attended the Northland Freight Group Meeting, hosted by Kingston Brands, NZTA Journey Manager. Found that to be insightful as there are considerations that we weren't aware of.

The team were invited to two separate site pre-tender walkovers; this offers the tendering companies, and the Water Project Lead a consistent community risk view, perhaps time restrictions on the network etc. They all understand that we are not mandating anything as at this stage their detailed methodology is not understood.

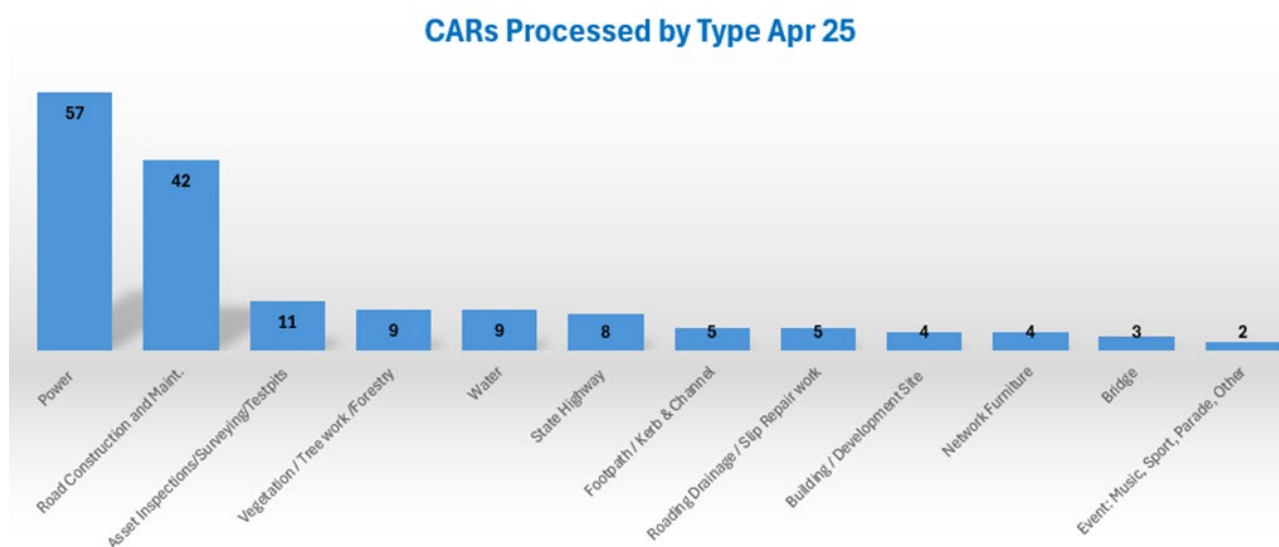
ANZAC Day: we now have a new NZ Police liaison, JP Gower. He introduced the team to the Crowded Spaces Strategy which became part of the risk mitigation. We are working with Venues

& Events to start integrating the Crowded Spaces Strategy into the CAR process as inevitably it impacts on the TMP design.

CAR Applications Received



CAR Applications by Type



Work Type Status

- Whilst there is a decline in CAR submissions, significant progress has been made to reduce outstanding requests
- Works in Warranty have reduced significantly due to an extraordinary volume of legacy requests being actioned

	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
WIP	1388	1564	1659	1790	1843	1370	1404	938

Awaiting Completion Sign Off	29	83	121	181	188	110	33	15
Works in Warranty	2255	2252	2265	2251	2251	1571	957	540

5.2 Road Maintenance & Renewals Contracts

Key Achievements: Note that this will be put into a graph for future reports

- Key activities included commencement of unsealed grading operations and unsealed rehabilitation works. A total of **3019** dispatches (individual works items) were completed across the network between 31 March 2025 and 30 April 2025 (cf 5352 for March).
 - Totalling \$2,379,844.63 (in line with expected expenditure for the same period in previous FYs)
- **165** individual work items audited in April, of which 9 were found to not be up to standard, resulting in held claims, and rework ordered – Noting that there are works items that do not meet quality standards that are not included within this metric as they are identified and intercepted prior to contractors' claims being presented.
 - 22.22% of ordered works items being audited for compliance (86 jobs audited) of which 96.51% passed, and
 - 3% of the routine works items being audited for compliance (79 jobs audited) of which 92.41% passed.
- Works delivered across 634 out of 1564 local roads giving 41% network coverage for April
- Programme Completion Compliance on both maintenance contracts was not measured during April with multiple weather events causing significant disruption to planned works programmes

Photos from across the network:



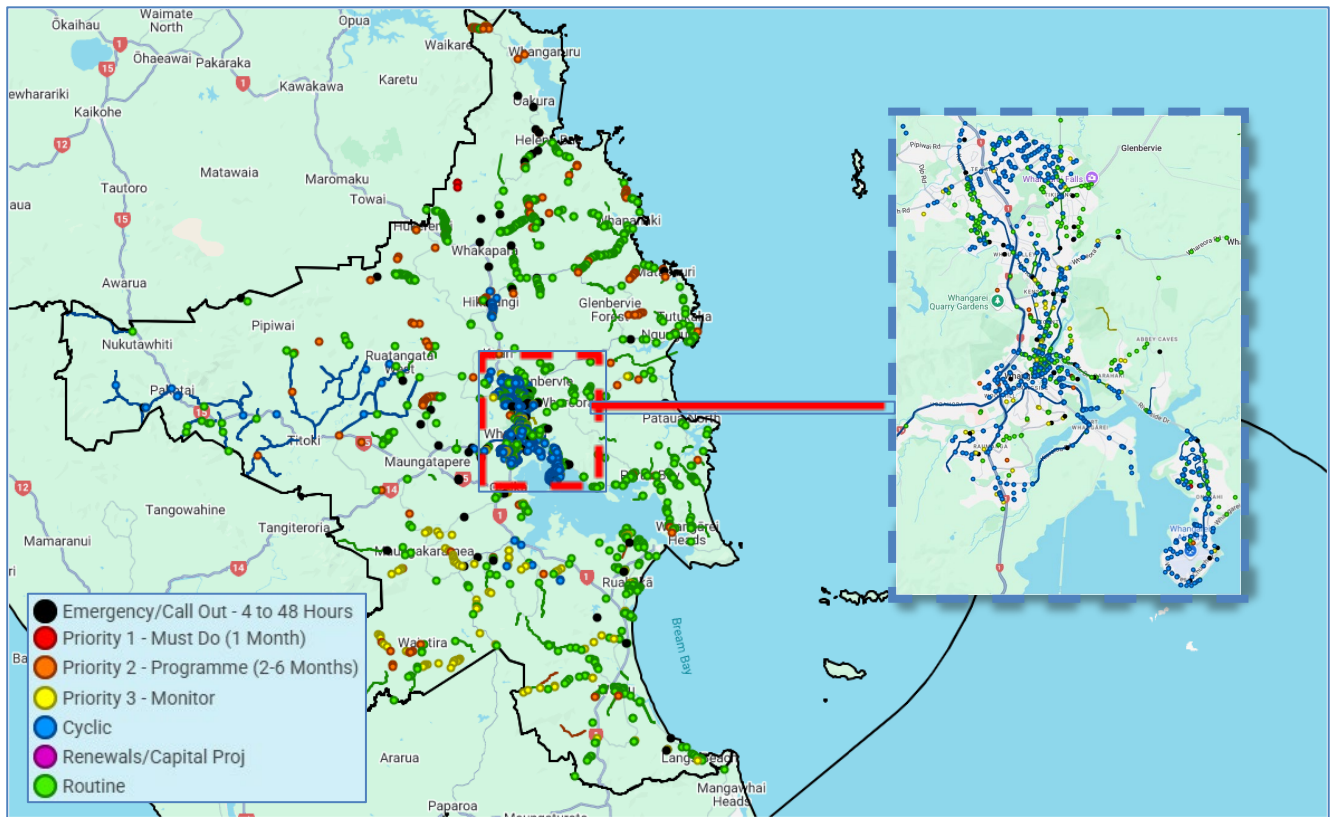






April 2025 – All Works completion overview

Works delivered across 634 out of 1564 local roads giving 41% network coverage for April



5.3 Emergency Works Recovery Programme

Phase 3 Delivery

type	Location	RP	Estimated budj	stage
complex	Finlayson Brook Road	RP 7452 to RP 7522 (length 70 metres)	\$251,000.00	No further action required
complex	Finlayson Brook Road	RP 7529 to RP 7644 (length 115 metres)	\$1,340,000.00	No further action required
complex	Memorial Drive	RP 2247 to RP 2259 (length 12 metres)	\$1,100,000.00	Investigated & on hold
complex	Memorial Drive	RP 2535 to RP 2550 (length 15 metres)	\$585,000.00	Investigated & on hold
complex	Memorial Drive	RP 2599 to RP 2620 (length 20 metres)	\$1,250,000.00	Investigated & on hold
complex	Otuhi Road	RP 4891 to RP 4961 (length 70 metres)		No further action required
complex	Pipiwai Road North	RP 24500 to RP 24530 (length 30 metres)	\$365,000.00	Design
complex	Whangarei Heads Road North	RP 20673 to RP 20813 Reotahi (length 123 metres)	\$460,000.00	Design
complex	Whangarei Heads Road North	RP 21287 to RP 21336 Manaia (length 49 metres)	\$460,000.00	completed
complex	Whangarei Heads Road North	RP 21651 to RP 21796 School (length 76 metres)	\$2,300,000.00	No Further Works required
complex	Whangarei Heads Road North	RP 23904 to RP 23945 Taurikura (length 39 metres)	\$460,000.00	Planning
stage 1	Shoemaker	RP 4954 to RP 4987 (length 33 metres)	\$96,106.00	completed
stage 1	SNOOKS RD	RP 7240 to RP 7246 (length 30 metres)	\$800,000.00	Property Negotiations
stage 1	WAIPU GORGE RD	RP 3741	\$92,794.00	completed
complex	MAUNGAKARAMEA RD	RP 8312 to RP 8342 (length 30 metres)	\$777,000.00	completed
stage 1	BAY VIEW RD	RP 359 to RP 389 (length 30 metres)	\$350,000.00	Construction
stage 1	KAIKANUI RD	RP 10153 to RP 10188 (length 35 metres)	\$250,000.00	Construction
stage 1b	KARAKA RD	RP 4990 to RP 5070 (length 80 metres)	\$870,000.00	Construction
stage 1b	KAURI MOUNTAIN RD	RP 1677 to RP 1757 (length 80 metres)	\$725,000.00	completed
stage 1b	CROWS NEST ROAD	RP 6372 to RP 6422 (length 50 metres)	\$583,625.00	Design

5.4 Road Lighting

- As we start to move into the Winter months, Artificial Light At Night (ALAN) plays a more noticeable part in the safety and movement of people.
- After a successful upgrade of lighting late last year on the corner of Butter Factory Lane, we are just about finished on a targeted upgrade to the rest of Laurie Hall Carpark lighting.
- This design was taken on in-house and installed using light fittings (luminaires) from Council's own stock, reducing the cost of the installation and reclaiming the existing lighting for reuse on the network.

5.5 Traffic Signals & Intelligent Transport Systems

Starting in January, the team has been embracing new technologies to help streamline the operation of the traffic signals and improve the vehicle detection capability we have.

The FLIR (Forward Looking Infrared) Traficam vehicle detection devices overcome the limitation of not being able to resolve queuing beyond the inductive vehicle detection loop buried in the road surface. It also provides a way forward to address the inherent problem of a KEEP CLEAR close to a set of traffic signals.

The pictures below show the AI sensing the vehicles and to show this, the colour of the detection zone changes from black to white.

These devices do not recognise licence plates, nor is their output recorded. They are there to provide an enhanced and flexible method of sensing the presence of vehicle traffic to augment our existing methods.



Figure 1 Traficam view looking south on Bank St

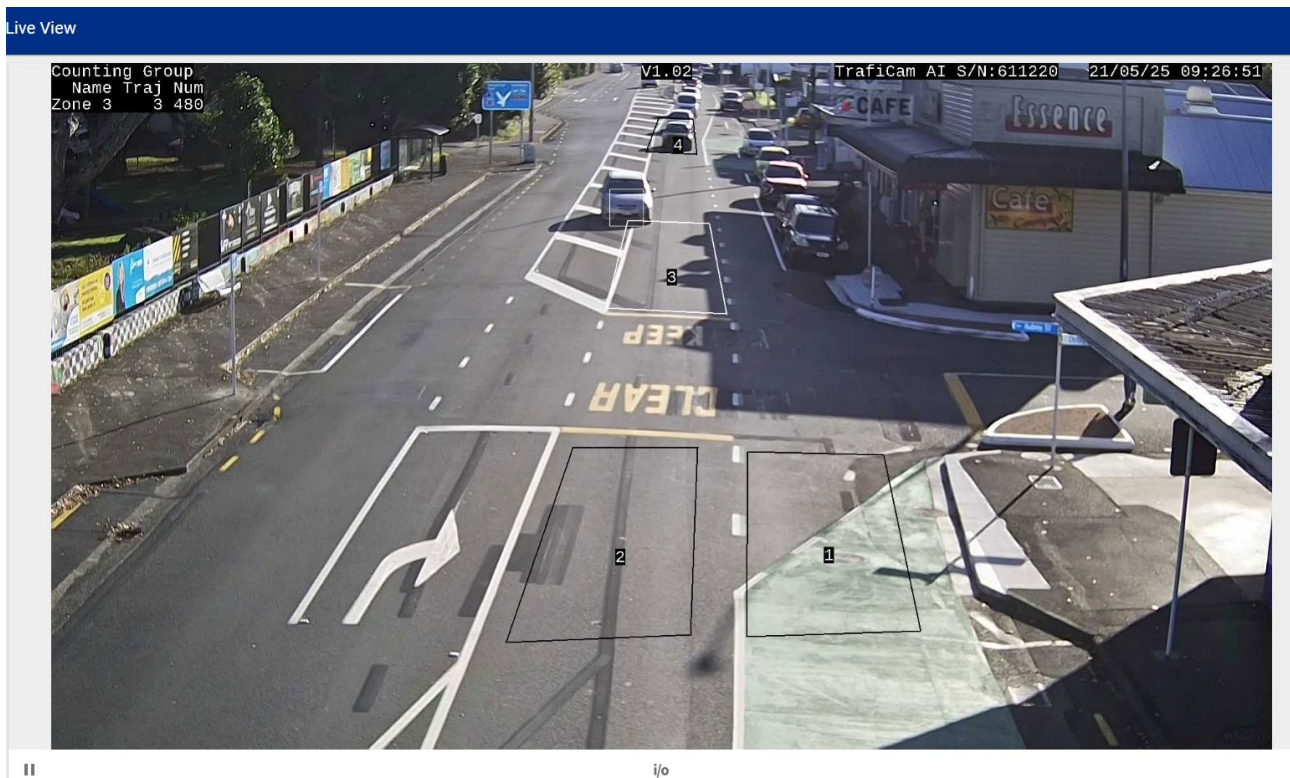


Figure 2 Traficam view looking north, showing keep clear

General

- Normal fault and incident response activities are continuing the network.
- With the onset of winter, moisture-related and vermin-related faults are a concern. The contractor is working hard to keep on top of ant and other pest infestations – these creatures find electrical cabinets appealing places in the colder months.

SH14/Hospital Rd traffic signals

In association with NZTA, 3 FLIR Traficam traffic detection devices have been installed on SH14/Hospital Rd traffic signals. These units have yet to be fully optimised, but we are already getting feedback that they are making a difference to the operation of the intersection.



Figure 3 Traficam view of SH14 westbound

- Again, we can see that additional detection improves the operation around the KEEP CLEAR zone.

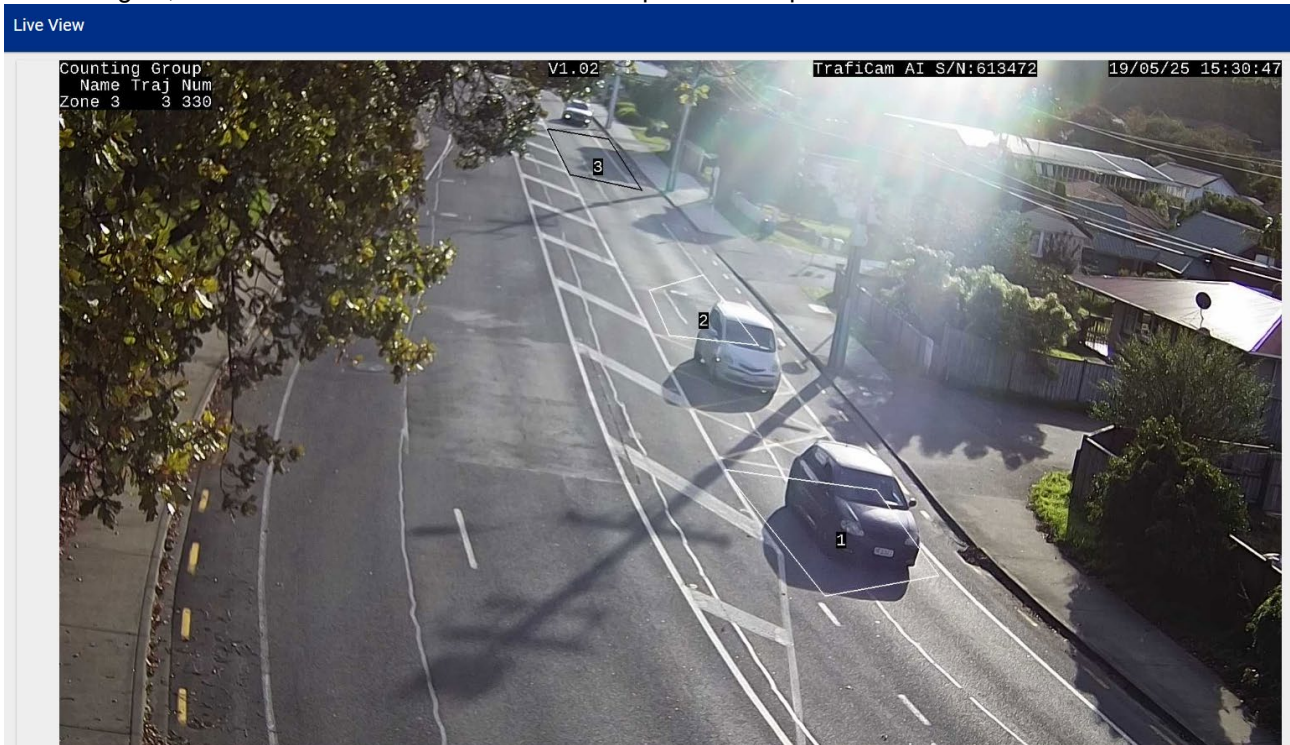


Figure 4 SH14 eastbound

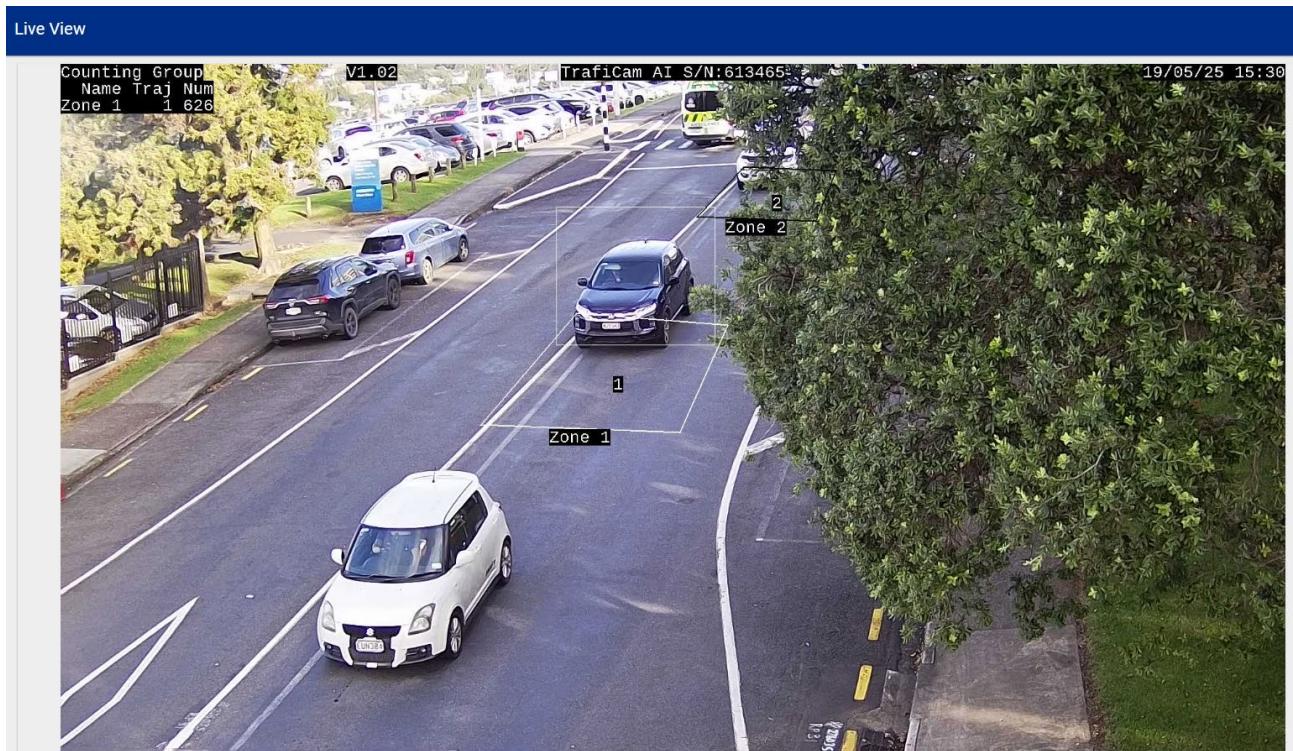
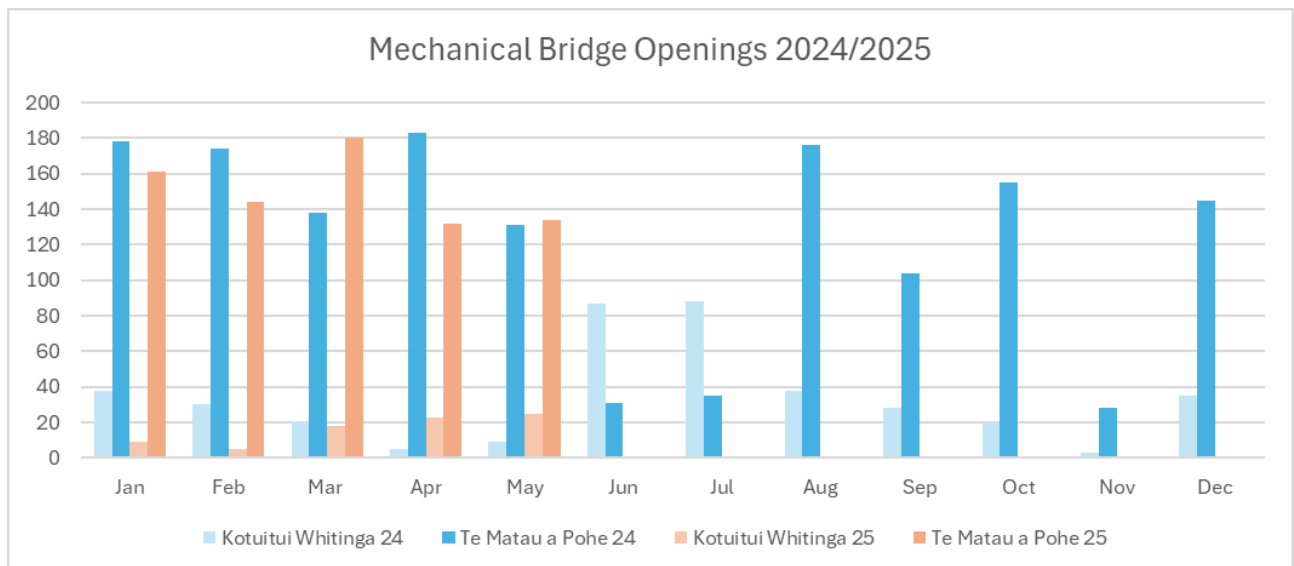


Figure 5 Hospital Rd queue detection

- Hospital Rd now has queue detection which it did not have when the intersection was commissioned. We expect this to assist in balancing the service levels between SH14 and Hospital Rd.

5.6 Mechanical Bridges

- The minor works maintenance contractor has been doing a particularly good job of promptly removing graffiti from Te Matau a Pohe which can be a difficult operation to safely access the graffiti and achieve a good result with the recent unstable weather conditions.
- Over the winter months we have the following maintenance works planned for Te Matau a Pohe:
 - A proof lift test sequence to test the capability to lift the bascule on a single hydraulic cylinder – this is required to enable cylinders to be withdrawn for refurbishment and is expected to take approximately a day to complete.
 - Replacement of the steel hydraulic pipes underneath the structure which have become corroded due to the aggressive environment they operate in.
 - Staff are currently in discussion with affected parties to determine the final timing of the pipe replacement works as this will involve a bridge closure to marine traffic for 1 week while works are completed.
- Some delays have been experienced in this, due to the need to obtain specialist access assistance to safely get to the needed areas.
- Other works are being considered to make best use of the weeklong marine closure. These may include structural inspections inside the hook beams of the bridge.



A chart showing 2025 openings to date compared with 2024 for the mechanical bridges is shown above. This shows statistics up to mid-May.

5.7 Active Transport

Bike Skills Training

Bike Northland Contract 24009 – delivering Cycle Skills in school and supporting the Bikes in School's program. Bike Northland also offer adult cycle skills which are covered in the Grade 1.5/2 category:

2024/25 Whangarei District Council		
Course	Contracted	YTD
Grade 1 (beginners)	1240	1162
Grade 1.5/2/Adults	500	1070

A total of 121 students participated in Cycle Skills and other cycle activities during April 2025.

- Grade 1 – 121 students (Otangarei, Raurimu and Excellere Schools)
- Repairs and maintenance of bikes over the school holidays. Note this often-included assisting members of the public with mechanical issues and teaching a couple of kids to ride.

Community led Cycle Trails

Waipu Trail – Land purchase agreements are progressing for the link section between Riverview Place and the Cemetery.

Bream Bay Trail – Progressing with route established, work scoping to be carried out and agreements progressing.

5.8 Road Safety

5.8.1 Fatal Crash Investigations

Ngunguru Road, Glenbervie 5.910km, 29 July 2023 (CSU-2023-WHG-000179)

The coroner has completed the Hearing on Papers for this fatal crash. Council provided a letter summarising action taken and planned, based on independent Fatal Crash investigation by NCC. The Coroner has accepted the Council completed and planned works.

5.8.2 Road Safety Promotion activities

Northland Road Safety Trust (Contract 21034) is contracted to deliver on road safety promotions activity and below is a summary of the Road Safety Promotion activities during the month.

STOP ALCOHOL IMPAIRED DRIVING (SAID)		FATIGUE STOPS AT URETITI			
Allocated Number April '25:	12	Dates:	Completed:	Vehicle Stopped:	Interactions:
Attended:	12	25/10/2024	Yes	82	174
Completed:	11	13/12/2024	Yes	69	120
Year To Date 24-25:	71	24/01/2025	Yes	107	221
		17/04/2025	No	(Rain warning for Easter Stop)	
DRIVE SMARTA		Start Date: 04/04/2025	8 Allocated	5 Completed	31 YTD 24-25
DRIVE SOBA (RECIDIVIST DRINK DRIVING)		CHILD RESTRAINTS (PLUNKET)			
Complete: 12/01/24-13/05/24	9 Completed	Where/When:	What:	Results:	
Complete 10/06/24-26/08/24	4 Completed	10, 17 & 27th April 2025 @ 33 King Street, Whangarei	Car seat checks, installations and advice by qualified technician.	9 families, 7 full installations, 4 technical faults being corrected, 9 general advice.	
Complete 07/10/24-16/12/24	8 Completed	April '25 events:	Car seat education talk and car seat checks @ Te Puawai Ora Group	12 families, 6 technical faults being corrected, 12 general advice.	
Current: 03/02/25-14/04/25	6 Completed	April '25 referrals:	Car seat education talk and car seat checks @ Te Puawai Ora Group	1 convertible seat + 1 booster.	
Year to Date 24 - 25	26				
DRUG IMPAIRED DRIVING PROGRAMME		Start Date: 12/02/2025	7 Allocated	5 Completed	21 YTD 24-25
		Next Course: 09/05/2025			

DRIVER LICENSING PROGRAMMES - APRIL 2025

		Passed	Active (getting Mentored)	YTD 24-25	# Of Mentors
People Potential Whangarei	Learners: Restricted/Full:	Nil April Program 2 out of 2	N/A 12	63 36	N/A 3
Blue Light (Police):	Learners: Restricted/Full:	0 60 out of 66	40	0 559	3
Howard League	Special License Endorsements:	3 out of 4 forklift 2 out of 2 HMV	55	64	3
Ngatiwai Trust:	Learners: Restricted/Full:	13 out of 14 21 out of 23	N/A 25	69 201	N/A 2
Kamo High School:	Learners/ Restricted:	Defensive Driving Course delivered	60 gateway students	39	2
Northern Health School:	NZQA Licensing Programme:	15 Learner Licenses	N/A	26	3

RIDE FOREVER MOTORCYCLE SAFETY PROGRAMME - APRIL 2025

Motorcycle Safety Programme	Participants Attended
Bronze License Programme	2 out of 2 completed
Silver License Programme	6 out of 6 completed
Gold License Programme	4 out of 4 completed
Total YTD 24-25	131 completed



SILVER FERN FARMS

Silver Fern Farms Driver Licensing Programme April 2025



DARGAVILLE, KAIPARA

44 licences obtained in 2025 to date:

- 21 Full licences

- 23 Restricted licences



DESIGN YOUR OWN HELMET COMPETITION!



WIN A BIKE HELMET WITH YOUR OWN DESIGN!

Design your own helmet using the template. Winners will get their helmet design brought to life by a professional artist!

Entries close **Friday 31 May 2025**.



Mobile Testing Unit
Whangarei Boys High School
April 2025

Whangarei Boys High School Learner Licence Facilitation

Location: Whangarei Boys High School

Dates: 12th, 14th and 15th April

Support From: NZTA: Arthur Webber, WBHS: Bronwyn Jenkins, Donna

MacLaine, NRST: Nastasja Windlebourne, AA Mobile Unit: Linda Smith

Summary of Activities: The Learner Licence program at Whangarei Boys High School was delivered over three days during the weekend and school holidays.

Day One: Delivery of course content to students, focusing on road rules and theory. **Day two:** Half day of delivery and half day of practice testing. **Day three (Testing Day):** Testing was carried out using the AA mobile testing units on site. Due to the large number of students, 10 were taken to the local AA centre to sit their tests.

Challenges: Despite concerns about the tight schedule with more than 30 students and limited time, the process ran efficiently.

Outcomes: Participants: 35 students attended the course.

Test Results: 29 students successfully passed their Learner Licence tests. Six students were either unsuccessful or required resits.

Thanks to the dedication of the facilitation team and the commitment of students and teachers, all activities, including resits, were completed ahead of schedule. This continues to result in Northland students gaining their Learner Licences, marking another successful facilitation.



Evaluation of the Drive Smarta course

1. What have you learnt in this course that you did not know about HIGH-RISK DRIVING?
 Not as much learned, but taught how to drive & substantially ignore

2. What have you learnt in this course that will help you NOT be a HIGH-RISK DRIVER?
 Think more about consequences

3. What did you learn in this course about safe driving that you will tell a friend and why?
 Think about consequences & how it can/will affect others around you

4. Did you find this course useful to reduce your HIGH-RISK DRIVING driving?
 No useful Moderately Useful Useful Very Useful
 1 2 3 4 5

5. What did you find most or least useful?
 Same as Q4, I need to stop & think more often

Evaluations from Drive SMARTA Programme 4th April 2025:

Evaluation of the Drive Smarta course

1. What have you learnt in this course that you did not know about HIGH-RISK DRIVING?
 weighing up pros and cons, driving impaired, slower reflexes, speed kills so kms is nice, falling a short one

2. What have you learnt in this course that will help you NOT be a HIGH-RISK DRIVER?
 Think - First, weigh up pros & cons

3. What did you learn in this course about safe driving that you will tell a friend and why?
 pre-plan the events out

4. Did you find this course useful to reduce your HIGH-RISK DRIVING driving?
 No useful Moderately Useful Useful Very Useful
 1 2 3 4 5

5. What did you find most or least useful?
 Nothing

Evaluation of the Drive Smarta course

1. What have you learnt in this course that you did not know about HIGH-RISK DRIVING?
 That a simple stop and think could have prevented all of my mistakes

2. What have you learnt in this course that will help you NOT be a HIGH-RISK DRIVER?
 That I'll have more time to do things with my son and be more independent

3. What did you learn in this course about safe driving that you will tell a friend and why?
 That slowing down when it can lessen the death toll and crashing around NZ

4. Did you find this course useful to reduce your HIGH-RISK DRIVING driving?
 No useful Moderately Useful Useful Very Useful
 1 2 3 4 5

5. What did you find most or least useful?
 I could have prevented everything

Evaluation of the Drive Smarta course

1. What have you learnt in this course that you did not know about HIGH-RISK DRIVING?
 The stat statistics, drive 50mph slower

2. What have you learnt in this course that will help you NOT be a HIGH-RISK DRIVER?
 Think before picking up my keys, breathing technique to think rationally

3. What did you learn in this course about safe driving that you will tell a friend and why?
 The 50mph slower thing, how much a difference to stopping distance it makes

4. Did you find this course useful to reduce your HIGH-RISK DRIVING driving?
 No useful Moderately Useful Useful Very Useful
 1 2 3 4 5

5. What did you find most or least useful?
 The personal high risk driving prevention plan

Evaluation of the Drive Smarta course

1. What have you learnt in this course that you did not know about HIGH-RISK DRIVING?
 Driving more responsible, thinking a lot more on things before doing it.

2. What have you learnt in this course that will help you NOT be a HIGH-RISK DRIVER?
 Not speeding, planning ahead, talking in to who ever it is that your gonna be late,

3. What did you learn in this course about safe driving that you will tell a friend and why?
 Road rules, Speeding, Road Conditions

4. Did you find this course useful to reduce your HIGH-RISK DRIVING driving?
 No useful Moderately Useful Useful Very Useful
 1 2 3 4 5

5. What did you find most or least useful?
 Consequences off the actions to you and others

6 Contractor Performance

6.1 Maintenance & Renewals Contracts

Monthly Contractor Performance

Contract	Supplier	Performance	Comment
Road Maintenance (North)	Fulton Hogan	Exceeds Expectations	Final monthly network compliance score of 10 – Refer additional detail below.
Road Maintenance (South)	Downer	Exceeds Expectations	Final monthly network compliance score of 5 - Refer additional detail below.
Parking Meter Maintenance	Mobicom	Good	No issues
LHBr Hydraulics	LC Hydraulics	satisfactory	Contractor is planning further works with team
LHBr Electrics	McKay Electrical	Good	Contractor working electrical maintenance as expected.
LHBr Operations	Northern District Security	Good	Bridge operations are being managed well & as expected.
LHBr routine cleaning and minor works	Whangarei Construction	Exceeds expectations	Contractor is always innovative and proactive; has done a great and timely job dealing with graffiti on site
Streetlight Maintenance	Currie Electrical Ltd (CSLi)	Good	Improved contract engagement and coordination with the appointment of a new Contracts Manager.
Traffic Signal Maintenance	CSLi	Exceeds expectations	The local branch brought in specialists from Auckland to assist us with aspects of the T2 project, some of which they developed specially for the operation there.

Maintenance Contract KPM overview

Both contracts achieved exceptionally high scores for the month of April, with almost all routine response metrics meeting compliance across the board despite significant disruption due to multiple back-to-back weather events. Otherwise, clean slate across the board for the balance of metrics.

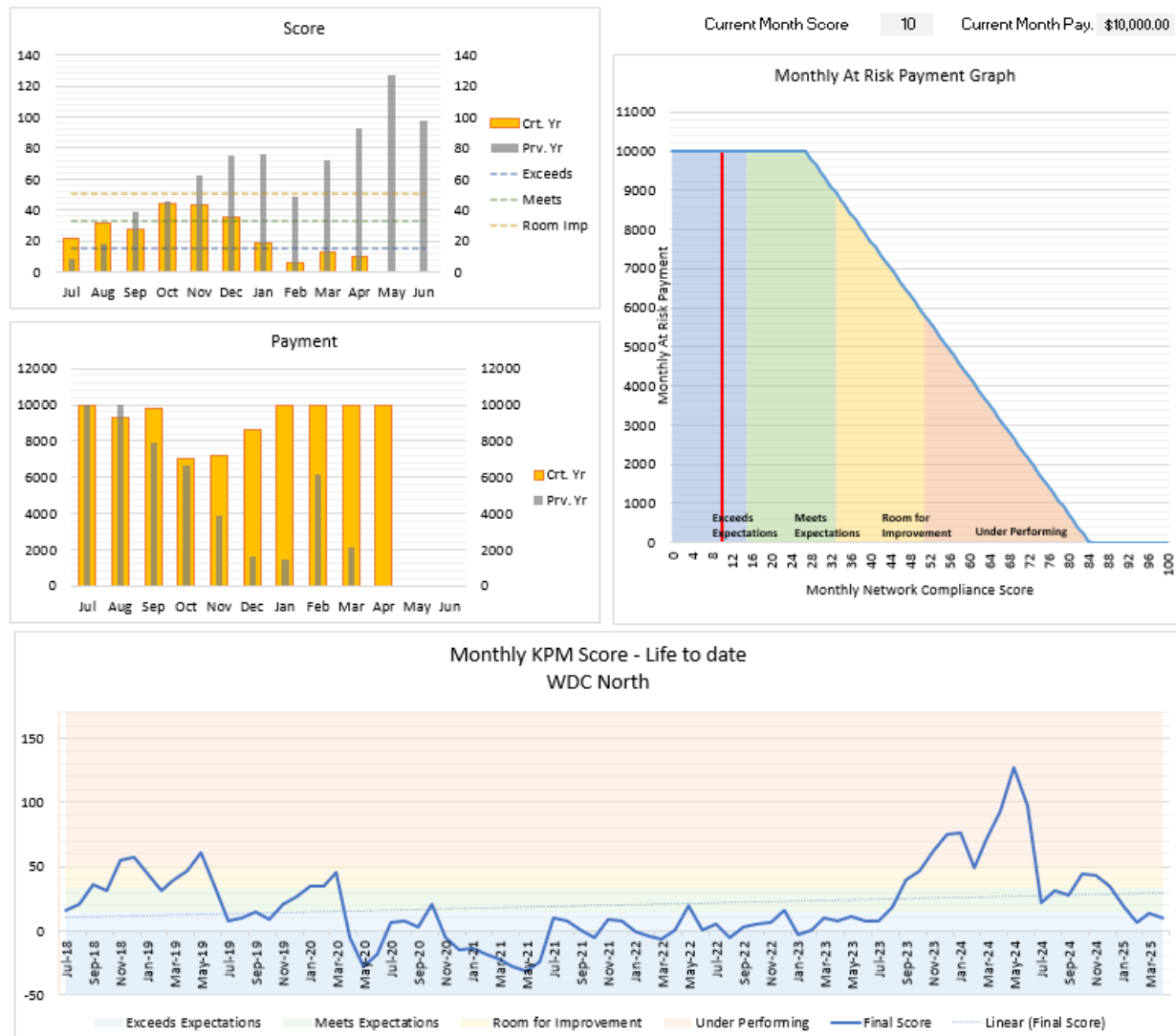
KPMs remain a key discussion point at monthly contract meetings.

Additional breakdown of any key metrics is available on request.

MAX.maintenance | Monthly Performance Management

Whangarei District Council - North Contract

Dashboard



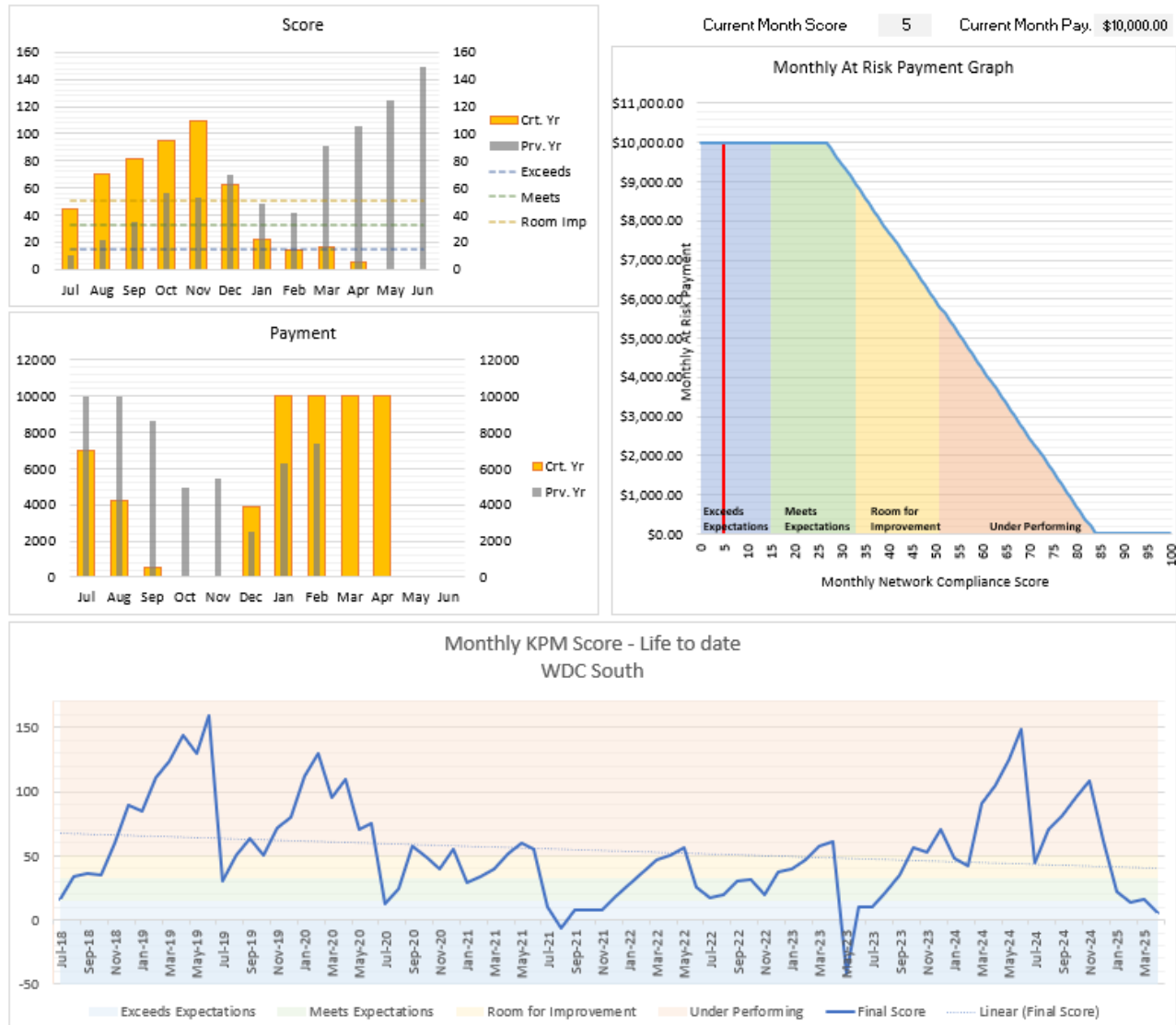
Overview of failed KPMs

Name	Performance Measure	Target	Result	Duration	Notes
Drainage Inspection Achievement	Annual Drainage Inspections are completed as required. This includes showing progress towards completion of 100%. 100% of all assets delivered each year. Monthly tolerance of <=5% below target (total inspected/total number) is complying, with a quarterly cumulative target of 25% achieved.	85.4 %	60.8 %	2	Faling behind on target achievement – unlikely to achieve 100% before end of FY – have been actively discussing and will be seeking deduction of payment proportional.

MAX.maintenance | Monthly Performance Management

Whangarei District Council - South Contract

Dashboard



Overview of failed KPMs

Name	Performance Measure	Target	Result	Duration	Notes
Routine Response Time C5 Roads	Routine response times are managed and attended to within the response times set. Attendance to Response Times for higher Critical 5 Roads.	95%	82.6%	1	Significant body of works due to several weather events

7 Significant Risks and 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 these issues.	Reprioritise works Consider alternative investment paths – e.g., improved treatment of unsealed roads rather than unsubsidised seal extensions.
Rose Street bus Terminal programme delays	Any delay could push the project past the contractual date. This could risk funding allocation as no funds will be paid after the contract completion date.	Regular monitoring of programme and on-site presence to ensure any issues are resolved quickly.

8 Capital Work

Delivery against Capital Programme

Sealed pavement renewal is largely complete with approximately 5% of programmed works remaining (Asphalt sites only)

The Rose Street Bus Terminal and T2 Lane projects have a funding end date of end of June and therefore there is significant focus on completing these projects on time and budget. There has been good acceleration of programme at the Rose Street Bus Terminal.

The Springs Flat Project is a significant portion of the upcoming work, and the construction phases have commenced now that council approval has been granted.

On track to deliver the majority of this year's budget. Carry forwards are explained in the table below

Project	Explanation
Footpath renewals	In transportation we are reliant on the finalization of the of the NLTP. The programme of work was not finalized until the 12 th December. The main implication for this was the footpath renewals. These are relatively straight forward projects that can be delivered through local contractors with practically zero consent risk.
Bridge renewals	Delay has been getting the programme budget approved (as above). These are now largely tendered and as part of a three-year programme we will see the majority implementation in year 2.
Springs Flat	Delayed as Council debated the project and sought additional information prior to approvals. As a result, construction has move backwards into the shoulder seasons and this has increased some of the work that will be carried forward into next year. However, the project is now in construction and – subject to Council approval of the Roundabout tender – will progress through to completion.
Waterfront to City Centre Connection – John Street	Design has been placed on hold whilst the City Centre Committee is established and Parking Strategy Adopted.

Project updates

Transport Capital Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Port / Kioreroa Intersection Upgrade (CIP)	Construction	Jul-22	Jun-25	
<p>Roundabout, pedestrian crossings and Kiwirail infrastructure is complete, and a final completion certificate has been issued.</p> <p>RAG is Amber as the coordination of the software between pedestrian signals and Kiwirail signals has been further delayed by Kiwirail. This has now been designed and approved by Kiwirail and is expected to occur in June/July 2025. Stockpiles on site will also be respread in the next month.</p> <p>Contractor/Consultant: United Civil Construction / WSP</p>				
Waterfront to City Centre Connection (John Street)	Deliver	TBC	TBC	
<p>The project has been put on hold pending the creation of the City Centre Committee and adoption of the Parking Strategy.</p> <p>Consultants: Isthmus/ Flow/ Chester/ Bluewater</p>				
Ratepayer subsidised seal extensions	Design	March-25	May-26	
<p>Gray Road RP 25 – 1325 (1.3km) Investigation and design stage - Works will no longer be started this financial year due to delays in getting designs completed and works priced. Will now be tendered for construction 25/26</p> <p>McLean Road – RP 400 – 1910 (1.5km) To be delivered through FH Maintenance Contract to expedite delivery this construction season. Works underway, expected sealing date June 25.</p> <p>Ormandy Road – RP 4791-6791 (2.0km). Investigation and design stage - Consultant – Beca. Expected construction 25/26.</p>				
Dave Culham Drive	Construction	Jan - 25	April - 25	
<p>Works are now completed as planting was completed in early May to close out the project.</p>				
New Footpath – Kopipi Cres Ngunguru	Design	Sept 25	Dec 25	
<p>Council approved the allocation of \$750k to undertake stages 1 to 3. Allowance will be made in the tender documents for tenderers to price stages 4 and 5 as separable portions.</p> <p>Works are still progressing to finalise the detailed design and tender documents.</p>				

Transport Capital Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Future Footpaths	Investigation	TBC	TBC	
King Street Hikurangi – Investigation stage. Decision paper to be prepared for council to confirm direction and funding. Marsh Road – Ruakaka – Investigation stage. Slako Crescent – Ruakaka – Investigation stage. Albany Road – One Tree Point – Investigation Stage Whangarei Heads Road – Waikaraka – Investigation Stage				
LCLR programme	Investigation	TBC	TBC	
Brief Title	Description			Delivery year
Mains / Cairnfield Int	Intersection improvement - remove slip lane			24/25
Footpath upgrades	<ul style="list-style-type: none">Central Ave – (from SH1 to Fifth Ave) works have started here and will be completed before the end of May 2025.Kiripaka Rd / Ngunguru Rd - (Tikipunga falls area) design is still under discussion 25/26.Corks Rd – (from Wairau Drive to Tiaki Rise) design almost completed 25/26Weir Cres – design almost completed 26/27			24/25 -26/27
Kotata Rise safety improvement	Guard rail on the bend at the bottom of hill including line marking changes and other safety improvements to reduce vehicle speeds. Design underway.			25/26
Whangarei Heads guard rail	Wharf Road guard rail proposed on both sides of intersection pending design (underway) and available budget			25/26
Parua Bay safety improvements	Safety improvements in the township between Lamb Road and Kiteone Road with improved crossing points and new footpath. Design underway.			25/26
Te Maika intersection improvements	Safety improvements to reduce speed and improve intersection treatment - awaiting formal brief.			25/26
Whau Valley pedestrian crossing	New signalised pedestrian crossing at Whau Valley Primary School to replace existing zebra crossing. Design underway.			25/26
Riverside Drive Pedestrian Crossing	Relocate existing pedestrian crossing to a safer location (likely new signalised crossing). Design options being considered.			26/27
Kamo Village signal crossing	New signalised pedestrian crossing at / near McDonalds car park entrance / Grant Street in Kamo Township.			26/27

Transport Capital Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Ngunguru / Sands Road RAB	Sands Road and Ngunguru Road roundabout - design only (underway).			26/27
Ngunguru Rd safety improvements	Series of safety improvements along the route to reduce death and serious injuries occurring. Safety recommendations provided and awaiting formal brief to be provided.			26/27

Transport Choices Programme

Key Progress

- Raumanga Shared Path Stage 4 lighting is underway and making good progress on site.
- The Kamo Priority Lane roadworks is complete, and the signalised crossings are on track for completion by late June.
- Rose Street Bus Hub is out of the ground and making good progress.

Transport Choices Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Kamo Active Modes - WHGR02	Close Out	Oct-23	Dec-24	
<p>Kamo Shared Path Stage 5 – Village Works is complete.</p> <p>Kamo Slow Streets / Clark Road is complete</p>				
Raumanga Active Modes - WHGR03	Delivery	Oct-23	June-25	
<p>Complete - Raumanga South Slow Streets ; Raumanga Reserve playground safety links; Cafler Park Boardwalk; First Ave Alleyways</p> <p>Raumanga Shared Path Stage 4 (lighting and minor footpath works) construction is underway with completion in June 2025.</p>				
Public Transport - WHGR04	Construction	Oct-23	July-25	
<p>RAG Status has reduced from red to amber due to the hard work of the Rose Street Bus Terminal team bringing the programme back to completion and opened in the week ending 4 July. NZTA are satisfied that we are on track to meet their funding expectations.</p> <p>The Kamo Priority Lane project is also at Amber status. It has additional funds allocated that go beyond this current financial year but is nonetheless likely to spend all but a minor portion of the project budget this financial year.</p> <p>We are currently busy preparing the public communications package to educate residents and ratepayers about how to use the lane. This will commence in the 2-3 weeks before the opening date.</p> <p>Four new traffic signal-controlled pedestrian crossings being installed to replace zebra crossings. Underground works will be completed in May, with installation of above ground electrical equipment and commissioning of the new crossings in June.</p> <p>Enforcement camera poles have a 12-week manufacture lead time. They will be installed at the beginning of August and testing and verification will be completed over 2 weeks, with a go-live date currently programmed for the end of August. We will commence the operation period with a 4-6 week warning notice period before issuing infringements.</p> <p>There is a minor concrete works package of works that is currently being awarded, this will be completed by the end of June also.</p> <p>These project works are being paid for via CERF and the additional 500k approved by the Council for Section 2 (Whau Valley lights to Hailes Road).</p>				

Infrastructure Acceleration Fund

Funding for the Springs Flat project has been approved by Kainga Ora. This project is broken into three separate projects as detailed in the table below.

Infrastructure Acceleration Fund Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Springs Flat Roundabout & Approach Roads	Developed Design	March-25	Feb-27	
<p>The detailed design is approximately 98% complete. The conditions for the WDC and NRC consents are being finalised, and these consents should be issued imminently.</p> <p>Works are underway on permitted activities, and, to date, this includes construction access, topsoil stripping, crane pad construction, earthworks, fencing and some vegetation clearance and lizard management.</p> <p>The Infrastructure Agreement for the Beacondale Link developer was approved at the April Council meeting. Works on the link road are likely to commence in July.</p> <p>Two houses are being temporarily located onto residual Council owned land at the site (6 Pearce Dr) and a subdivision consent for this surplus land has been applied for to maximise the value of the land and houses. This house removal work has been paused while the Stage 1 works are underway.</p> <p>The purchase of five properties has been completed. Another two partial property purchases are currently in the process of being settled.</p> <p>Consultant: Northern Civil Consulting Engineers. Contractor: Stage 1 – DCGroup/BDX</p>				
Gillingham Road Bridge Replacement	Detailed Design	Apr-25	Feb-26	
<p>Construction is underway. Work to date includes establishment of the site compound, tree removal, temporary road and bridge construction, stripping and backfilling the road shoulders and stormwater pipe installation.</p> <p>Consultant: WSP Contractor: United Civil Construction</p>				

Photo Wall – Transport



Mangapai Culvert from above – after the storm



Mangapai Culvert



Springs Flat Roundabout – Preparation of pad for box culvert installation



Springs Flat Roundabout – Preparation of pad for box culvert installation



Gillingham Road Bridge Replacement – Preparation of site office and compound in western esplanade reserve



Gillingham Road Bridge Replacement – Preparing temporary road in eastern esplanade reserve.



CON24045 Public Transport Improvements – High Street footpath connection to new bus stop.



CON23037 Dave Culham Drive – Final tidy up works and planting



CON17085 Rd Mtce & Renewal Nth – Pipiwai Rd (North) Rehab



CON17086 Rd Mtce & Renewal Sth – Three Mile Bush Rehab



CON25002 Flyger Rd Rehab



McLean Rd Seal Extension



CON17085 Rd Mtce & Renewal Nth – Tatton Rd Rehab



CON24046 - Emergency Works Phase 3 - WDC Slip Package 3 - Karaka Rd



CON24050 - Scour Protection Works 2024-2025 – Fairway Drive



CON24057 - General Bridge Repair 2024-2025 – Pataua Bridge - Corrosion and crack remediation.



Asphalt work on Whangarei Primary



Asphalt and concrete work Potter Home

Monthly Report ***Community Infrastructure***

June 2025
(statistics to 30 April 2025)

Community Infrastructure – Monthly Report

Reporting Officer: Louis Rattray Manager – Parks & Recreation

Ross Flanagan – Waste Management & Minimisation Manager

Meeting Date: 19 June 2025

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1 **Executive Summary**

This report covers the Operational and Capital works for the month of April 2025

Parks & Recreation

After a long, hot and dry summer, the Whangarei drought was finally broken with the arrival of Cyclone Tam. The rain, which Cyclone Tam brought, was a welcome relief and timely for the non-irrigated sports fields which were struggling to get grass cover in time for the winter playing season. The cyclone did, however, bring with it some challenges, such as flooding of sports fields, fallen trees and tree debris and some minor damage to tracks and walkways. All in all though damage was minimal and easily managed.

The return of moisture to the warm soils has seen plant growth accelerate suddenly. Grass growth is strong, and weeds are flourishing keeping the parks contractor on their toes.

As we head into the last quarter of the financial year we are making good progress with our renewals programme. A final push will see the Beach Road playground renewal completed, some footpath renewals in Cafler Park and a host of other minor renewals completed in park with the likes on new bollards and parks furniture replaced.

The team and contractors did a great job preparing our parks for ANZAC day with positive community feedback on how Laurie Hall Park and Maunu Cemetery was looking. All our contractors are performing well and delivering a good service.

We have two Parks contracts up for renewal. The Tracks and Walkways contract process is underway with invites for Request for Information (RFI) about to be released and a Right Track workshop for the Coastal Structures Monitoring and Maintenance contract scheduled for June.

Waste Management and Minimisation

The vacant role for Manager - Waste Management and Minimisation has been filled, Ross Flanagan is set to commence on 5th May. Thanks to Grant, Wendy and others for covering this role over the past 12 months.

The new Maungatapere toilets have been opened at the Community Centre. Special thanks to Grant Alsop for completing this project under budget. The toilets schedule for Piplwai and Parua Bay are currently waiting Ministry of Education approval, we are expecting this in June.

Numerous applications for funding via the Waste Minimisation fund have been received, we are currently working through these.



2 Health and Safety

Statistics for the Infrastructure Community Group April 2025

<i>Type of incident</i>	<i>Employee reported incidents</i>	<i>Contractor reported incidents</i>	<i>Member of the public reported incidents in our workplaces</i>	<i>Totals</i>
WorkSafe notifiable incident	0	1	0	1
Lost time injury (LTI)	0	2	0	2
Medical treatment injury (MTI)	0	1	0	1
Minor injury	0	2	0	2
Pain and discomfort report	0	1	0	1
Stress and fatigue	0	0	0	0
Incident – Occupational health exposure	0	0	0	0
Near miss incidents	1	6	0	7
Incident – non work medical condition affecting the worker or person	0	0	0	0
Totals	1	13	0	14

Employee incidents

The incident reported in involved a contractor worksite, when a motorist failed to stop at a contractor worksite.

Contractor incidents

One of the lost time injuries involved a Waste runner who rolled an ankle. 9 days time off were lost. The other lost time injury involved a worker who was doing pesticide spraying and he slipped over on a slippery path and sprained his leg. We are working closely with Northland Waste as the risks to runners is significant and something that we want to see mitigated further.

Subcontractor fatality

The worksafe notifiable incident in the table above, concerns a sub-contractor worker from Tree King Ltd, who had been engaged by Treescape Ltd, suffered a fatality at an Onerahi road berm, where stump grinding had been taking place that day. Worksafe requested a large number of documents from us about how we manage the health and safety of contractors and some specific to this contractor, which have now been provided. A Worksafe Investigator has been assigned from the Albany Branch to undertake the investigation. We do not know the cause of the incident yet.

Safety observations

Two employee safety observations were reported this month, both concerns affecting the Botanica site. The contractor success was about compliments received in about nicely maintained walking tracks. The new hazards reported came from the people who maintain the public toilets about some broken glass and storm damage at Matapouri Beach, where the bank had subsided after damage from Cyclone Tam.

Type	Employees	Contractors
H&S Concern	0	0
New Hazard	0	2
H&S Success	0	1
H&S Suggestion	2	0
Total	2	3

Physical inspections of contractor worksites

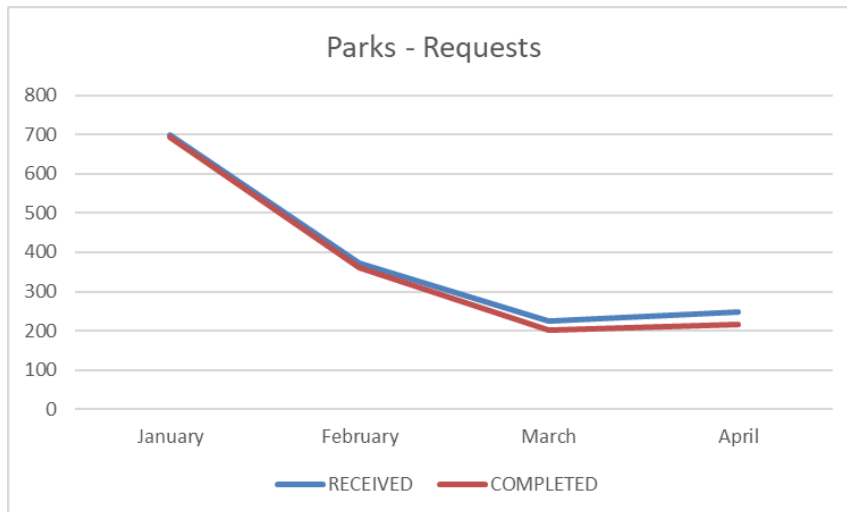
There is an internal requirement for physical health and safety inspections of sites to be undertaken monthly. Work has commenced in April to ensure all of the staff managing high risk contractors use our monitoring system to record this. There was a noted improvement from the nil completed last month.

Type of monitoring	Community Projects	Solid Waste	Parks	Infrastructure Development	Totals
HS016 – Full site inspection	0	0	0	0	0
HS102 – Be safe engagement	1	0	0	0	1
HS030 – Site spot check	1	0	4	0	5
HS140 – TTMP site	0	0	0	0	0
Totals	2	0	4	0	6

3 Customer requests and feedback

Parks and Recreation

In April 2025, the **Parks and Recreation Department** Team received 248 requests, our contractors and staff closed off 215 requests.



Top Request Types	
Request Type	Number of Requests
Tree maintenance request and enquiries	76
Parks, reserves and street garden maintenance	53
Graffiti Notification	37
Contact us – General Enquiries	27
Cemetery and Botanica Enquiries and Maintenance	9
Playground and Skatepark Maintenance	8

Compliments

CC251451

The customer and other locals wanted to pass on their extreme thanks and compliments regarding the mowing of all the esplanade reserve on Riverview Place and other areas of Waipu. The guy that does this every 5wks is so conscientious and he is extremely great at what he does and takes care to make sure that this is done to an extremely high standard, and this is very much appreciated by those who live in these areas.

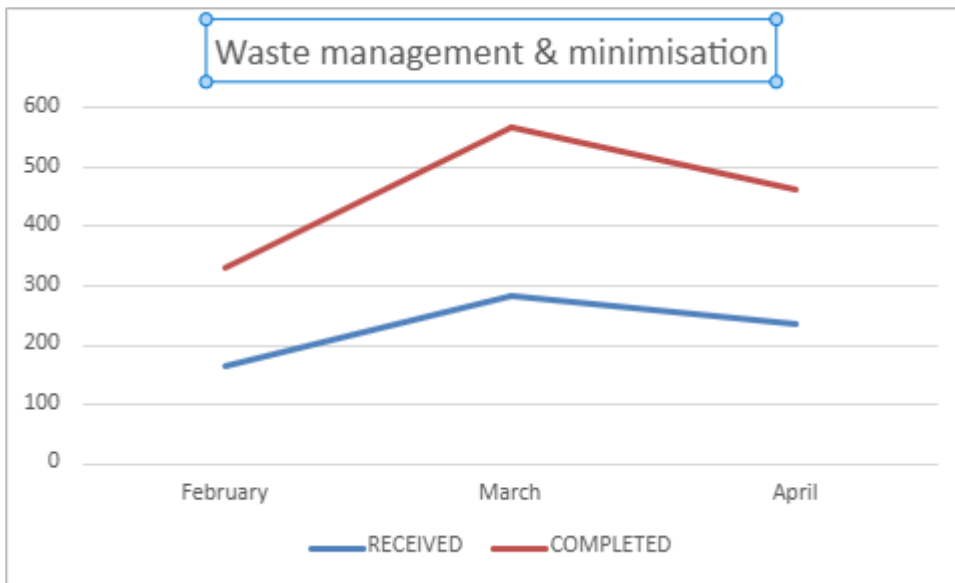
CC251454

The customer called to say thank you to the people who put the new garden in today at Laurie Hall. They did a wonderful job.

Waste Management and Minimisation

In April 2025, the **Department** Team received 234 requests, our contractors and staff closed off 230 requests.

Northland Waste requests moved into this group in February 2025



Top Request Types – April 2025	
Request Type	Number of Requests
Public Toilets Issues and Enquiries	77
Rubbish in the environment (public litter bins and dumping)	75
Household rubbish and recycling collection issues and enquiries	43
Graffiti notification	11
Other rubbish and recycling issues and enquiries	11
Contact Us – General Enquiries	9

Compliments

RUB259958 – Old Onerahi Road – 5 STAR rating – Rubbish in the environment, public litter bins and dumping.

4 Performance

4.1 Performance Measures

Council will provide and maintain recreational facilities to support and promote active recreation of the community through participation in both organised and informal recreational activities aligned with Active Recreation and Sports Strategy.

Performance Measure	2024 – 25 target	Compliance
Sports parks will be provided to meet the community's needs by providing minimum hours available at a sports park per 10,000 people during the winter season.	≥180hrs	On target
Percentage annual increase in community participation in active recreation and sports activities (Recorded through the Residents Survey)	≥1%	2024-2025 Not measured

Council will provide and maintain a range of parks, reserves and playgrounds to meet the needs of the community as well as protecting and enhancing the natural environment.

Performance Measure	2024 – 25 target	Compliance
Residents' satisfaction with the range and quality of public spaces, including parks, playgrounds and reserves. (Recorded through the Residents Survey.)	≥90%	Awaiting annual resident satisfaction survey results
Residents have adequate access to local recreational opportunities.	0.9Ha/ 1000 people	0.933

Council will provide and maintain cemeteries and a crematorium in a satisfactory manner.

Performance Measure	2024 – 25 target	Compliance
Residents' satisfaction with cemeteries. (Recorded through the Residents Survey).	≥90%	Awaiting annual resident satisfaction survey results

Council will provide well maintained and accessible public toilets in high use areas.

Performance Measure	2024 – 25 target	Compliance
Residents' satisfaction with public toilets (Recorded through the Residents Survey).	≥75%	Awaiting annual resident satisfaction survey results

4.2 Network Performance

Ongoing dry conditions as well as vandalism have been the main negative impacts on performance.

Area	Issue	Action/Status
Pohe Island Playground	Bora in structures	Supplier scheduled to replace structures with treated pine in June 2025
Drummond Track	Taken out during cyclone Gabriele	Consent application lodged. Work to commence in Spring
AH Reed Canopy Walkway	Design flaws identified which weaken the structure	Currently limiting numbers on structure whilst design and costings prepared
Albany Road sea wall renewal	Council's preferred option for renewal is rock revetment however locals want reinstatement of timber wall	Currently pricing both options to understand cost comparisons. Locals have indicated they are prepared to pay any cost differential
Urquarts Bay Wharf	Wharf piles collapsed	Investigating options for repair
Town basin wharves	Wharves due for renewal	Engineer engaged to assess and report on required works
Patua North Boat Ramp	Pile has snapped	Structural engineer reports no immediate danger and is pricing repair solution
Tutukaka boat ramp	Boat ramp requires upgrading. Not a Council asset	Grant provided to Whangarei Deep Sean Anglers club to undertake required works
Tutukaka breakwater	Design and feasibility study required for a breakwater to protect harbour	Grant provided to Tutukaka Marina Trust to undertake feasibility study
Beach Road Playground	Requires renewal	Renewal scheduled for May
Whangarei Falls Platforms	Platforms up for renewal. No design drawings exist to base renewals on	Engineer engaged to inspect structures and provide renewals designs
Onerahi football club	Relocation of NEST will see loss of Onerahi B field	Working with Airport on alternative site for replacement field. Currently not budgeted.
William Fraser floodlights	Some of the lighting poles are starting to lean. Foundation bolts for the lighting poles corroding and at risk of failing	Leaning poles pose no immediate risk so ongoing monitoring required Methodology and pricing for bolt replacements being developed
Maunu Cemetery	Current developed site nearing capacity.	Next block of cemetery requires developing
Ruakaka Cemetery	Early engineer's estimates indicate LTP budget insufficient to develop cemetery	Report to be brought to Council once concept design and costings finalised.

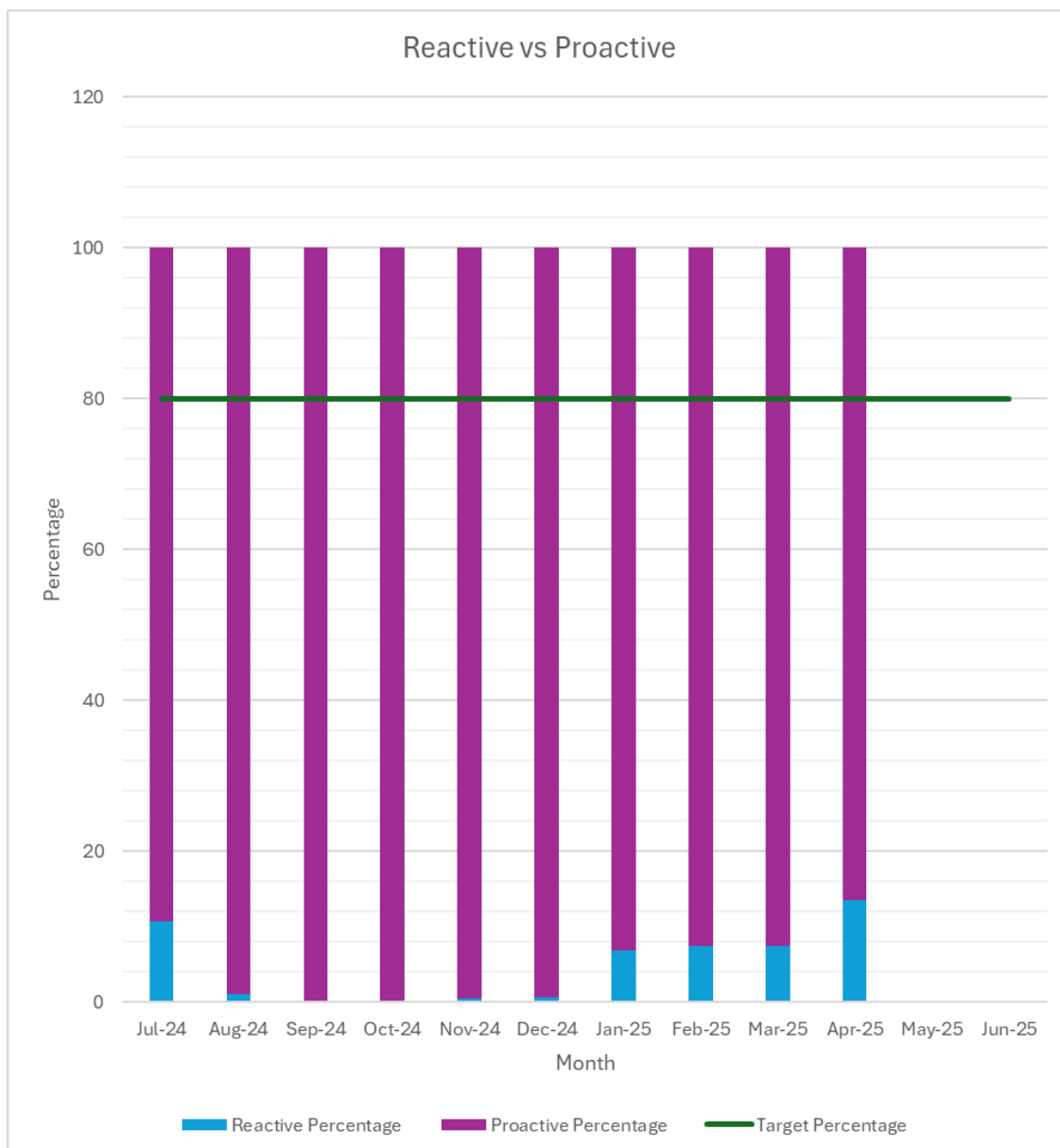
4.3 Key activities in the last period

Public Tree Maintenance

Whangarei was hit by a Cyclone in April. In general, the trees held up well, with a lot of broken branches across the district. Most of the fallen trees occurred in areas of unmaintained reserves.

Treescape have also continued to focus on CRM's in April. Treescape received 82 requests after the April Cyclone event and is making good progress on them however the response work required has an impact on the scheduled works program.

The cost of traffic management is impacting on budgets and was especially high in March due to the CBD trees and palms being completed. Treescape and Council's road corridor access team have been working well together to come up with ways to reduce this cost whilst still completing the work safely.



Walking Tracks

The walking tracks held up well after the cyclone event in April. We had aggregate loss on the shared path track in Totara parklands (Gillingham Rd to Wairau Dr.)

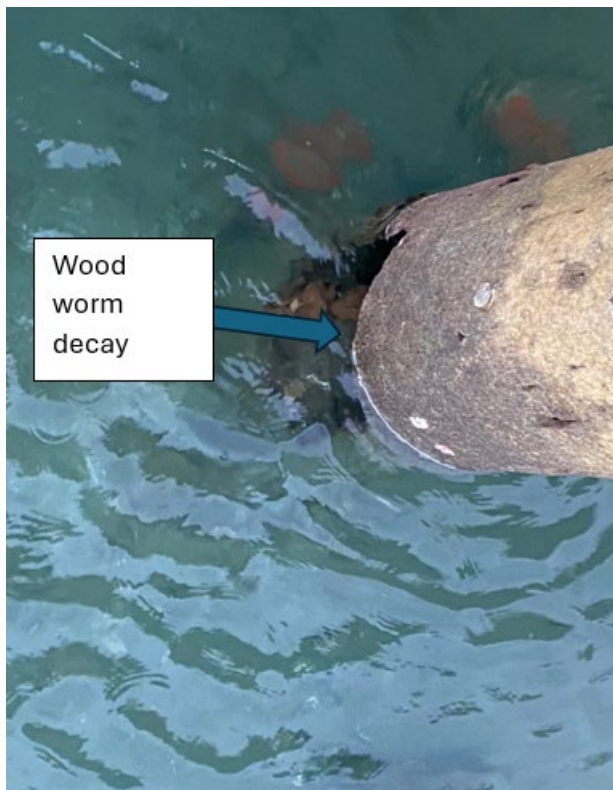
Council received the archaeological authority from Heritage NZ to proceed with the track realignment of Drummond track after completing archaeological assessments. Building consent, for the staircase that is required to get up a steep bank, has been obtained. Resource consent was originally thought not to be required however is required. Consent application to be lodged in May and work to be scheduled in Spring 2025.

Coastal Structures:

The procurement process for CON24018 which will outsource routine inspections, and scheduled maintenance of WDC's coastal assets is underway. A Right Track workshop is scheduled for June. Until CON24018 is live, the parks team will be undertaking inspections and reporting.

Our coastal structures handled the recent cyclone event well with most structures showing little to no damage.

Urquhart's Bay Wharf: Major decay (wood worm) has been found in the piles of this wharf below the low tide mark. Steve Bowling Contractors have undertaken a basic inspection and have advised there is no immediate risk, but urgent action is required to ensure it doesn't become dangerous. RS Eng have been engaged to produce designs and estimates for two options; Option 1 – Design and estimate to repair/protect the existing structure. Option 2 – Design and estimate to rebuild the structure. We are expecting to receive these reports by the end of May 25.



Albany Rd Sea Wall update – Following the meeting with Local Residents, Councillor Halse and Cooper on the 19 February, an option has been developed for a timber wall with locals paying the cost differential with rock revetment. Local hapu will support both options. RS Eng have been

engaged to supply design and estimate for a timber wall. We are expecting to receive these reports by the end of May 25.

Pataua North Boat Ramp – The third pole from the end of the timber wall is broken at ground level. GHK piling are to supply an estimate to repair. Other contractors will also be engaged to produce estimates. The structure has been inspected and is expected to hold until a suitable solution is found.

Sports Parks

March and April were in stark contrast weatherwise. March was extremely dry with only 37.7mm of rain compared with over 400mm of recorded rainfall in some parts of Whangarei. This rain helped to alleviate heavily reduced grass growth on non-irrigated Sports Parks which were desperately in need of moisture.

Ruakaka Sports Park (not irrigated), 21 March and 23 April, before and after wet weather.



Cyclone Tam's arrival, on top of heavy rain early in April, was not without issue. Flooding at William Fraser Memorial Park and Koropupu require follow up repair and ongoing investigation to reduce reoccurrence. A flush in growth towards the end of April along with water laden grounds put pressure on the mowing and line marking preparations for Junior winter codes. With strong communication and relationships with Council and stakeholders, the team at Green by Nature successfully delivered.



Renewal of the Sports park Lighting on William Fraser Fields 2 & 3 has been deferred. An issue with movement in foundations has resulted in the discovery of corroded bolts. Until the poles can be assessed and remedial action taken, we will not proceed with replacing the light fittings.

April closed off our summer sport season, ending with positive feedback from City Cricket Club who hosted a Manly team from Australia.



City Cricket Club Inc - Whangarei

13 April · 🌐

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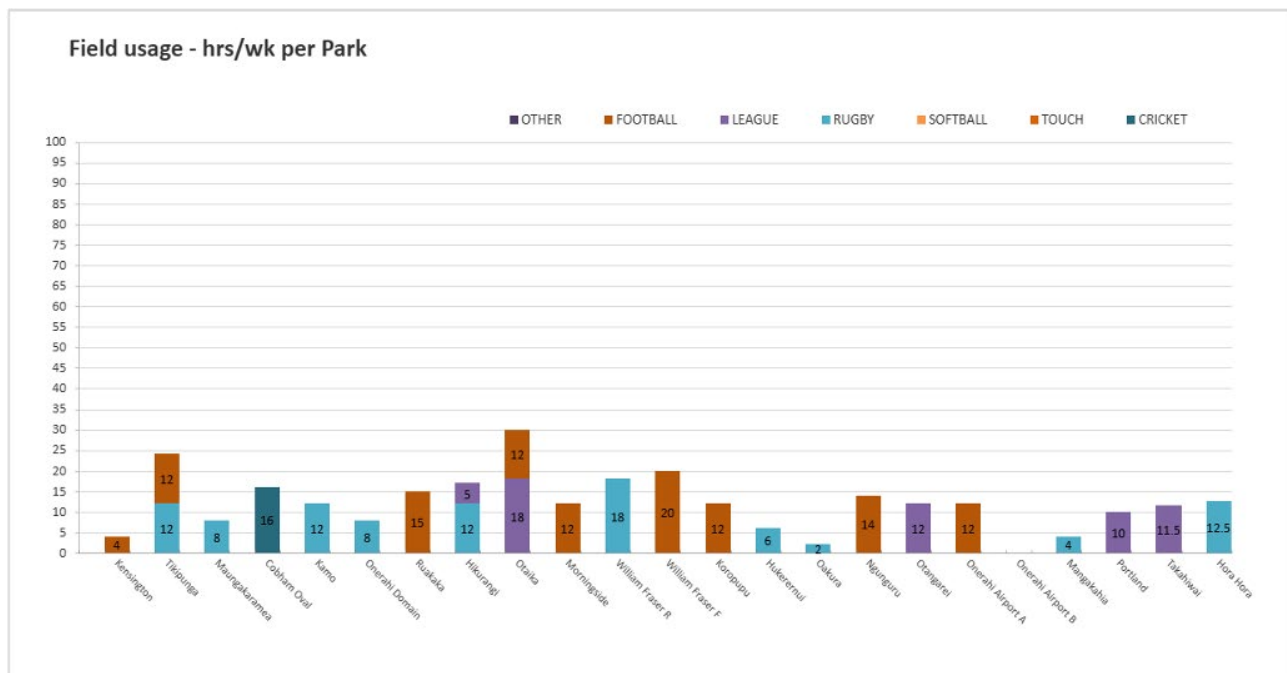
We are extremely proud of our club and its facilities, a pride nicely highlighted by the recent tour we hosted and the excellent feedback received from [Manly Warringah District Cricket Club](#), who thoroughly enjoyed playing at Cobham Oval.

With that in mind, we would like to extend our thanks to [Northland Cricket](#) Association, [Whangarei District Council](#), and, in particular, ANDRE CALITZ and his groundstaff at Green by Nature. Andre and his team have been extremely supportive and accommodating in providing top-class facilities, whether it's the centre wicket for competitive matches, the grass practice wickets, or keeping the outfield and surrounds in pristine condition.

Even with 80mm of rain in the lead-up to last weekend's tour matches, our guests from Manly couldn't speak highly enough of the quality experience and ourstanding facilities provided. They noted that, despite the challenging weather, the facilities remained of an excellent first-class standard.

Thank you to Andre and his entire team for their efforts in supporting our club and cricket at Cobham Oval throughout the 2024/25 season. You guys rock!

April Field usage hours



Whangarei Aquatic Centre

Works have commenced on the Aquatic Centre upgrades and making good progress



Cemetery

April Burials 8, Cremains interments 14, Scatterings 5, cremations 69

A busy month with the wet weather. Cyclone Tam dropped 9 large trees within the cemetery grounds and the surrounding council owned farmland. One of the trees fell across Cemetery Road, another at the rear of the crematorium, blocking their back door and another on the crematorium driveway.

The crematorium driveway was blocked off until the branch could be removed and crematorium users had to use a different driveway for access.

The rest of the trees are out of the way and have been slowly cleaned up as time allowed.

The cemetery mowing had to take a back seat with 2 short weeks and ANZAC day. Staff were kept busy getting the veterans area looking good for the ANZAC day service. Around 300 hundred people turned up and the weather was OK for the day's events.

Parks and Gardens

April was an extremely wet month with 402mm of rain. There were 3 main rain events during the month, with 22 rain days (>1mm rain). The consequence of this wet weather can be seen in the amount of mowing completed and the amount of spraying undertaken (both down significantly). The temperatures have continued to be relatively warm and with all the rain the grass and the weeds have had a surge in growth. The impact of the contractor's inability to mow wet ground and the rapid growth rates has meant there is a lot of long grass around and many sites are out of spec. This is a temporary situation, with the contractor working hard to catch up.

Recently planted annual bedding displays also suffered from the wet weather, with many small plants dying in the wet conditions. The contractor will replant in many areas, but in Laurie Hall Park the losses were too great. We will consolidate the areas that are looking okay and in the bare areas plant a crop of Lucerne to provide a green appearance for the rest of winter.

The water quality in the Putahi water feature continues to be well balanced and we have had no issues since the new procedures were introduced. There have been a number of nozzle heads in the fountain that have failed and are being replaced. These failures and the additional maintenance for water quality is proving to be more expensive than we budgeted for, and these costs are putting pressure on our maintenance budgets.

Sherwood Park bollards and furniture renewal and replacement of the older paths in Cafler Park are well underway. This will leave just Beach Rd playground, bollards and furniture renewals to finish for this financial year.

Playgrounds

The Beach Rd Playground Renewal has begun with construction of the new playground underway. The removed play equipment will be donated to the Pakotai Hall.



Borer was discovered in a number of timber structures at the Pohe Island playground which caused concern over the structural integrity and safety of the equipment. The timber supplied was a non-treated exotic hardwood and was supposed to be resistant to rot and borer. In response Parks and Recreation closed the concerning equipment whilst we worked with the supplier on a solution. It has been confirmed the supplier will replace the wooden structures at their own cost with treated pine timber. Replacement work will begin 24th June.

We continue to receive multiple reports of vandalism and theft across the district over the past few months. All incidents have been reported to the police. In general, playground maintenance has been on track.

4.4 Contractor Performance

Contract	Supplier	Performance	Comment
Public tree maintenance	Treescape	Good	Continuing to make progress on requests backlog as well as meeting contract requirements
Tracks and Walkways	Northland Park Care	Excellent	Maintenance of tracks and walkways is excellent.
Coastal Structures	None – covering with internal	-	Monitoring coastal structures and conducting procurement of CON24018.
Playground and skatepark maintenance	Northland Park Care	Excellent	WDC has received positive feedback regarding the state of playgrounds.
Parks & Gardens	City Care Ltd	Good	Maintenance under control.
Sportsground maintenance	Green by Nature	Excellent	Preparation for junior sport season, senior season underway with positive start despite weather conditions
Pest Plant	Green by Nature	Excellent	Good knowledgeable team that efficiently carry out good quality work. NAM work coming to an end for the summer
Kerbside Rubbish and Recycling	Northland Waste	Good	Staffing issues are resolved, and performance is back to a satisfactory level

5 Significant Risks & Issues

Risk / Issue	Mitigation	Comment
<p>Homeless on parks.</p> <p>Community putting pressure to resolve homeless issues on parks.</p> <p>Parks does not have the capacity or capability to resolve homeless issues.</p>	<p>Homeless managed via the Rough Sleeper Framework.</p> <p>Parks only responds if there is a threat to parks assets or people use of the asset.</p>	<p>Parks purpose is to provide places and spaces for people to play sport, keep fit, have fun and enjoy nature.</p> <p>Council is looking at a centralised resource to facilitate land occupancy issues.</p>
Motorbikes on Parks	Consider a public campaign for the public to photograph, record motorbikes on parks land.	There is very little Parks can do to prevent motorbikes being ridden on public spaces as prevention devices also prevent wheelchairs prams etc from accessing spaces. A public campaign can be considered however this does come at risk to the public as often the motorbike riders are aggressive and threatening if observed.
Theft and Vandalism	Little Parks can do except respond to incidents.	The cost of theft and vandalism in the community is escalating.
Whangarei Aquatic Centre Maintenance	Working group established to consider partnership solutions including potential changes to ownership structure.	
Community encroachment of esplanade reserves	Develop an encroachment policy	Policy drafted and to be presented to Council for adoption in April 2025
Parks budget inadequate to maintain facilities	Prioritise work programme to meet budget	<p>Soil based sports fields will not be renovated in 2024/25. In general Parks budgets insufficient to deal with unforeseen issues.</p> <p>H&S needs to be prioritised.</p>
Pohe Island Leachate	Investigation into cause and solutions underway	Leachate has been contained and WSP have been engaged to find a long-term solution
Limited Resources	<p>Contract labour where resource gaps</p> <p>Prioritise work</p>	Working through coastal position. Prioritise works and engage contractors

6 Capital Work

Delivery of Capital Programme

Generally, on track to deliver this year's budget although timeframes are tight. Carry forwards are explained in the table below

Project	Explanation
Tikipunga Soccer Hub Lights	This budget and scope has been incorporated as part of the larger Tikipunga Project. This will be more effective from a procurement and delivery perspective.
Raumanga Corridor	The stream restoration is ongoing. Further bank stabilisation is required and the programme adjusted to incorporate the design and procurement.
Waiarohia Corridor	There was a delay whilst clarification of wide Hapu involvement was undertaken. Design now back in progress.
Oakura Sports Park and Wetland	This project is at Business Case stage and further work is being undertaken to optimise the option so that it can be delivered within budget.
EM Community Projects	Other than three toilets, there is no agreed direction regarding the remaining budget. Two toilets brought forward in programme which are ready to go but awaiting Ministry of Education approval
Whangarei Falls Platform	Was intended to be delivered as a straight renewal, however further investigation was required to determine structural stability.

There is a risk that there are insufficient projects in the EM Community Fund. To address this, we have brought forward the two toilet projects and these will be procured together.

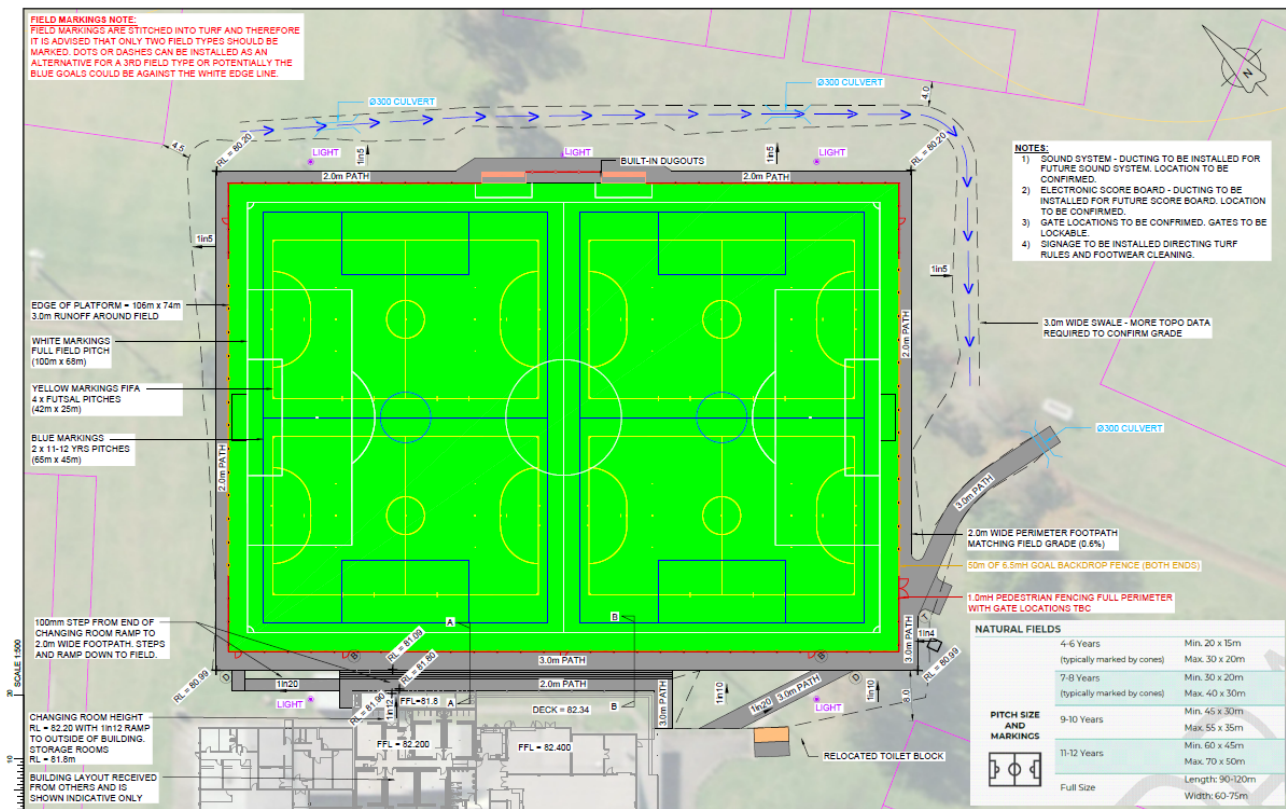
Project Progress

The Ngunguru Seawall project is progressing well and is due to be completed in July. The two photos below show areas of completed seawall:



The Quarry Gardens Landslide Repairs and Morningside Sportspark projects will be tendered in June.

The concept design for the Tikipunga Sports Field Artificial Turf and Lighting project is complete.



Project Name	Dept./ Activity	RAG Status	RAG Exception	Current Stage	Stage % Complete	Expected Construction Start	Expected Construction Completion
Albany Road Seawall	Coastal		Need to confirm preferred option and funding options for the community.	4 - Deliver - Design	50%	TBC	TBC
Cafler Park Amphitheatre	Parks			6 - Close	70%	Sep-24	Jan-25
Lower Waiarohia Loop	Parks			4 - Deliver - Design	60%	Jul-27	Nov-28
Mangatapere Toilets	Parks			4 - Deliver - Design	90%	May-25	Jun-25
Marine Hub	Parks			2 - Analyse	25%	TBC	TBC
Matapouri Toilet No. 2	Parks		Preferred option needs to be agreed to confirm that budget is sufficient to complete the project.	2 - Analyse	60%	Sep-25	Oct-25
Maunu Cemetery Extension	Parks			2 - Analyse	25%	TBC	TBC

Morningside Sports Park Drainage & Irrigation	Parks			4 - Deliver - Design	90%	Oct-25	Feb-26
New Ruakaka Cemetery	Parks			2 - Analyse	50%	TBC	TBC
Ngunguru Seawall	Parks			5 - Deliver - Construction	70%	Feb-25	Jul-25
Oakura Sport Field & Wetland Upgrade	Parks		The engineer's estimate is significantly higher than the budget. Next steps are to confirm the accuracy of the rates and prioritise what will be included in the first stage of construction.	4 - Deliver - Design	50%	Jan-26	Jul-26
Onerahi Domain Sports Park Field Lighting	Parks			3 - Plan	50%	Dec-25	Mar-26
Onerahi Sport Field Upgrade (Football)	Parks			6 - Close	95%	Construction	Complete
Otangarei Fishbone Sports Park Field Lighting	Parks			3 - Plan	50%	Jan-26	Apr-26
Parua Bay Skatepark	Parks		The construction contract is signed. The start has been delayed due to unfavourable earthworks conditions (wet weather).	5 - Deliver - Construction	10%	TBC	TBC
Parua Bay Sports Field	Parks			6 - Close	90%	Construction	Complete
Parua Bay Toilets	Parks			4 - Deliver - Design	25%	Jul-25	Sep-25
Pipiwai Toilets	Parks			4 - Deliver - Design	50%	Jun-25	Aug-25

Pohe Island Spine Path	Parks		2 - Analyse	30%	Feb-26	Jun-26
Portland Sports Park Drainage	Parks		6 - Close	50%	Feb-25	Apr-25
Quarry Gardens Slip Management	Parks		4 - Deliver - Design	90%	Jul-25	Dec-25
Raumanga Reserve	Parks		6 - Close	90%	Sep-24	Feb-25
Ruakaka 2x New Sports Fields	Parks		6 - Close	90%	Construction	Complete
Tikipunga Sport Field Artificial Turf & Lighting	Parks		4 - Deliver - Design	40%	Nov-25	Jun-25
Whangarei Falls Viewing Platform Renewal	Parks		2 - Analyse	40%	Mar-26	Jul-26
Wharf Road Wharf	Coastal		5 - Deliver - Construction	50%	Jun-25	Jul-25

6.3 Waters Operations Report – June 2025 (statistics for April 2025)

Meeting: Infrastructure Committee
Date of meeting: 19 June 2025
Reporting officer: Andrew Carvell (General Manger – Waters Group)

1 Purpose / Te Kaupapa

To provide an overview of Operations that the Infrastructure Committee is responsible for.

2 Recommendation Whakataunga

That the Infrastructure Committee notes the June 2025 Operational Report for Waters.

3 Background / Horopaki

In November 2022, Council adopted committee terms of reference 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. These reports provide the Committee with a summary of Infrastructure operations during April 2025.

3.1 Financial/budget considerations

Financial information is included in the Capital Programme Finances which is presented at the Finance Committee.

Financial information at a project level will be provided through the Project Lifecycle Management system.

4 Significance and engagement / Te Hira me te Arawhiti

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

5 Attachments / Ngā Tāpiritanga

Attachment 1 – Waters Operations Report – June 2025 (statistics for April 2025)



Waters Group

June

Monthly Report

(statistics for April 2025)

Waters Group Monthly Report

Reporting Officer: Andrew Carvell (General Manager – Waters Group)

Meeting Date: 19 June 2025

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1 *Executive Summary*

This report covers the following activities in the Waters Group;

- Operational Activities during April 2025
- Capital Activities during April 2025

Congratulations to our Water Treatment Plant operator Kevin Kruse for winning the new operator of the year award at the Water Industry Operations conference.

The month of April was wet, leading to flooding within the Hikurangi flood and delay to some sites works, however largely passed through causing little overall damage. As a result of the rain our dams are now full.

There continues to be good progress with the capital work stream, however work is need to bring Hikurangi wastewater plant into compliance and discussions with NRC are ongoing.

2 Health and Safety

Statistics for the Waters Group – April 2025

<i>Type of incident</i>	<i>Employee reported incidents</i>	<i>Contractor reported incidents</i>	<i>Member of the public reported incidents in our workplaces</i>	<i>Totals</i>
WorkSafe notifiable incident	0	0	0	0
Lost time injury (LTI)	0	0	0	0
Medical treatment injury (MTI)	0	0	0	0
Minor injury	1	0	0	1
Pain and discomfort report	0	0	0	0
Stress and fatigue	0	0	0	0
Incident – Occupational health exposure	0	0	0	0
Near miss incidents	3	5	0	8
Incident – non work medical condition affecting the worker or person	0	0	0	0
Totals	4	5	0	9

Employee reported incidents

The minor injury reported involved a lab staff who tweaked their wrist when closing the hatchback of the lab vehicle.

Contractor reported incidents

One of the incidents reported through involved a vehicle that was parked on a stop bank. The hand brake had not been applied and while the worker was undertaking an inspection a short distance away, the vehicle rolled down the bank into the floodwaters. The initial investigation report was queried and following discussion with the company, it may have been that fatigue was a factor in this incident. Luckily no one was hurt. The company have sent out a safety alert about applying handbrakes.

Safety observations

Employees reported nil safety observations this month. One contracting company reported all of the safety observations. This kind of reporting is taken as a sign of positive safety maturity.

Type	Employees	Contractors
H&S Concern	0	2
New Hazard	0	2
H&S Success	0	4
H&S Suggestion	0	0
Total	0	8

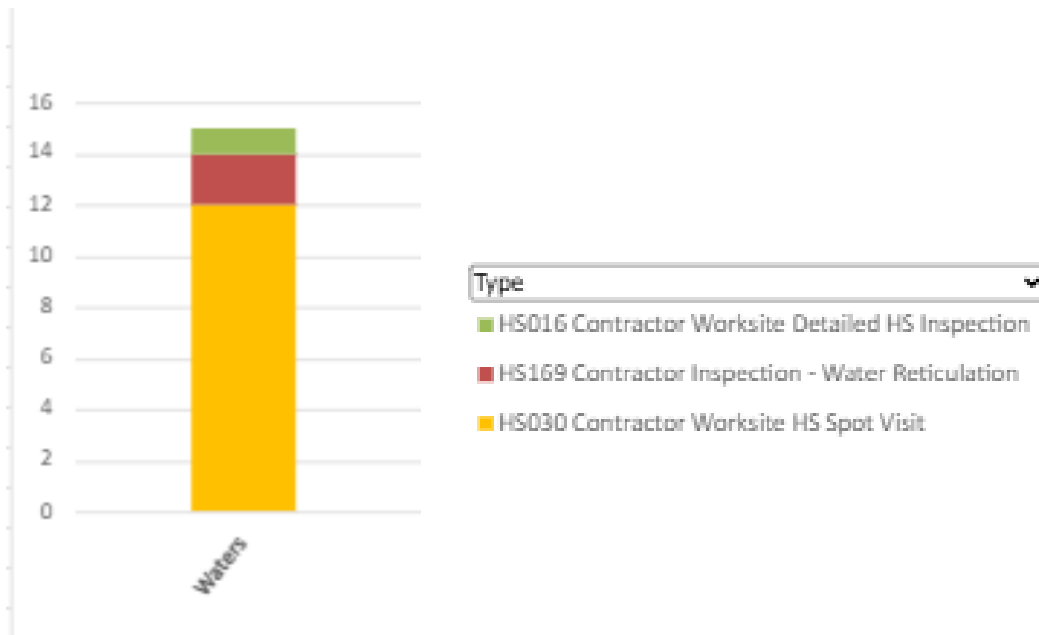
Physical inspections

There is an internal requirement for physical health and safety (H&S) inspections of sites to be undertaken monthly.

The Water department continues doing a high-quality job on this task and have embraced our new health and safety system, Assura. Many of the spot checks done by the Waste Department were regarding the Sime Road worksite, Ruakaka (Kepa Road project).

Type of contractor monitoring	Water	Water projects	Waste	Storm water	Totals
HS016 – Full site inspection	1	0	0	0	1
HS102 – Be safe engagement	1	0	0	0	1
HS030 – Site spot check	2	0	10	0	12
HS140 – TTMP site	0	0	0	0	0
HS169 – Water reticulation specific	4	0			4
Totals	8	0	10	0	18

Contractor on site monitoring undertaken by Waters teams



Hazard reviews

The Waters Department reviewed all of their hazards In March. Some of these have required further research or actions have been assigned and these are in progress.

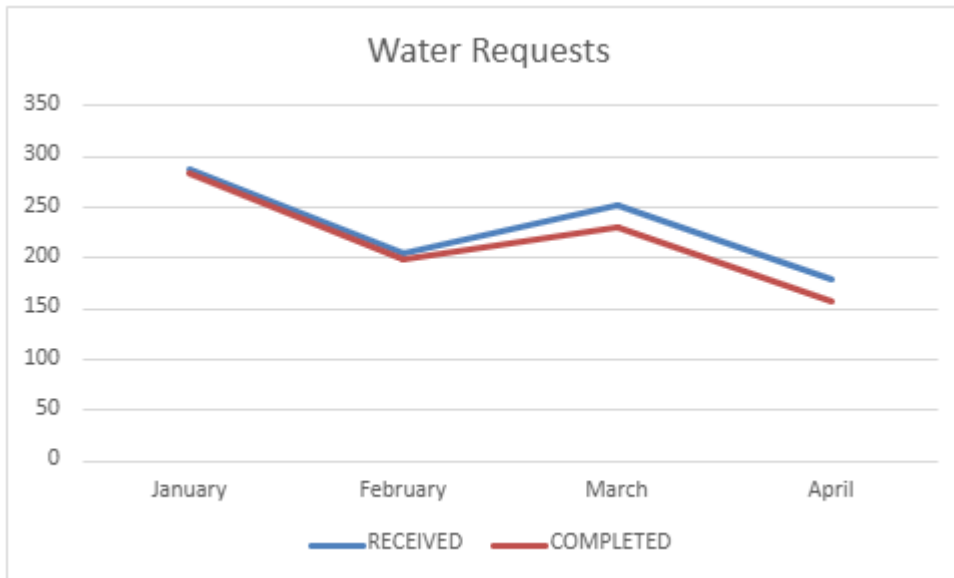
3 Operational Activities

3.1 Customer requests and feedback

Potable water

One compliment was received which related to the new reservoir and water main installation work on Three Mile Bush Road. The customer was impressed with the contractor, in particular their workmanship and communication. No complaints were received.

In April 2025, the **Department** Team received 167 requests, our contractors and staff closed off 157 requests.



Top Request Types	
Request Type	Number of Requests
Report a water leak	89
Report an issue with water meter and boxes	21
No water coming out of tap	12
Fast Track water meter installation (internal only)	10
Other drinking water requests and issues	9
Locating water, sewer and stormwater mains	9

Compliments

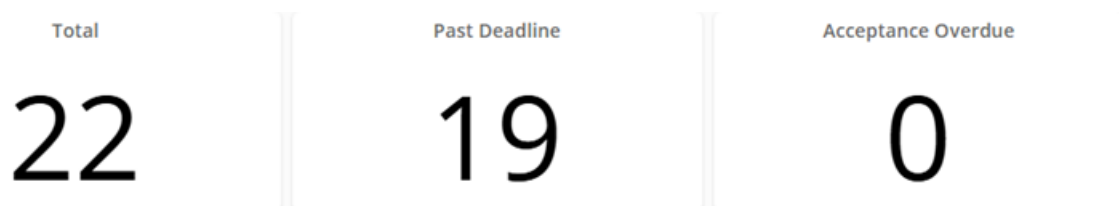
CC251470- Kamo – Ventia

Property owner at 39 Woodlea Lane expresses his compliments for the contractor Ventia who have been constructing the new reservoirs next door to his property. He says Ventia have been good to deal with and despite the scale of the project, there has been little disruption to him.

CC251439 - McKenzie Bay – Downer

I walk up from Mckenzie Bay to Mt Manaia very often and pass the works on Whg Heads Road. I want to compliment the team working on Whangarei Heads Road replacing the water main. This includes the Civil contractors, the stop/go safety people and the Robinsons Asphalt team. The site has been immaculate, organised, tidy, safe and left in good state each day. The men and women have been friendly and courteous and are a credit to their organisations.

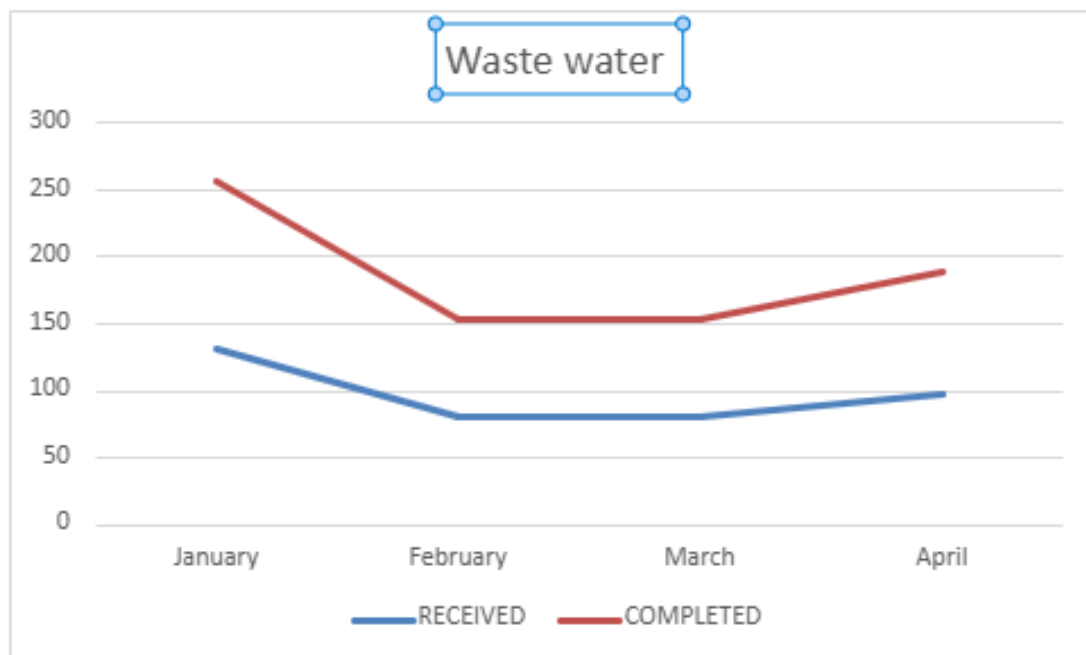
Status of requests as of 21 May 2025



Wastewater

While the Wastewater Department has received a steady flow of requests, the majority have been efficiently addressed, minimizing the number of outstanding items.

In April 2025, the **Wastewater** Team received **98** requests, and our contractors and staff closed off **91** requests.



Top Request Types

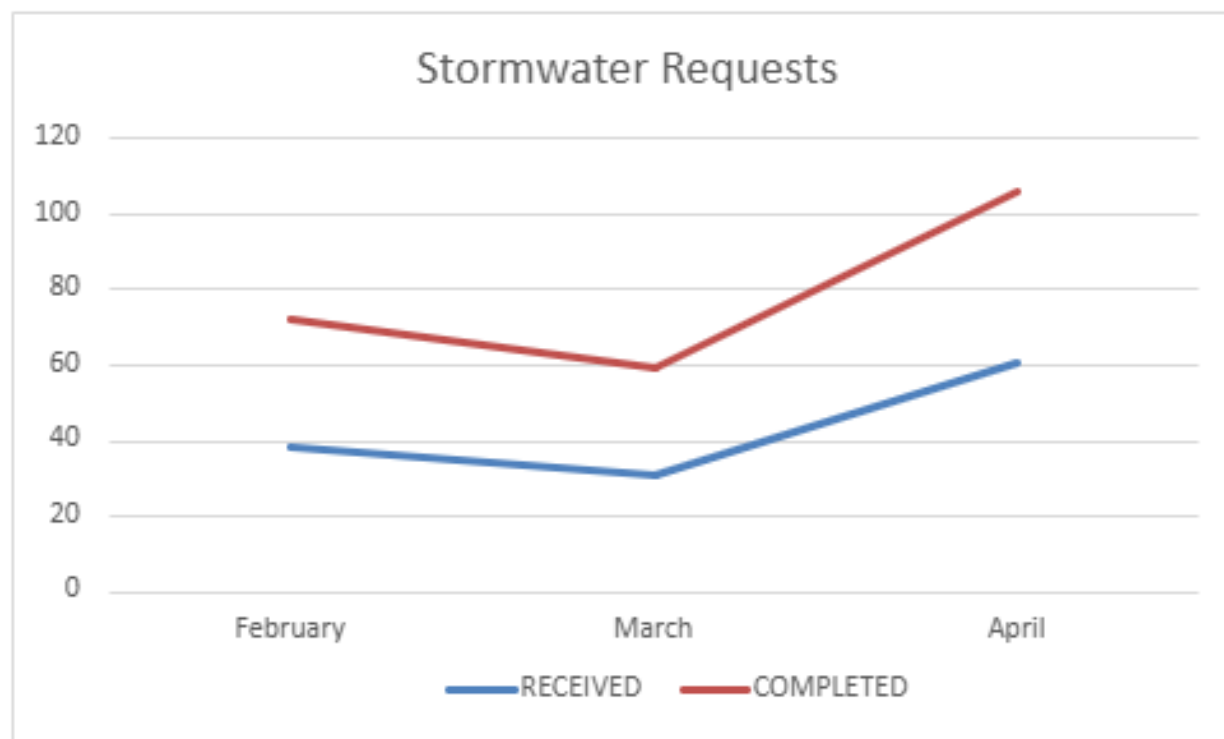
Request Type	Number of Requests
Other council-maintained sewage/wastewater network issues	73
Sewage overflow or spill from wastewater network	13
Coastal structures and seawalls	1
Report flooding issue (flood event)	1
Clear blocked drains and culverts	1
Missing, damage or displaced manhole covers and drains	1

Status of requests as of 21 May 2025



Stormwater

In April 2025, the **Stormwater and Flood Control** Team received 61 requests, our contractors and staff closed off 45 requests.



Top Request Types

Request Type	Number of Requests
Report other issues Council's stormwater network	19
Clear blocked drains and culverts	14
Other council-maintained sewage/wastewater network issue	8
Contact us – general enquiries	7
Report flooding issue (flood event)	5
Missing, damaged or displaced manhole covers and drain grates	4

Status of requests as of 21 May 2025

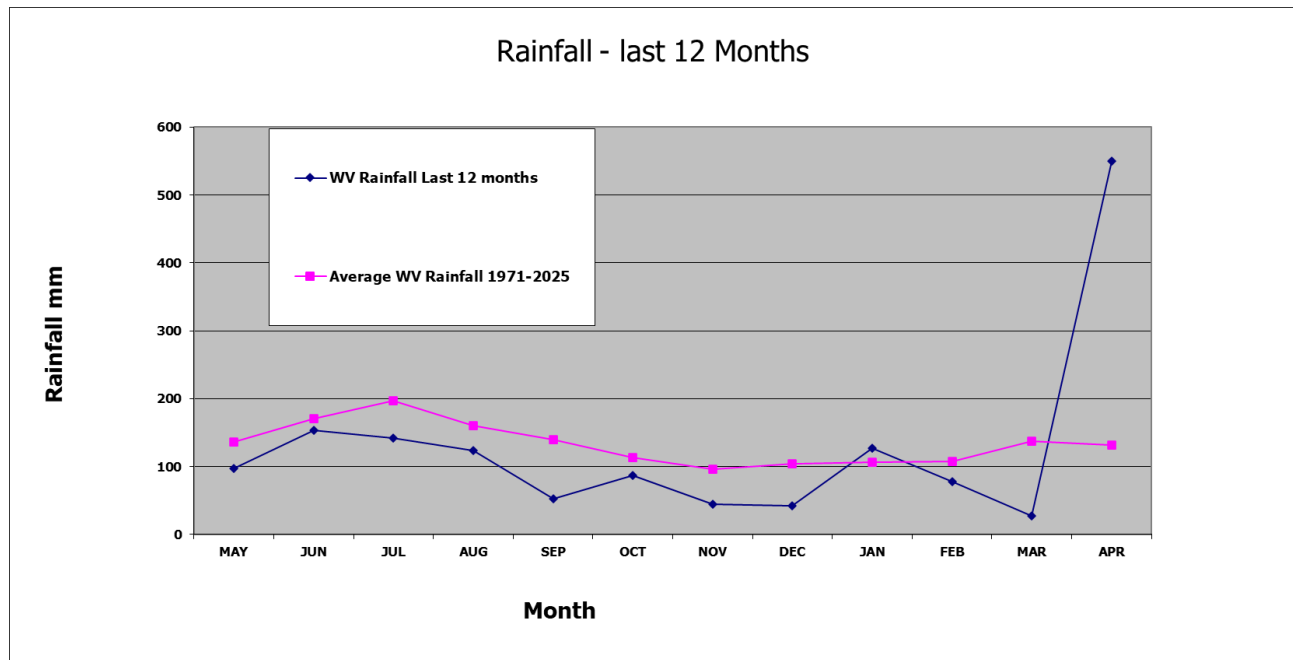
Total	Past Deadline	Acceptance Overdue
46	13	1

3.2 Overall Performance

Potable Water Department

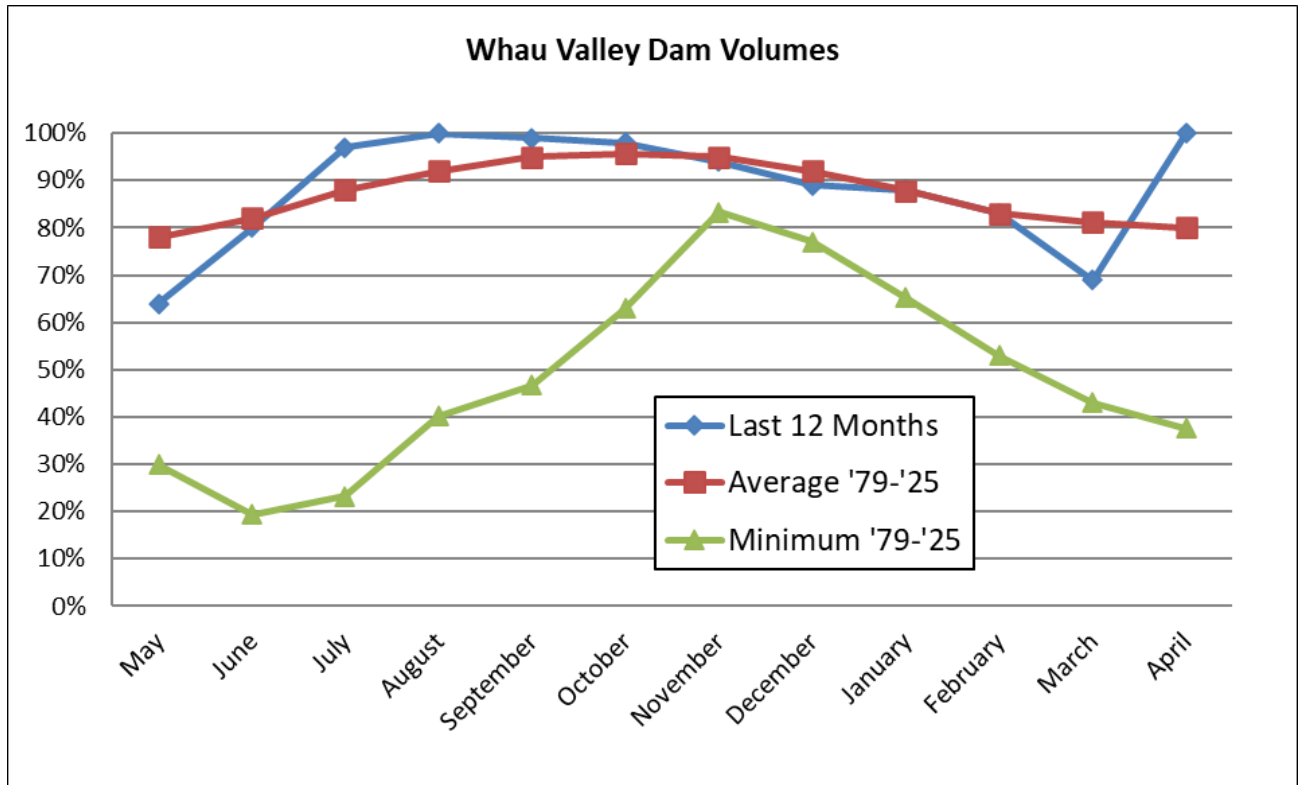
Rainfall and Dam Levels

After a drier than average summer April was one of the wettest months on record with 550mm of rain falling. This was more than half the rainfall for the whole of 2024 and only 9mm less than the monthly record, which occurred in July 2000. A total of 782mm of rain has fallen so far this year, 300mm more than the average for the time of year. The long-range forecast is for average or above average rainfall for the next three months, with the possibility of heavy rainfall events occurring. There are no water availability issues heading into winter.



Dam Levels

The dam levels recovered quickly with the heavy rain in April and both dams are now 100% full. River and spring sources are also flowing well, and groundwater levels are beginning to recover. If the long range forecast is correct, it is unlikely that dam levels will drop below 100% over Winter and into Spring.

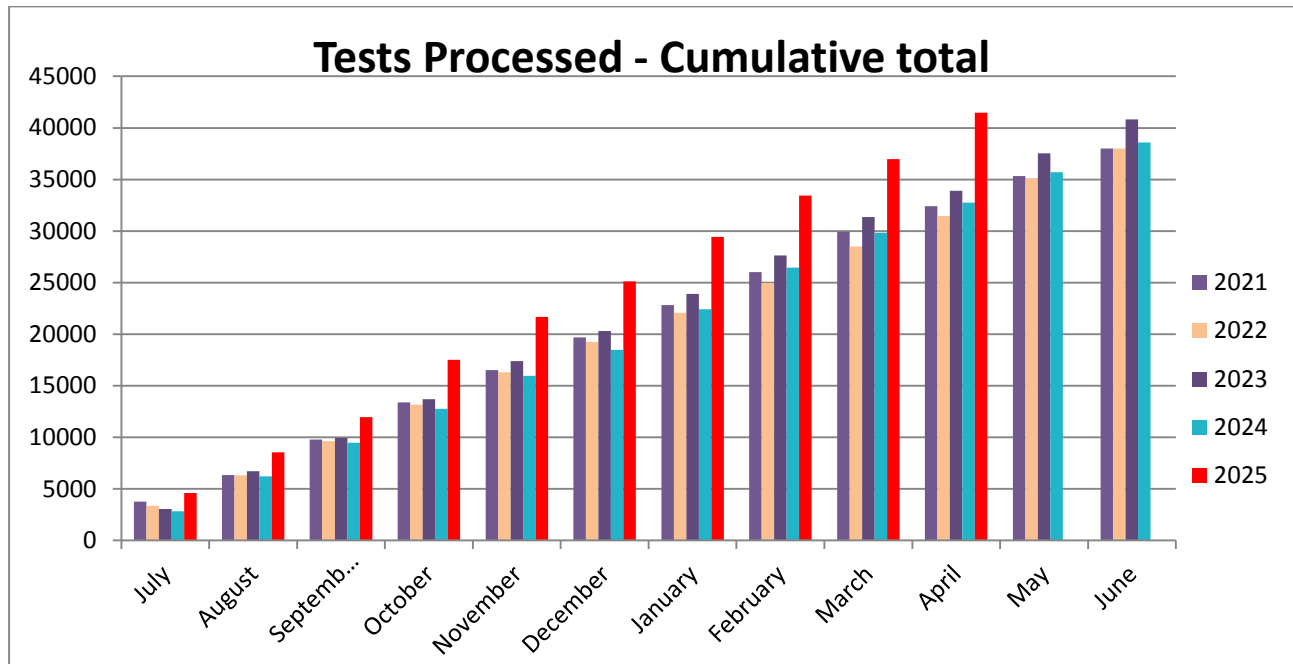


Wastewater Department

Treatment plant consent compliance

Name	RAG Status	Compliance comments
Hikurangi WWTP		Moderate non-compliance regarding Ecoli and minor non-compliance for TSS and BOD. BOD has decreased after polishing pond construction completed.
Kioreroa Rd WWTP (Whangarei)		TSS increase above the consent limit. The plant performed well in terms of biological removal. However, a filter upgrade is required
Ngunguru WWTP		Fully compliant
Oakura WWTP		Fully compliant
Portland WWTP		Fully compliant
Ruakaka WWTP		Low risk non-compliance. BOD at the wetland reduced below 40/L. However, ammonia at bore no 2 and 3 still elevated.
Tutukaka WWTP		Fully compliant
Waipu WWTP		Fully compliant
Waioira WWTP		Fully compliant

Laboratory



For April 2025, 1,146 samples were analysed for 4,517 tests. 76.9% of these tests were completed in house, while the remainder were subcontracted. 48% of testing was completed and reported within five days.

Fluoride monitoring requirements have impacted the team, often necessitating more samplers out on the road.

Stormwater and Flooding Department

No significant issues to report during this period.

3.3 Reticulation

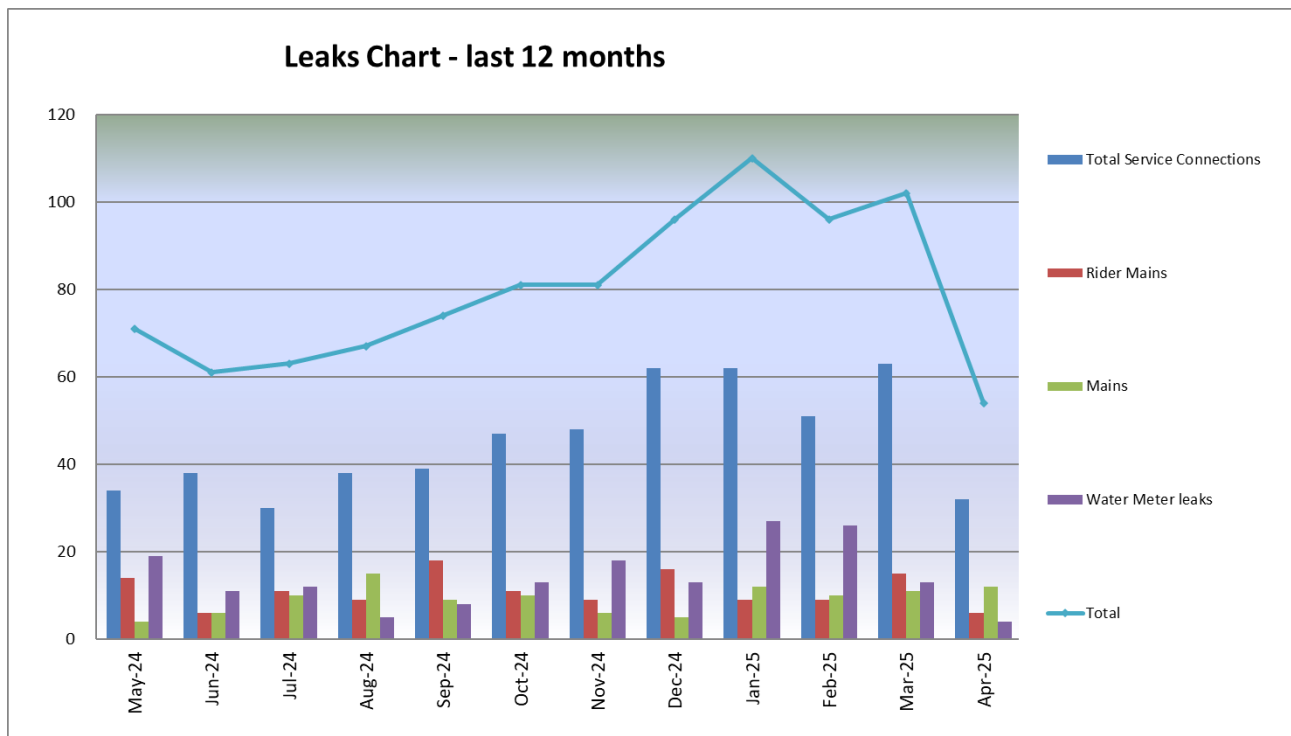
Potable Water

Distribution compliance

Network	Chlorine Sampling			Microbiological sampling		
	Quantity of Samples	Sample Interval	Quality	Quantity	Interval	Quality
Whangārei	Pass	Pass	Pass	Pass	Pass	Pass
Whangārei Heads	Pass	Pass	Pass	Pass	Pass	Pass
Hikurangi	Pass	Pass	Pass	Pass	Pass	Pass
<u>Bream Bay</u>	Pass	Pass	Pass	Pass	Pass	Pass
<u>Maungakaramea</u>	Pass	Pass	Pass	Pass	Pass	Pass
<u>Mangapai</u>	Pass	Pass	Pass	Pass	Pass	Pass

Network Maintenance

The graph below shows the number of leaks fixed in the network over the last 12 months. The rise in summer is normal as the ground dries and movement occurs that can damage the pipes. The extreme wet weather in April resulted in less leaks being reported hence the drop of in repairs as leaks are easier to spot in dry weather.



Wastewater

Parua Bay Inflow into Wastewater Investigations

There are three blocks in total. Property inspections for Blocks 1 and 3 are complete. Site records are being uploaded directly to ArcGIS using the Field Maps application. Identified issues will be actioned. Block 2 is being progressed, with smoke tests to follow.

WDC also submitted an annual report from June 2022 to April 2025 as per NRC request. The report highlighted all issues as well as developments of Inflow investigation and upgrade to Parua Bay wastewater system.

Wastewater Network Modelling

Wastewater capacity assessments are ongoing. Mott MacDonald are progressing with the system performance for the wider WDC wastewater network. This is dependent on model updates.

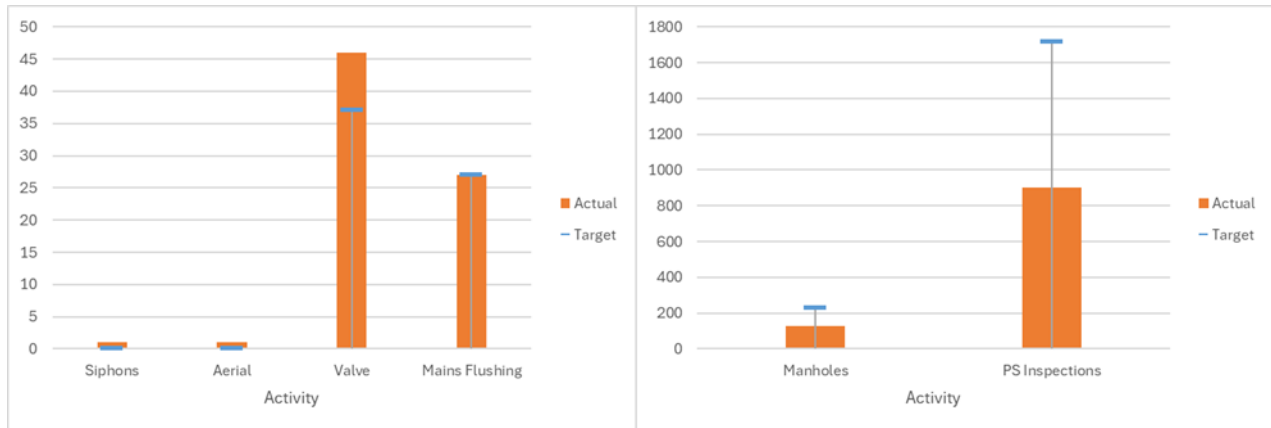
Gap analysis assessments are underway. A meeting with stakeholders shall be arranged in May as part of the consent requirements.

Reactive Maintenance

The arrival of Cyclone Tam in April resulted in multiple wastewater spills within the district. The predominant causes were wet weather overflows and power outages affecting wastewater pump stations. In response, operations teams issued notifications to the Northland District Health Board (NDHB) and erected signage cautioning against the consumption of shellfish for 28 days subsequent to these events.

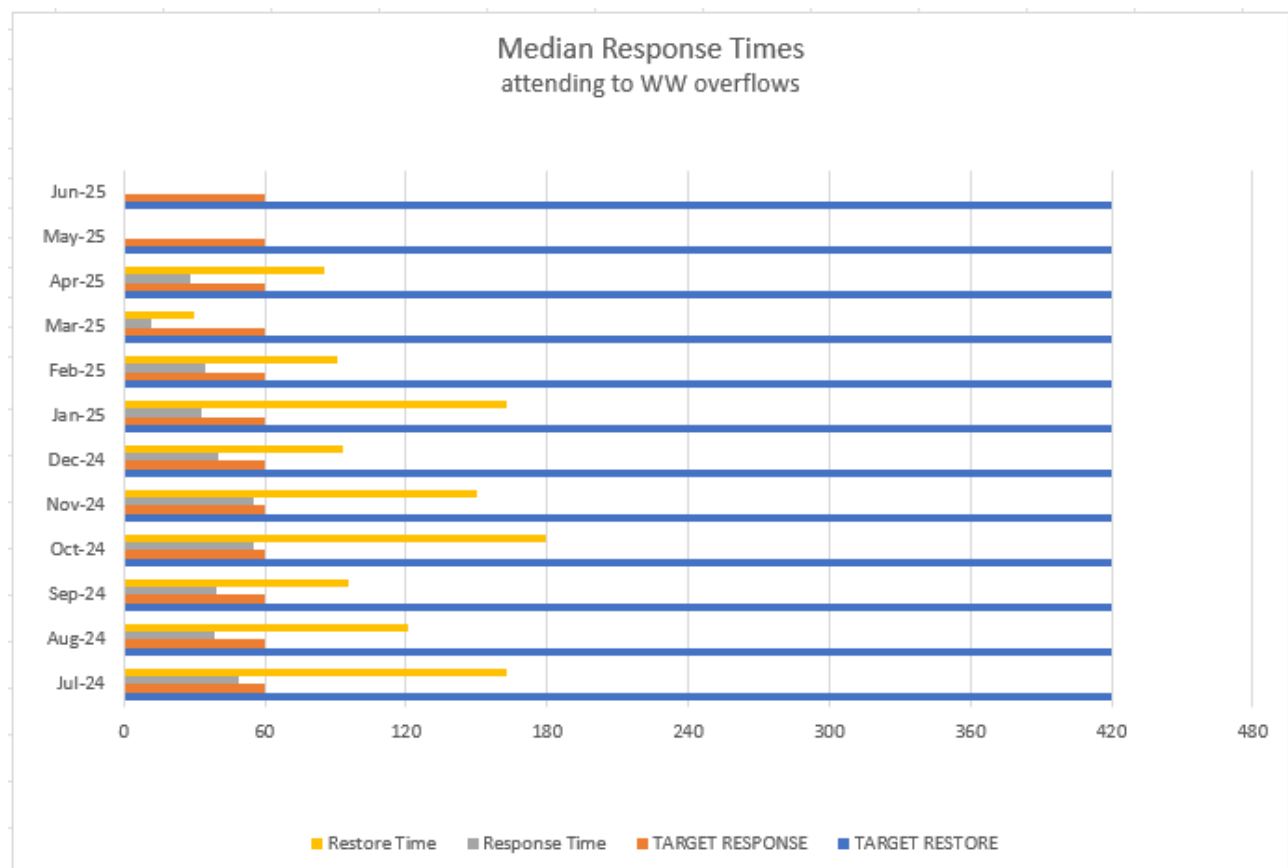
Proactive Maintenance

Proactive maintenance programmes continue into Q2. Monthly activity is tracking well against the YTD Q2 targets.



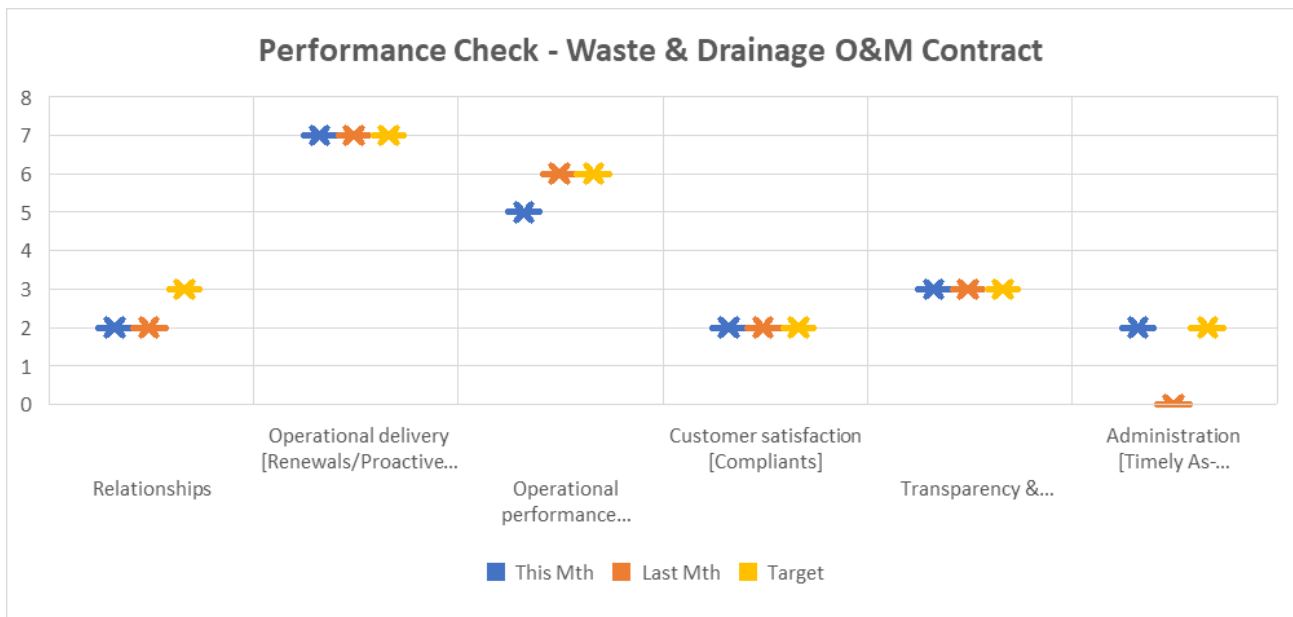
Delivery Performance

1. Restore/Response Performance



Response and restore times for April 2025 were excellent and comfortably within the target times. This has a *positive* impact on both customer service and environmental impacts.

2. Contractor KPI Performance



The overall performance of 21 out of 23 across the set of KPIs for April 2025 resulted in a **pass**, ***with requirements fully met.***

Performance	Total KPI score
Requirements fully met	≥18
Performance requires attention	≥12 - ≤17
Poor performance	≤11

3.4 Treatment Plants

Potable Water

Compliance

A number of UV units had issues over the month and although this did not result in water quality concerns further analysis is required to confirm if full compliance was achieved.

Treatment Plant Compliance

Water Treatment Plant	Turbidity Conditions	Chlorine Conditions	UV Conditions	Overall Compliance (Pass/Fail)
Maungakamea	Pass	Pass	Pass	Pass
Mangapai	Pass	Pass	Fail	Pass
Ruakaka	Pass	Pass	Fail	Pass
Ahuroa	Pass	Pass	Fail	Pass
Whau Valley	Pass	Pass	Fail	Pass
Ruddells	Pass	Pass	Fail	Fail*
Poroti	Pass	Pass	Fail	Pass

*The UV compliance at Ruddell's was reported as a failure due to short data loss. The site computer and controller (PLC) were temporarily depowered when the main UPS (Uninterrupted Power Supply) feed disconnected accidentally during maintenance. This was immediately plugged back in which, repowered the PLC, but the PC required a restart to enable data collection. The UV process shutdown once the PLC restarted approximately 5 minutes later on a PC-PLC communications failure alarm. So, 5 minutes of unmonitored data was lost before site was confirmed shutdown.

The UPS disconnected due to lose plug fitting which fell out when being moved. The UPS maintains a bypass function to enable maintenance, but it doesn't work for this type of event (a full disconnect). A job has been raised for these to be replaced with molded fittings to reduce likelihood of recurrence.

The other UV failures were only for short duration and did not impact the overall plant compliance.

Fluoridation

April was the first full month of operation for our new fluoride dosing systems at four of our water treatment plants. The average concentrations of fluoride measured at each of the plants is shown in the table below.

Fluoride levels for April 2025

Treatment Plant	Whau Valley	Ruddells	Ruakaka	Ahuroa
Average Fluoride mg/l	0.76	0.69	0.68	0.68

At three of the treatment plants levels were slightly below the target level of 0.7mg/l This was largely due to the commissioning process still being worked through over the month as staff fine-tuned the equipment and monitored performance.

Wastewater

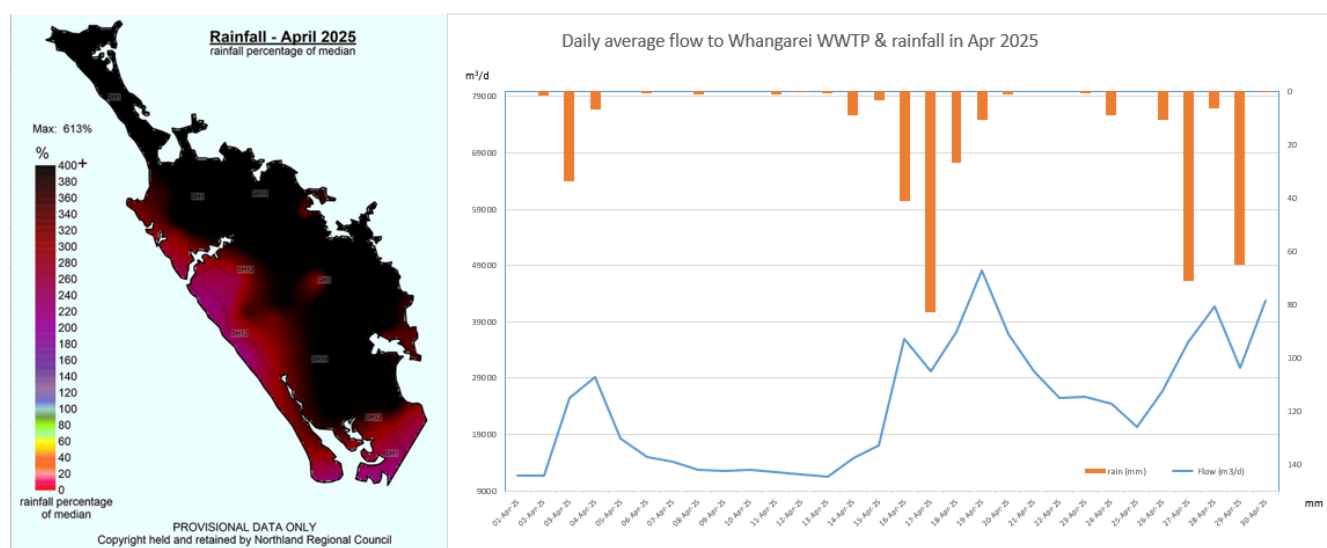
Whangarei Wastewater treatment plant:

During April 2025, flows to the Whangārei wastewater plant showed extreme variation, driven by significant and frequent rainfall events throughout the month.

The month began with flows around 12,500 m³/d on April 1, but concurrent heavy rainfall (approximately 70-80 mm) caused an immediate and sharp increase, with flows surging to over 26,000 m³/d by April 3rd. Subsequently, during a drier spell in the first half of the month, flows receded, reaching the month's minimum flow of approximately 11,500 m³/d around April 13, which coincided with a period of minimal rainfall.

However, the character of the month changed dramatically in the second half, with flows repeatedly surging in direct response to several intense rainfall episodes. The most significant peak occurred around April 18, when flows reached approximately 49,000 m³/d, immediately following very heavy rainfall on April 16 and 17 (with around 70 mm recorded on the 17th alone) due to Cyclone Tam's arrival. This pattern of high rainfall and correspondingly high influent continued, with another major rainfall event towards the end of the month (again, around 70 mm on April 29) pushing flows to over 42,000 m³/d.

Compared to the previous month, April experienced a considerably wider range of flows, characterized by multiple extreme peaks directly linked to the substantial and persistent rainfall, particularly in the latter two weeks.



Main maintenance activities:

- The plant activated its high flow operations mode in response to Cyclone Tam.
- Asbestos monitoring has been completed.
- The testing and tagging of electrical equipment is mostly complete.
- The supernatant well level sensor developed a fault and has since been replaced.
- Return Activated Sludge (RAS) pumps 1 and 2 were inspected. A mechanical seal issue was identified on pump 2, which has now been repaired. Additionally, the lifting chain for pump 2 was replaced with a new stainless steel unit

Hikurangi

- Iwi/Hapū visited the plant to be able to input into the resource consent renewal application.
- Construction of polishing pond finished.
- The discharge outlet of the screen finally welded and ready to be connected to our Supervisory Control and Data Acquisition (SCADA) system.

Ruakaka:

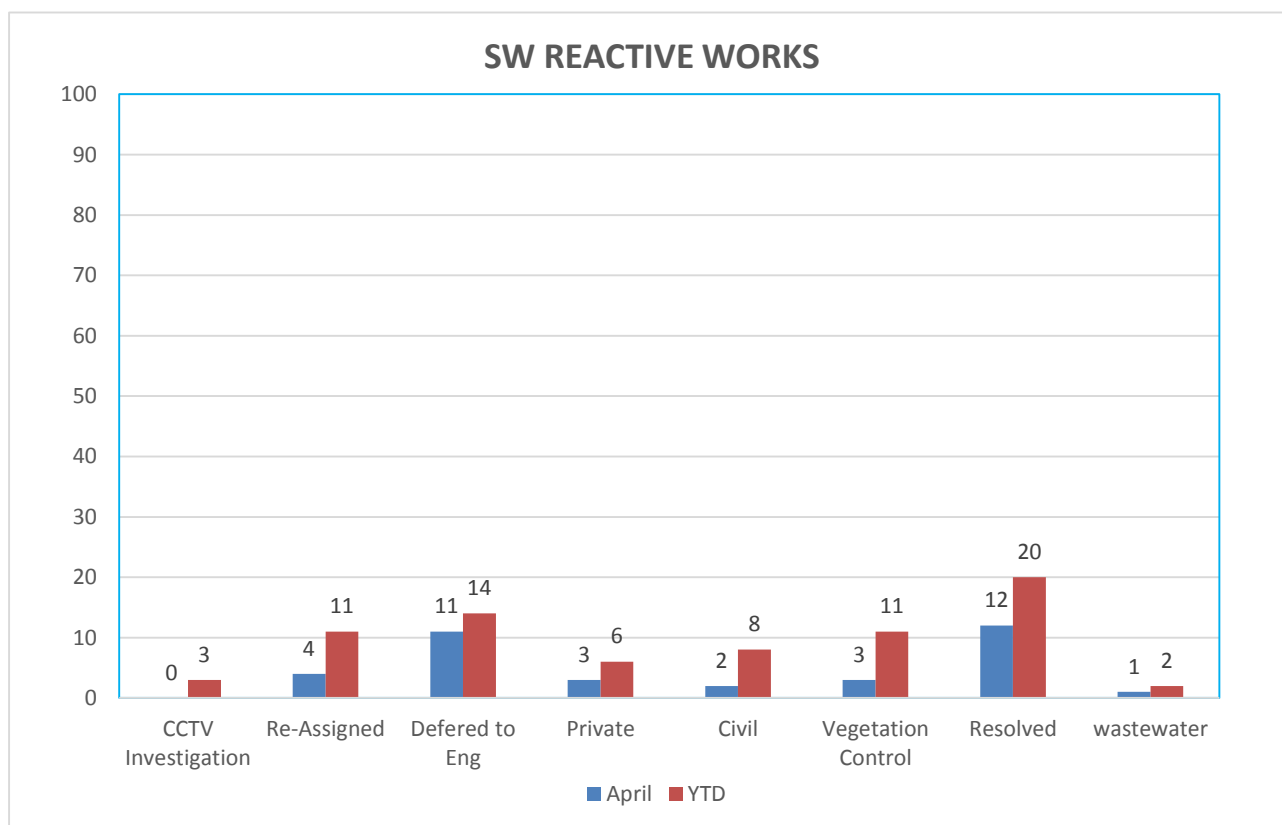
- BOD level dropped at the wetland. Monthly follow-up sampling is still required.
- Ammonia levels remain elevated in monitoring bores No. 2 and No. 3.
- Desludge project is temporarily on hold as Northland Regional Council (NRC) may require a new resource consent for this activity.

Wateroutlook Software progress to track consent compliance

- Eight out of nine wastewater treatment plants have dedicated reports reflecting their specific consent conditions. WaterOutlook can link Quality Laboratory Information Management System (Qlim) and SCADA to provide complete, detailed performance data for each plant.
- The Whangārei plant's reporting requires meticulous management due to the numerous conditions stipulated in its consent.
- A new tablet will be used to collect data for rural wastewater treatment plant checklists.
- New pumpstation reporting functionality will be rolled out soon, with an initial focus on the Whangārei Heads Road pumpstations.

Stormwater and Flooding

A total of 36 Storm Water jobs were received for the month of April. Most resolved issues for April were wet weather event related



ATV Drain Spraying of the following has been completed for the month of April: Peterson, Whyte, Bell, Mangahahuru, Palmer, Mountain, Pike, Olsen, Thornes, Yearbury, Howard, Smith, Rowlands, Riponui, Smith, Otaikarangi, Potter.



3.5 Significant Risks and issues

Potable water

Risk event	Cause & Consequence	Controls and Mitigation
Old Fairway Drive Reservoir Leaking	Concrete is degraded and cracks are appearing. Risks to water supply to northern parts of City and Hikurangi	Initial repair undertaken but need consider options for a new or refurbished reservoir.
Increased water losses	Increases in leakage coupled with reduced demand and more meter inaccuracy.	Ensure main replacements are undertaken in timely manner, leak detection is completed, and meter renewals are prioritised. Look at possibility of Smart Meters to be rolled out in future.

Wastewater

Whangarei Wastewater treatment plant:

- Median value of TSS is 32 mg/L (from 1 Dec 2024 to 26 March 2025) the consent limit is 15mg/L for flow below 21,000 m³/d
- The Wastewater department met with GHD to discuss initiating the filter augmentation work and the Receiving Environmental Monitoring program.

Ruakaka Wastewater treatment plant:

The desludging project may not proceed as the Northland Regional Council (NRC) believes a new resource consent is required, which would cause further delays of the plant upgrading project. The Wastewater Department will arrange a meeting with the NRC in May to resolve this issue.

Stormwater and Flooding

No issue to report.

Laboratory

All scheduled project work has now been completed. This has been tempered with an increase in sampling requirements for Fluoride monitoring, requiring additional samplers out on the road.

Saffron has tendered her resignation in July, so the lab will return to its normal staffing levels then. Her departure will be a big loss to the lab.

4 Performance Measures and compliance

Potable Water

We provide continuous safe, high-quality drinking water to all our customers.

Performance Measure	2024 – 25 targets	Result 23-24
The extent to which the local authority's drinking water supply complies with table 1 of the Water Services (Drinking Water Standards for New Zealand) Regulations 2022 and the Drinking Water Quality Assurance Rules (a) Determinand – Escherichia coli (b) Determinand – Total Pathogenic Protozoa	Fully complies	Complies
Residents' satisfaction with the water quality provided by Council (Recorded through the Residents Survey).	≥90%	91%
The total number of complaints received by the local authority about any of the following: (a) drinking water clarity (b) drinking water taste (c) drinking water odour (d) drinking water pressure or flow (e) continuity of supply; and (f) the LA's response to any of these issues expressed per 1000 connections to the LA's networked reticulation system.	≤17	8.89

Adequate water supply available at all times, including in time of emergency.

Performance Measure	2024 – 25 targets	Result Last Month
Where the local authority (LA) attends a callout in response to a fault or unplanned interruption to its networked reticulation system, the following median response times measured:		
(a) attendance for urgent callouts: from the time the LA received notification to the time service personnel reach the site	≤ less than 1hr	0.33
(b) resolution of urgent callouts: from the time the LA received notification to the time that service personnel confirm resolution of the fault or interruption	≤ less than 4hrs	2.53
(c) attendance for non-urgent callouts: from the time that the LA receives notification to the time that the LA receives notification to the time that service personnel reach the site; and	≤ less than 12hrs	2.27
(d) resolution of non-urgent callouts: from the time that the LA receives notification to the time that service personnel confirm resolution of the fault or interruption.	≤ less than 24 hrs	12.23
Total number of water leaks (expressed as No per 100km of mains, including service connections)	≤ 120	New Measure

Water Restriction Days (NEPM D-R19)	0	0
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We manage the water supply system in a sustainable way that also caters for growth.

<i>Performance Measure</i>	<i>2024 – 25 targets</i>	<i>Results 23 - 24</i>
The percentage of real water loss from the local authority's networked reticulation system (including a description of the methodology used to calculate this). WaterNZ Benchloss	≤ Less than 25%	28.1%
Network Leakage index score (Infrastructure leakage index for whole district)(NEPM D-RE3)	< 3	New Measure
Median Residential Water Consumption (litres/connection/day)(NEPM D RE4)	≤ 600	New Measure
The average consumption of drinking water (litres/resident/day) within the territorial authority district	≤ 600	322
Residents in our District annually adopt water conservation techniques in their homes and/or businesses (Recorded through the Residents Survey).	≥65%	54%

Wastewater

In defined areas, Council will collect, treat, and dispose of wastewater through a reliable wastewater network which is managed to ensure blockages, breaks or spillages are kept to a minimum.

Performance Measure	2024 – 25 targets	Compliance
Compliance with Territorial Authority (TA) resource consents for discharge from its sewerage system measured by the number of: (a) abatement notices (b) infringement notices (c) enforcement orders, and (d) convictions received by the territorial authority in relation those resource consents.	1	One abatement notice issued by NRC due to Non-compliance at Hikurangi WWTP
The number of dry weather sewerage overflows from the TA's sewerage system, expressed per 1000 sewerage connections to that sewerage system.	≤1.35	On target
Residents' satisfaction with the wastewater network and treatment (Recorded through the Residents Survey).	>70%	
4.1.4 The total number of complaints received by the TA about any of the following: (a) sewage odour (b) sewerage system faults (c) sewerage system blockages; and (d) the TA's response to issues with its sewerage system expressed per 1000 connections to the TA's sewerage system.	≤20	On target
4.1.5 Where the TA attends to sewerage overflows resulting from a blockage or other fault in the TA's sewerage system, the following median response times measured:		
(a) attendance time: from the time that the TA receives notification to the time that service personnel reach the site; and	≤1 hr	Within the target Refer to contractor performance for more details
(b) resolution time: from the time that the TA receives notification to the time that service personnel confirm resolution of the blockage or other fault.	≤7 hr	On target

Stormwater and Flooding

Performance Measure	2024 – 25 target	Compliance
Compliance with the territorial authority's (TA) resource consents for discharge from its stormwater system, measured by the number of: (a) abatement notices (b) infringement notices (c) enforcement orders; and (d) convictions received by the TA in relation to those resource consents.	0	On target
Residents' satisfaction with stormwater drainage service (Recorded through the Residents Survey).	≥70%	On target
The number of complaints received by a TA about the performance of its stormwater system, expressed per 1000 properties connected to the TA's stormwater system. (c.)	≤16	On target
(a) The number of flooding events (a.) that occur in a TA district; and (b) for each flooding event (a.) the number of habitable floors affected (b.) expressed per 1000 properties connected to the TA's stormwater system.	0	On target
The median response time to attend a flooding event, measured from the time that the TA receives notification to the time service personnel reach the site	≤1 hr	On target

Notes:

- A flooding event means an overflow of stormwater from a territorial authority's stormwater system that enters a habitable floor (Department of Internal Affairs, 2014). It does not therefore apply outside declared stormwater service areas, or to non-habitable structures such as garages and sheds, or to flooding of yards.
- While all flooding events will be recorded as per DIA requirements, the target is immunity from storm events with an annual exceedance probability (AEP) of more than 2% (one in 50 year ARI). This is consistent with District Plan rules for minimum floor level.
- This target expresses per 1000 properties rather than a total, which would have resulted in a target of 15.7 per 1000 properties. In 2017-18 Annual Plan this was expressed as per 400 properties across the District.

Council will provide a reliable and sustainable flood protection scheme, which is managed to mitigate flooding within the Hikurangi Swamp Scheme area to an acceptable level.

Performance Measure	2024 – 25 target	Compliance
The major flood protection and control works that are maintained, repaired and renewed to the key standards defined in the local authority's relevant planning documents (such as its Activity Management Plan, Asset Management Plan, annual works programme or Long Term Plan).	Yes	On target
The number of infringement or abatement notices issued by Northland Regional Council in relation to the scheme consent.	0	On target

5 Capital Work (Statistics from April 2025)

Potable Water

* RAG = Red / Amber / Green – **Red**, some issues to **Green**, going to plan

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Three Mile Bush Reservoir	Construction	Jun-24	Apr-25	
<p>Construction works are underway. 95% construction completed on water mains, 95% on new reservoir site and 95% on new pump station on Dip Road.</p> <p>Consultant: Vecta, Contractor: Ventia NZ Operations.</p>				
Kamo Reservoir (Dip Road)	Construction	Aug-24	Oct-25	
<p>Construction underway and going well. The retaining wall is complete . Rebar and post tensioning preparation for floor slab is under way. Concrete pour for floor slab scheduled for first week of June. Precast elements manufactured (walls) waiting for delivery.</p> <p>Small changed to the new pipework required for the whole site will reduce the shutdown of the public water supply to one single event, currently scheduled for the first week in June. A trial shutdown was successfully undertaken in mid May.</p>				
				
Consultant: Vecta, Contractor: Steve Bowling Contracting				
Poroti Water Treatment Plant	On Hold	TBC	TBC	

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
<p>Detailed design draft complete. RAG status is RED as project team cannot progress project until Council direction is determined with regards to the water take (with Operations to resolve). A workshop (Te Karearea) has been held and Council have formed a Working Group to agree the long-term water take solution. Outside the project team, the Manager Water Services is working to address hapū and irrigation company concerns before lodging consent. Scope of CIA to be confirmed based on outcome of above.</p> <p>Consultant: Beca</p>				
Whangarei Heads Pipeline Replacement	Construction	Nov-24	Jun-25	
<p>Construction works are complete for Portion 1. Portion 3 at the site of the slip on the Heads Road in Taurikura was completed in late March. Portion 2, around Solomons Point, has commenced and expected to be completed before 30 June.</p> <p>Consultant: Hawthorne Geddes Engineers Contractor: Northern Pipe and Civil</p>				
Poroti Trunkmain Renewal	Construction	April-25	August-25	
<p>Works have commenced mid-May. Expected to be completed by August 2025. Access agreements are in place with the private landowners. No significant issues encountered to date.</p> <p>Consultant: Hawthorn Geddes Engineers Contractor: Fulton Hogan</p>				
Miraka Road Watermain Upgrade	Deliver	June-25	Sept-25	
<p>Procurement for physical works has been completed. Recommendation to award the contract has been submitted to GM for approval. Works are expected to commence in late June.</p> <p>Consultant: Weir Consulting Contractor: TBD</p>				



New timber reservoir being constructed at Three Mile Bush

Wastewater

Capacity increases is the current focus.

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Whangārei WWTP New Admin / Workshop Building	Analyse	September 25	February 27	
Business case complete, waiting on updated engineers budget estimate, that includes the additional budget required for demolition of existing building, and the updated Motor control centre building. Procurement Plan is a work in progress.				
Whangārei WWTP Augmentation	Analyse	N/A	N/A	
The augmentation works are on hold pending: <ul style="list-style-type: none"> • Available budget – it was withdrawn from LTP. • LWDW and Taumata Arowai discharge standards – when these are finally made known to us. • The Wastewater department met with GHD to discuss initiating the filter augmentation work and the Receiving Environmental Monitoring program. 				
Whangārei WWTP Odour Control	Construction	Mar-23	Nov-25	
Construction underway and going well. Completion expected in November 2025. During the concrete rehabilitation in preparation for the new GRP covers, it has become apparent that the concrete damage to the splitter chamber downstream of the headworks is much more substantial than anticipated, requiring immediate repair. BECA and United Civil are currently working through the implications (design and cost) together with WDC staff. WDC staff will report back to Council once the full extent is understood. Consultant: Beca Contractor: United Civil				
WW Emergency Overflow Tank – Parua Bay	On Hold	TBA	TBA	
The project is to construct a larger tank to reduce the frequency and volume of spills. Further modelling investigation, gap analysis and stream quality monitoring is underway to understand the problem; once complete the project will be rescope. Budget has been removed from current LTP – decision required whether to cancel this project. Outside of this project actions are being taken by the Operations team on sewer overflows. Consultant: Mott MacDonald				
WW Rising Main Renewal Kioreroa Road	Construction	Feb-24	Mar-25	
Construction is complete, with two snags programmed to be completed within the DLP (replanting and asphalt remedial). Consultant: Hoskin Civil; Contractor: United Civil Construction.				

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Hikurangi WWTP – Modular Plant & Inlet Screen	Construction	Early 21	May-25	
<p>To further improve treated wastewater quality and meet consent conditions, several upgrades are underway. Polishing pond construction completed. Variable Speed Drives (VSDs) were installed in two membrane feed pumps. A new inlet screen shall be connected to our Supervisory Control and Data Acquisition (SCADA) system</p> <p>Consultant: Aquaero. Contractor: Northern Drainage</p>				
Sewer Capacity Increase Growth Areas	Business Case		Jun-26	
<p>Updating of network model ongoing. Gap analysis has been completed and road map for collecting missing information has been developed. Ongoing.</p>				
Tutukaka Dump Station	Business Case	Oct 24	Jun-25	
<p>Staff are currently investigating an alternative site along Kiripaka Road with the intention of having a site operational by the end of the financial year. Design has been completed and is awaiting consultation feedback.</p>				
Kepa Road	Construction	Sep 24	Jun 25	
<p>Construction underway and going well. Pipeworks have been completed. Delay resulting from supply of Supercoat product needed to complete final 4 manholes. On track for completing the construction activities mid-June 2025</p> <p>Consultant: JAS Civil; Contractor: TDG</p>				

Consenting Projects - Wastewater	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Whangārei WW Network Discharge Consents	Deliver	N/A	Jun-25	
<p>Network discharge consents (NDC) covering the wastewater pump stations and piped reticulation network for the WDC's Whangārei Wastewater Scheme including the Whangārei Heads network (excludes the Whangārei Wastewater Treatment Plant) as required by the NRC's Proposed Regional Plan for Northland.</p> <p>The Whangārei Wastewater network model (separate project) which will help to quantify the extent of the wet weather overflows, and to inform the assessment of environmental effects required to support the NDC consent application is being updated and validated.</p> <p>Specialist consultants to undertake the necessary ecological and public health risk assessments to inform the assessments of environmental effects required to support the consent applications have been engaged. Stage 1 of the Ecological assessment has been completed which has informed the scope of the public health risk assessment (in progress).</p> <p>A project Working Group/Rōpū has been established for hapū to provide advice on matters relating to the consent application with the first meeting now scheduled.</p> <p>RAG status is amber due to the longer than expected timeframes to undertake and receive the ecological and public health risk reports required to inform the consent application.</p> <p>Consultant: Mott MacDonald</p>				
Oakura/Hikurangi WWTP Resource Consent Renewal	Deliver	N/A	Mid-25	
<p>Existing NRC consents authorising the discharge of treated effluent for the Oakura and Hikurangi wastewater treatment plants are due to expire on the 31 May 2025 and 30 June 2025 respectively (note that Council may continue to operate under the existing consents until the new consents have been granted and all appeals, if any, are determined).</p> <p>The consent application for the renewal of the Oakura WWTP discharge consents has been lodged. Ngati Wai has provided a cultural impact assessment to inform the consent application.</p> <p>The consent application for the renewal of the Hikurangi WWTP discharge consents has been lodged and it has been agreed with the NRC to extend the timeframe to process the application pending receipt of input from hapū. Council has engaged with Ngati Kahu regarding input to the application and have undertaken a joint site visit.</p> <p>Consultant: GHD</p>				

Stormwater and Flooding

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Morningside Flood relief upgrade	Detail Design, procurement	Jan -24	Jun-25	

All major pre-cast elements of the pump station have been installed, and stitch joints are currently being completed. Remaining works for stage 1 are pump and electrical installations and back fill, as well as the re-instatement of the footpath.

Construction works on the Interceptor (Stage 2) to commence first week of June.

Stage 1: completion 30 June

Stage 2: completion November 2025

Consultant: Weir consultants

Contractor: United Civil Construction Ltd



Pump station under construction

Citywide stormwater consent	Consenting	N/A	Jun 25	
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Contractor is engaged for CIA. Arranging Ropu Hui with Hapu members for CIA work. Feasibility of including stormwater maintenance activities in the application is currently under investigation.

Consultant: GHD, Landform Consulting

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status	
Hikurangi Repo Flood Scheme – Business Case	Analyse	May-23	Jun 25		
Modelling complete. Cost/benefit works underway. New project manager appointed to take over from Andrew Carvell					
Mair Street to Rurumoki Street Stormwater Renewal	Deliver - Design		Jun-24	Sept-24	
The construction contract is currently out for tender (stage two). The tender closes in May, contract award will be in June. Consultant: Metis Consultants					
Whangarei Urban Flood Strategy	Strategic case Technical Assessment		N/A	Nov 2026	
Phase 2: Strategic Case is in progress. First Pass Risk assessment is complete. Phase 3: Technical Assessment Procurement is complete (2 stage). Contract is awarded to Beca who put up their proposal as a consortium between Beca, Urban Intelligence and NIWA. Peer review panel for this work is selected. Next step is to prepare Contract Documents, formally engage peer review panel, setup a project initiation meeting. Consultant for Phase 2: Adaptterra Ltd & Coastal Management Collective Ltd Consultant for Phase 3: Beca, Urban Intelligence and NIWA					

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Northern Growth Flood Resilience SW Attenuation	Analyse	2026	2028	
Professional Services RFP for the Analyse Stage has been awarded to WSP. Feasibility investigations have commenced this month, this includes a site visit with key stakeholders (landowner, hapu, consultants), hydrology & geotech assessments/investigations. This first stage of feasibility works is planned to be completed through April-June 2025, the second stage of feasibility is programmed to be completed through June-August 2025. Consenting and land acquisition is planned for 25/26 FY and Construction is planned for 26/27 FY. Consultants: Hoskin Civil, WSP New Zealand Ltd				

Major Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
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Project team overlooking potential stormwater attenuation site.

Blue Green Network Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Raumanga Stream Restoration	Deliver	Feb-24	Jul-27	

Flood mitigation and environmental restoration. Weeding and revegetation on section from Bernard St footbridge upstream to SH1 in Otaika. Work is to be staged over time and includes establishment period for planting. Optioneering for engineered solutions underway for areas with high risk of stream bed and bank instability. Hapū engaged early and ongoing. Initial areas of work will be the path-side of the stream, and non-path side between SH1 and the reserve. A large area has been weeded and close to 3,000 plants were planted in July. Weed clearance and re-planting in the winter 2025 along the bank is programmed for this year. Additional work to stabilise erosion underneath the Raumanga Shared path is being investigated and detailed design options are developed by Hawthorne Geddes.

Contractor/Consultant: Wildlands Consultants / Zealandia

5.1 Project details – Specific projects

Fluoridation Programme

As directed by the Director General of Health this fluoridation programme involves the installation of fluoride dosing equipment to meet deadlines between July 2024 and 2026. The directive date for Whau Valley, Ruddells, Ruakaka and Ahuroa Water Treatment Plants is 28 March 2025. Everything is on track to meet this deadline if the Council agree to adding fluoride. The Poroti Water Treatment Plant still needs to upgrade to meet the directive date of 30 June 2026.

Fluoridation Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Whau Valley Water Treatment Plant	Deliver	Jul-24	Mar-25	
Construction Phase: 100% completed. Full compliance achieved by 28 th of March 2025. Consultant: Beca Contractor: Bellcon Ltd				
Ruddell's Water Treatment Plant	Deliver	Dec-23	Mar-25	
Construction Phase: 100% completed. Full compliance achieved by 28 th of March 2025. Consultant: Beca Contractor: Bellcon Ltd				
Bream Bay Water Treatment Plants	Deliver	Feb-23	Mar-25	
Construction Phase: 100% completed. Full compliance achieved by 28 th of March 2025. Consultant: Beca Contractor: Bellcon Ltd				
Poroti Water Treatment Plant	Analyse	End-24	Jul-26	
Due to significant delays with the major treatment plant upgrade works (see separate project above), a separate alternative fluoridation design and construction programme is being planned in order to meet the Ministry of Health (MoH) deadline for the existing treatment plant. The first of two applications for funding has been made to the MoH to cover the cost of the work. We have yet to get confirmation from the MoH regarding the funding application. If the application is unsuccessful the \$1.5million estimated cost will need to be funded by Council. In order to meet the MoH Directive date of Jun 2026 for Poroti WTP, work must start on the detailed design in May.				

Ruakaka Wastewater Treatment Plant

Ruakaka WWTP & Effluent Disposal Systems Upgrade Programme	Current Phase	Estimated	Programme	Current Phase
Ruakākā WWTP Upgrade	Analyse	End-25	2029-30	
Long list options analysis for location, process & biosolids has been complete, with a workshop completed to short list the options to four or five. Further assessments and analysis is being carried out on the short list to reduce these to two or three, that will be taken to concept design to better assess the preferred option. This is expected to be completed mid Jul 2025. Short list location options is being investigated internally, for availability, suitability, restrictions and estimated value. These will be reduced to three with preference given to utilising council owned properties.				

Ruakaka WWTP & Effluent Disposal Systems Upgrade Programme	Current Phase	Estimated	Programme	Current Phase
Design Consultant: PDP.				
Ruakākā WW Coastal Outfall	Analyse	End-25	2029-30	
<p>The team have now resources up, completed interviews with specialised offshore pipeline contractors, and secured specialist geotechnical, oceanography and bathymetry surveys to commence mid Jun. to better understand constructability options. These investigations are expected to be completed early Jul 2025</p> <p>Design Consultant: AECOM.</p>				
Ruakākā WW Alternative Discharge Options	Analyse	End-25	2029-30	
<p>Professional Services supplier has been appointed and completed, cultural inductions, gap analysis, and reviewing constraints, risks, ecology and preparing long list options. Short list option expected to be completed end of Jun 25.</p> <p>Design Consultant: WSP.</p>				
Ruakākā WW Interim Discharge	Analyse/Plan	Aug25	Jul 26	
<p>Council and Patuharakeke staff have meet with DoC and NRC teams to give advance notice and advise of the urgency to get applications processed.</p> <p>Professional Services supplier has been appointed, resourcing and setting up hydrogeology investigations to assess validity of ground water dispersion. Results are expected late Jun 25,</p> <p>Drafting has commenced for the AEE, completion expected early Aug 25.</p> <p>Design Consultant: Beca</p>				

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.