

## Infrastructure Committee Agenda

**Date:** Thursday, 9 August, 2018

**Time:** 10:30 am

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

**Elected Members:** Cr Greg Martin (Chairperson)  
Her Worship the Mayor Sheryl Mai  
Cr Stu Bell  
Cr Gavin Benney  
Cr Vince Cocurullo  
Cr Crichton Christie  
Cr Tricia Cutforth  
Cr Shelley Deeming  
Cr Sue Glen  
Cr Phil Halse  
Cr Cherry Hermon  
Cr Greg Innes  
Cr Sharon Morgan  
Cr Anna Murphy

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

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

## Infrastructure Committee – Terms of Reference

### Membership

**Chairperson:** Councillor Greg Martin

**Members:** Her Worship the Mayor Sheryl Mai  
Councillors Stu Bell, Gavin Benney, Crichton Christie, Vince Cocurullo, Tricia Cutforth, Shelley Deeming, Sue Glen, Phil Halse, Cherry Hermon, Greg Innes, Sharon Morgan, Anna Murphy

**Meetings:** Monthly

**Quorum:** 7

### Purpose

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

### Key responsibilities include:

- Services including the provision and maintenance of:
  - Infrastructure projects and support
  - Infrastructure project co ordination
  - Transportation
  - Waste and Drainage
  - Water
  - Parks and Reserves.
- Shared Services – investigate opportunities for Shared Services for recommendation to council.

### Delegations

- (i) All powers necessary to perform the committee's responsibilities, including, but not limited to:
  - (a) the approval of expenditure of less than \$10 million plus GST.
  - (b) approval of a submission to an external body.
  - (c) establishment of working parties or steering groups.

- (d) power to establish subcommittees and to delegate their powers to that subcommittee.
- (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





**Item 3.1****Infrastructure Committee Meeting Minutes****Date: Thursday, 12 July, 2018****Time: 10:30 a.m.****Location: Council Chamber****Forum North, Rust Avenue  
Whangarei****In Attendance****Cr Greg Martin (Chairperson)  
Her Worship the Mayor Sheryl Mai  
Cr Stu Bell  
Cr Gavin Benney  
Cr Vince Cocurullo  
Cr Tricia Cutforth  
Cr Shelley Deeming  
Cr Sue Glen  
Cr Phil Halse  
Cr Cherry Hermon  
Cr Greg Innes  
Cr Sharon Morgan  
Cr Anna Murphy  
Cr Crichton Christie****Not in Attendance****Scribe****C Brindle (Senior Democracy Adviser)**

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**1. Declarations of Interest****2. Apologies****Cr Crichton Christie (absent)  
Cr Gavin Benney (late arrival)****Moved By** Cr Greg Innes**Seconded By** Cr Anna Murphy

That the apologies be sustained.

**Carried**

### 3. Confirmation of Minutes of Previous Infrastructure Committee Meeting

#### 3.1 Minutes Infrastructure Committee 7 June 2018

**Moved By** Cr Cherry Hermon

**Seconded By** Cr Sue Glen

That the minutes of the Infrastructure Committee meeting held on Thursday 7 June 2018, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

**Carried**

### 4. Decision Reports

#### 4.1 Rubbish and Recycling Collections from Private Roads Policy Statement

**Moved By** Cr Vince Cocurullo

**Seconded By** Cr Sharon Morgan

That the Infrastructure Committee approves the Refuse and Recycling Collection from Private Roads Policy Statement.

##### Amendment

**Moved By** Cr Shelley Deeming

**Seconded By** Cr Tricia

That the Infrastructure Committee approves the Refuse and Recycling Collection from Private Roads Policy Statement subject to the criteria for applications for provision of service from residents being amended to a majority of 75% or greater.

**The amendment was Carried  
and subsequently Carried  
as the substantive Motion**

#### 4.2 Temporary Road Closure - Northland Car Club

**Moved By** Cr Vince Cocurullo

**Seconded By** Cr Shelley Deeming

That the Infrastructure Committee

- a) approves the proposal to temporarily close the following roads to ordinary vehicular traffic for the Northland Car Club events in accordance with the Transport (Vehicular Traffic Road Closure) Regulations 1965

**i. Sunday 16 September 2018**

Rosythe Road, Waipu. 400 metres from SH1 to a point 1.5 kilometres from SH1

**ii. Sunday 14 October 2018**

Doctors Hill Road, 800 metres from SH1 to Mountfield Road

**iii. Sunday 25 November 2018**

Crows Nest Road, Hukerenui, from a point 2 kilometres from SH1 to  
Paiaka Road

**iv. Sunday 20 January 2019**

Ruarangi Road Mangapai (total closure)

**v. Sunday 27 January 2019**

Kaiikanui Road, from a point approximately 5 kilometres from Pigs Head Road to a point approximately 3 kilometres towards Webb Road

**Periods of closure:** 9:30am – 5:00pm

- b) approves the proposal to temporarily close the side roads off the roads to be closed for a distance of up to 100 metres from the intersection for safety purposes.
- c) delegates to the Chair of the Infrastructure Committee and the Infrastructure Services General Manager the power to give public notice of the proposed temporary road closures, consider any objections and to either approve, cancel or amend any or all of these temporary road closures if appropriate.

**Carried**

**5. Information Reports**

**5.1 Contracts Approved Under Delegated Authority July 2018**

**Moved By** Cr Sharon Morgan

**Seconded By** Cr Shelley Deeming

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

**Carried**

## **5.2 Infrastructure Operations Report - July 2018**

**Moved By** Cr Greg Innes

**Seconded By** Cr Sue Glen

That the Infrastructure Committee notes the Infrastructure Operations Report update.

**Carried**

## **6. Public Excluded Business**

There was no business conducted in public excluded.

## **7. Closure of Meeting**

The meeting concluded at 11.10am

Confirmed this 9<sup>th</sup> day of August 2018

Councillor Greg Martin (Chairperson)

## 4.1 Naming of Potter Park

**Meeting:** Infrastructure Committee  
**Date of meeting:** 9 August 2018  
**Reporting officer:** Sue Hodge (Parks and Recreation Manager)

### 1 Purpose

To request the Infrastructure Committee's consideration of the naming of the gifted land from Tikipunga Protestant Children's Home Trust and make a recommendation to Council.

### 2 Recommendation

That the Infrastructure Committee recommends to Council that:

the Recreation Reserve described in the Schedule, to be named Potter Park pursuant to Section 16 (10) of the Reserves Act 1977:

Schedule

Area

0.4008ha

Description

Lot 1, DP 511465

### 3 Background

In 2016 representatives of the Tikipunga Protestant Children's Home Trust (The Trust) approached Council with a proposal to provide land for a children's park on the corner of Corks and Vinegar Hill Road, Tikipunga. Furthermore, the Trust proposed to contribute \$100,000 towards the park development.

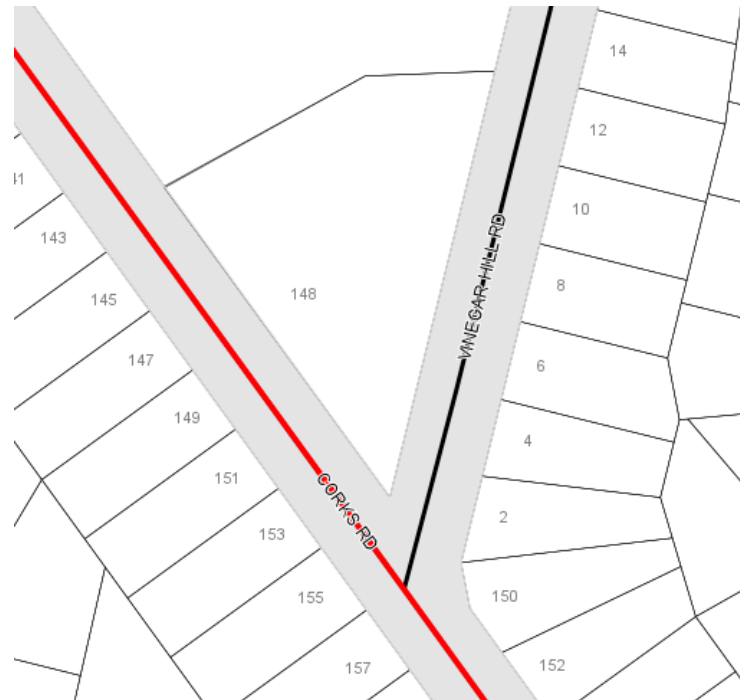
The site was the original Potter Children's Home site, a long time charitable trust benefitting children. A condition of the gifting was that the park be named Potter Park or a similar name and that a suitable plaque or commemorative sign be erected to reflect this name.

### 4 Discussion

The site has been vested in Council as a recreation reserve on deposit of a subdivision plan. The Trust has transferred \$100,000 to Council. The final step to meet the gifting requirements is to formally name the reserve and install suitable signage.

The Reserves Act sets out under Section 16 (10) how a territorial authority can by notice in the Gazette declare a reserve shall be known by a specific name.

It is proposed that to meet the conditions of the gifting Council shall name the reserve Potter Park



Location of Potter Park

#### **4.1 Financial/budget considerations**

There are minor financial or budget considerations being installation of a sign and costs to publish in the Gazette.

#### **4.2 Risks**

There is a risk to Council's reputation if it does not formally name the park as it will be in breach of the conditions of the gifting.

### **5 Significance and engagement**

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

## 4.2 Pohe Island Central Carpark Funding Request

**Meeting:** Infrastructure Committee  
**Date of meeting:** 9 August 2018  
**Reporting officer:** Sue Hodge (Manager – Parks and Recreation)

### 1 Purpose

To seek approval from the Infrastructure Committee to re-allocate Pohe Island funding to allow the full construction of the Pohe Island Central Carpark in 2018/2019 financial year.

### 2 Recommendation

That the Infrastructure Committee approves the moving of funds from:

- Bike Park – carry forward \$720,000
- Skate park up-grade - \$800,000 Year 4;

to PJ00333-CX-6480 Pohe Island Carpark budget and that Council reviews these two projects during the development of the next Long Term Plan to confirm there is suitable funding allocated to implement these projects.

### 3 Background

The detailed design of a centrally located, large, high-profile and amenity focused carpark situated on Pohe Island is nearing completion. The project is estimated to cost \$2,500,000 and will supply 275 carparks to provide additional parking for the activities at Pohe Island including the Hatea Loop and the sports fields situated there.

The design has addressed health and safety, environmental, amenity and operational aspects to provide for the types of activity provided for in the Reserve Management Plan.

### 4 Discussion

On the 10<sup>th</sup> August 2017 Council approved the Pohe Island Spatial Masterplan including the priorities for the 2018-2028 Long Term plan (LTP).

The masterplan included developing a large central carpark, using low impact stormwater design and the need to have planting to 'break-up' the hard surface.

Finalisation of the detailed design is currently underway, considerations used during design:

- Settlement is a major concern with any development on Pohe Island. With the high loadings put upon car parking areas (dead load) mitigation methods have had to be employed in the form of Geogrid reinforced aggregate sub-bases.



- Low impact stormwater systems are planned to minimise the need for below ground infrastructure to reduce the risk of gas build up and to mitigate the sediment being introduced into the harbour.
- High level of amenity is proposed, including pedestrian and cycling networks, planting, tree pits and gardens.
- Street lighting including CCTV cameras to help deter crime.
- EV charging stations to help facilitate the growth and uptake of electric vehicles.
- Bus turn around and offload / onload to support sports teams and future Park and Ride facilities e.g. for Hundertwasser Wairau Maori Arts Centre.

### Rally Road

The Official Rally Start and Super Special Stage on Pohe Island has long been a flagship event for Whangarei consisting of approximately 1.25km of track situated on Pohe Island. The track has gradually been reduced in length due to the installation of safety lighting and now the proposed central car park development.

Council has indicated they support the Official Rally Start and Super Special Stage remaining at Pohe Island. Discussions have been opened with Rally New Zealand on proposals to augment the existing track to provide for some additional length and add new exciting elements to the course to provide for the Rally in years to come.

Changes to the Rally Road are best completed at the same time as the central car park is constructed being early 2018/2019. These changes are estimated to cost around \$100,000.

### Project Funding

A rough order cost estimate prepared by the external project team is \$2,500,000 plus GST for the central car park including the Rally Road improvements. The current allocated budget is \$1,100,000 plus GST being a shortfall of \$1,400,000.

## 4.1 Options

### Option 1 – reallocate Pohe Island budgets

There are several projects planned at Pohe Island approved in the 2018/2028 LTP including:

2017/2018	Bike Park – carry forward	\$720,000
2018/2019	Bike Park	\$1,200,000
2019/2020	Destination playground	\$1,000,000
2021/2022	Skate Park up-grade	\$800,000
2025/2026	Marine Hub	\$1,500,000
2025/2026	Pohe Island – Pocket Park	\$450,000

Council officers have reassessed the timing of these projects to see if budgets can be reallocated to complete the central car park project and rally Road changes this financial year without compromising the overall Pohe Island development.

It is proposed that the following budgets are reallocated to the central car park project:

2017/2018	Bike Park – carry forward	\$720,000
2021/2022	Skate park up-grade	\$800,000

These projects have been selected for the following reasons:

The timing of the Bike Park project depends on factors outside of Council's control such as the success of grant fund applications. The Chair of Bike Northland has indicated the earliest they would be starting earthworks is October 2019 meaning this will be a 19/20 financial year project (a delay of one year) at best. Additionally, the carry forward funding was originally Council's contribution towards a second car park adjacent to the Bike Park. A compromise is to re-allocate this funding to the central car park project and to seek additional funding for the second car park through the next Long Term Plan.

The skatepark project has a total budget of \$1,425,000 and is funded from a mix of SOP \$800,000 and parks renewals \$625,000. Only the \$800,000 can be re-allocated to the central car park project still leaving \$625,000 available in Year 4 of the LTP. However, further funding for the skatepark could be reviewed / re-prioritised during the development of the 2021-2031 LTP without affecting the current timing.

It is recommended these budgets are re-allocated to provide suitable car parking and Rally Road changes now to support existing and proposed activities at Pohe Island. Rally Road changes are best implemented at the same time as the central car park.

#### Option 2 – Decline Funding Request

The Infrastructure Committee declines the funding request.

If this option is selected design documentation will be amended to allow for a staged approach to the delivery of the carpark. This will result in approximately 125 car parks, or as much as practicable with the available funding, being delivered with the remaining hand stand area used as informal parking (metal surface).

#### Next steps

Once funding is confirmed, the central car park and Rally Road contract documents can be finalised allowing a 6-week tender period to allow construction to begin late October 2018 and to be complete prior to the 2019 Whangarei Rally.

## **4.2 Financial/budget considerations**

The proposed budget reallocation does not require any additional budget in the 2018-2028 LTP. However, the carry-forward budget is subject to the carry-forward budgets being approved by Council.

## **4.3 Policy and planning implications**

There are no policy or planning implications.

## **4.4 Risks**

There is a financial risk that Council does not re-assess the Bike Park and skatepark budget requirements as part of the development of the next LTP.

# **5 Significance and engagement**

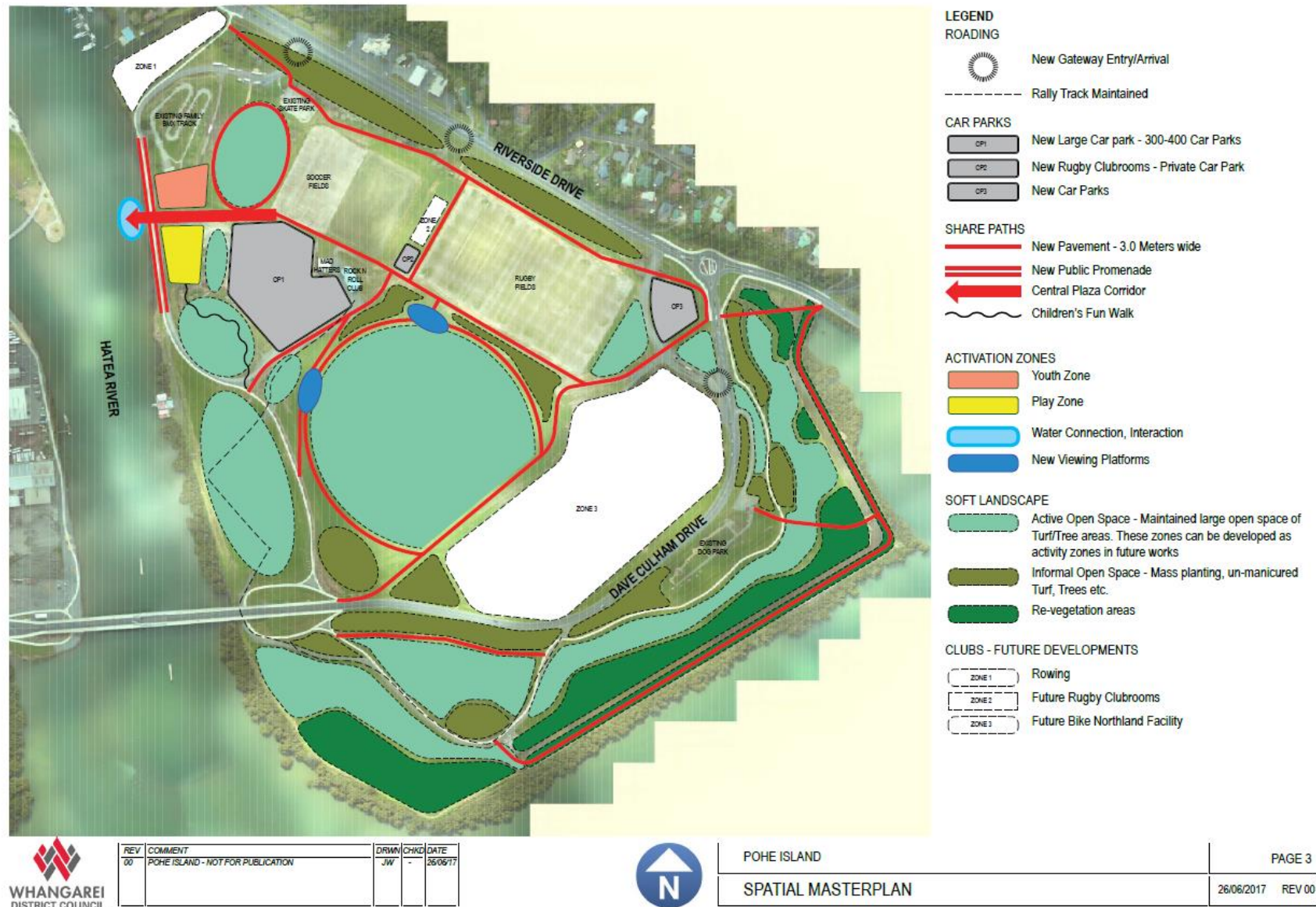
The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

# **6 Attachments**

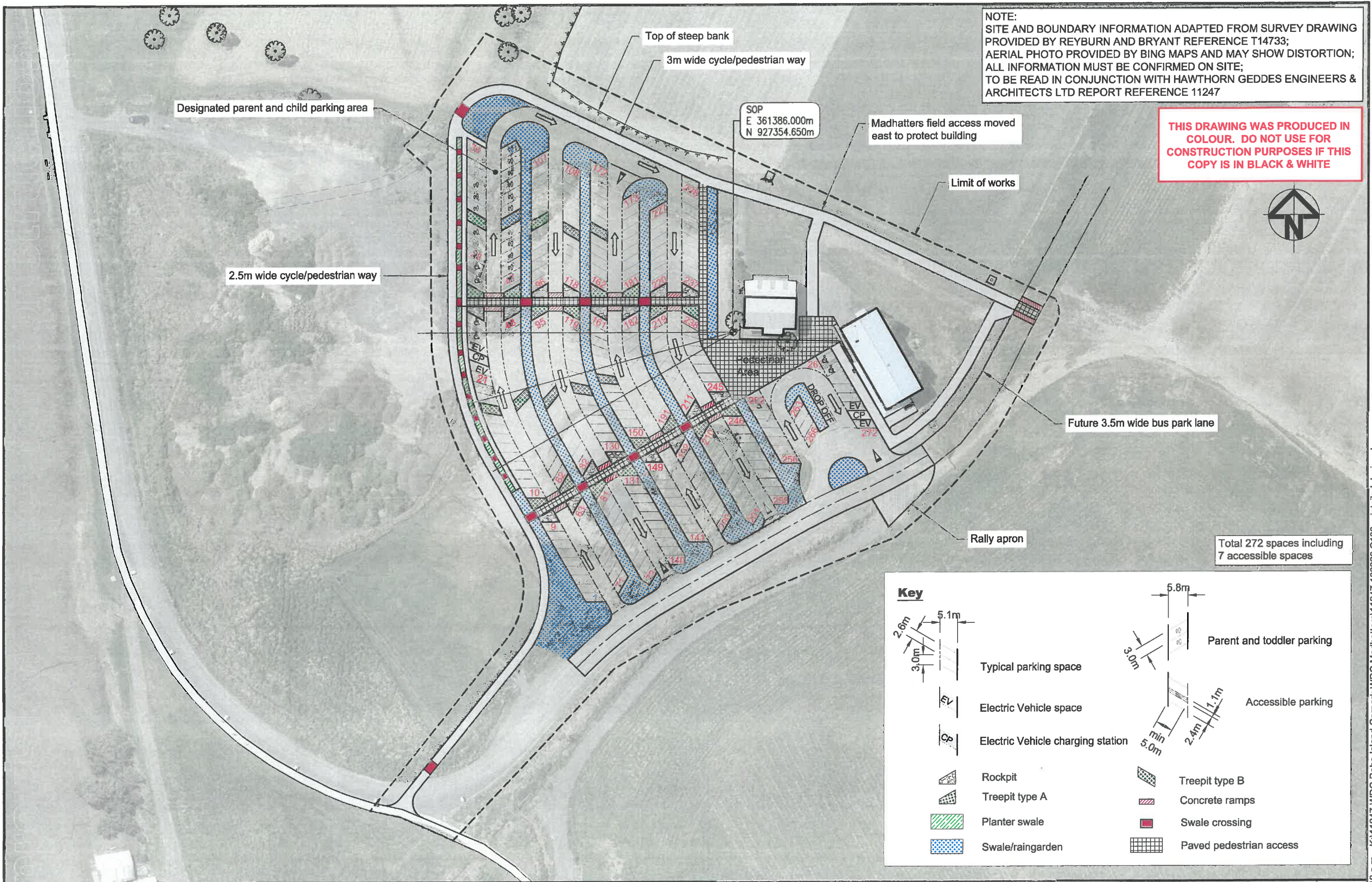
Attachment 1: Pohe Island Master Plan

Attachment 2: Pohe Island Central Carpark

Attachment 3: Rally Road







NOTE:  
SITE AND BOUNDARY INFORMATION ADAPTED FROM SURVEY DRAWING PROVIDED BY REYBURN AND BRYANT REFERENCE T14733;  
AERIAL PHOTO PROVIDED BY BING MAPS AND MAY SHOW DISTORTION;  
ALL INFORMATION MUST BE CONFIRMED ON SITE;  
TO BE READ IN CONJUNCTION WITH HAWTHORN GEDDES ENGINEERS & ARCHITECTS LTD REPORT REFERENCE 11247

THIS DRAWING WAS PRODUCED IN COLOUR. DO NOT USE FOR CONSTRUCTION PURPOSES IF THIS COPY IS IN BLACK & WHITE

Total 272 spaces including 7 accessible spaces

**Key**

Typical parking space

Electric Vehicle space

Electric Vehicle charging station

Rockpit

Treepit type A

Planter swale

Swale/raingarden

Parent and toddler parking

Accessible parking

Treepit type B

Concrete ramps

Swale crossing

Paved pedestrian access

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CLIENT **WDC**  
PROJECT **POHE ISLAND CARPARK MADHATTERS**  
**WILLIAM FRASER MEMORIAL PARK**  
DRAWING **CONCEPT FOOTPRINT AND GA**

P1	ISSUED FOR CLIENT COMMENT	TA	16/04/18
REV.	REVISION DETAILS	BY	DATE

DETAILED DESIGN				SCALE @ A3
DRAWN	DT FEB 2018	PROJECT No.		1:1000
CHECK				
APPROVED	JAMES BLACKBURN			
		SHEET	<b>11247</b>	
			<b>C100</b>	<b>P1</b>



## Rally Road – Original Layout





# Rally Road – Layout after lighting installation





# Rally Road – Layout with conflict removed



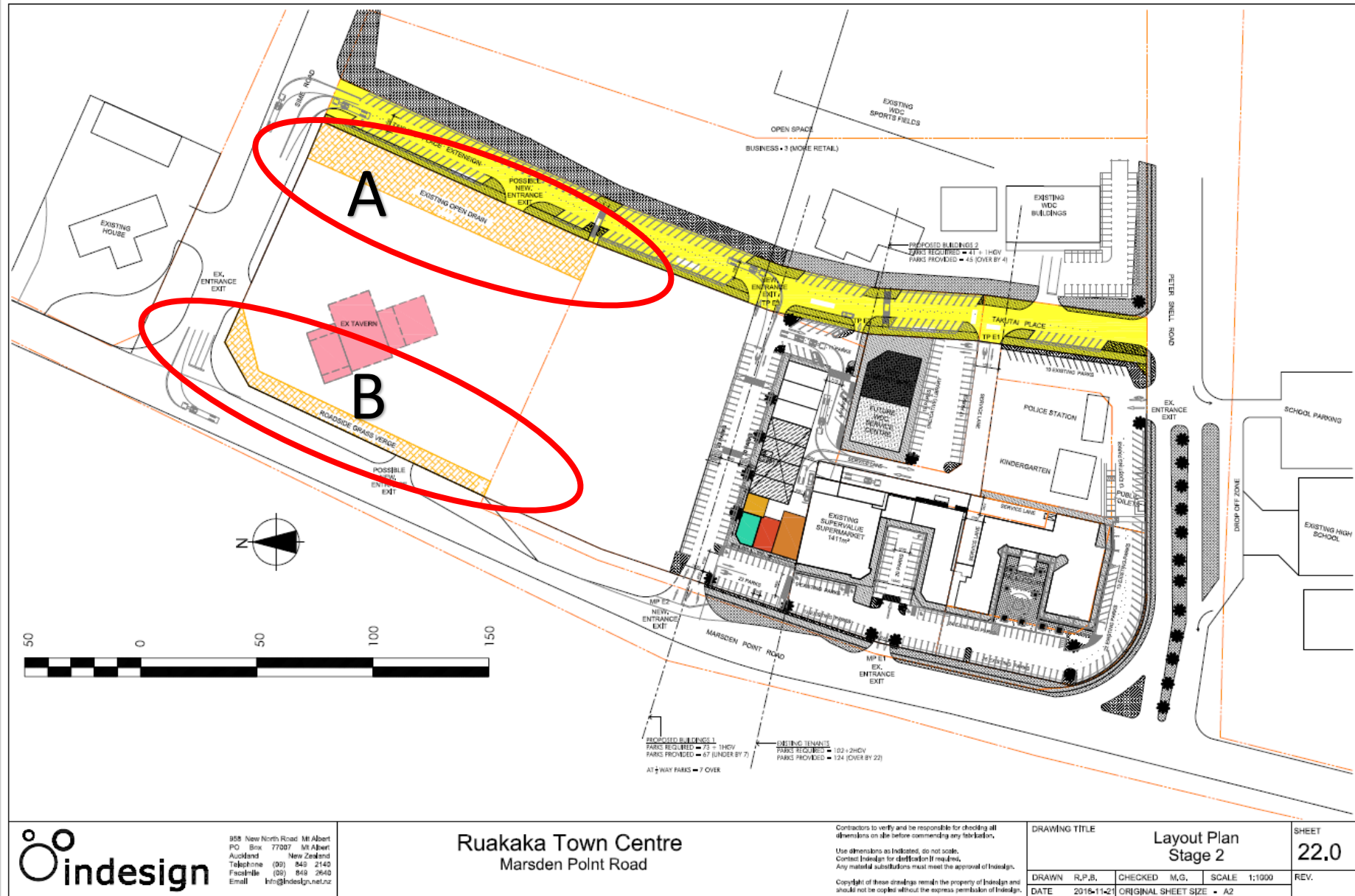


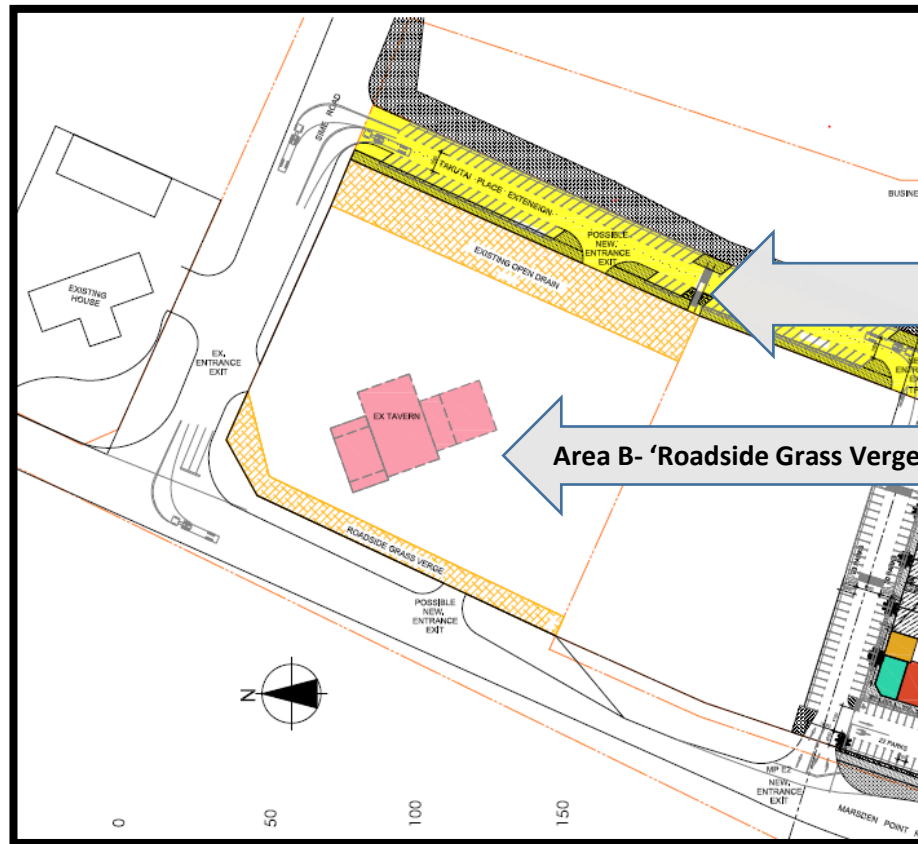
# Rally Road – Potential Layout





## Attachment 1





## Area A- “Existing Open Drain”

<b>Parent Title</b>	Approximately 2300m <sup>2</sup> of Lot 1 DP 396871 (parent title is 8.9ha)
<b>Owner</b>	Whangarei District Council - Parks & Recreation. Within area of lease to Ruakaka Recreation Centre
<b>Environment (Zoning)</b>	Business 3 Environment
<b>Existing Use</b>	Land adjoining sportsfield. Described as a drain. Conveys water under road from dune lake on Sime Road, water drains to cesspit to south ( Orr land). Land needs to be able to convey water Right to drain land over Lot 3 DP 396871 required (see image below). Overland flow path. If land to be used for access a culvert or piped solution would be required.
<b>Proposed Use</b>	Town Centre Properties seek to purchase to provide additional area for commercial development/parking/ access.
<b>Comment</b>	Land not reserve, but considered a “Park” under the Local Government Act 2002.
<b>Strategic Context</b>	As this land is separated from the main sports fields by the ROW it is not considered strategic



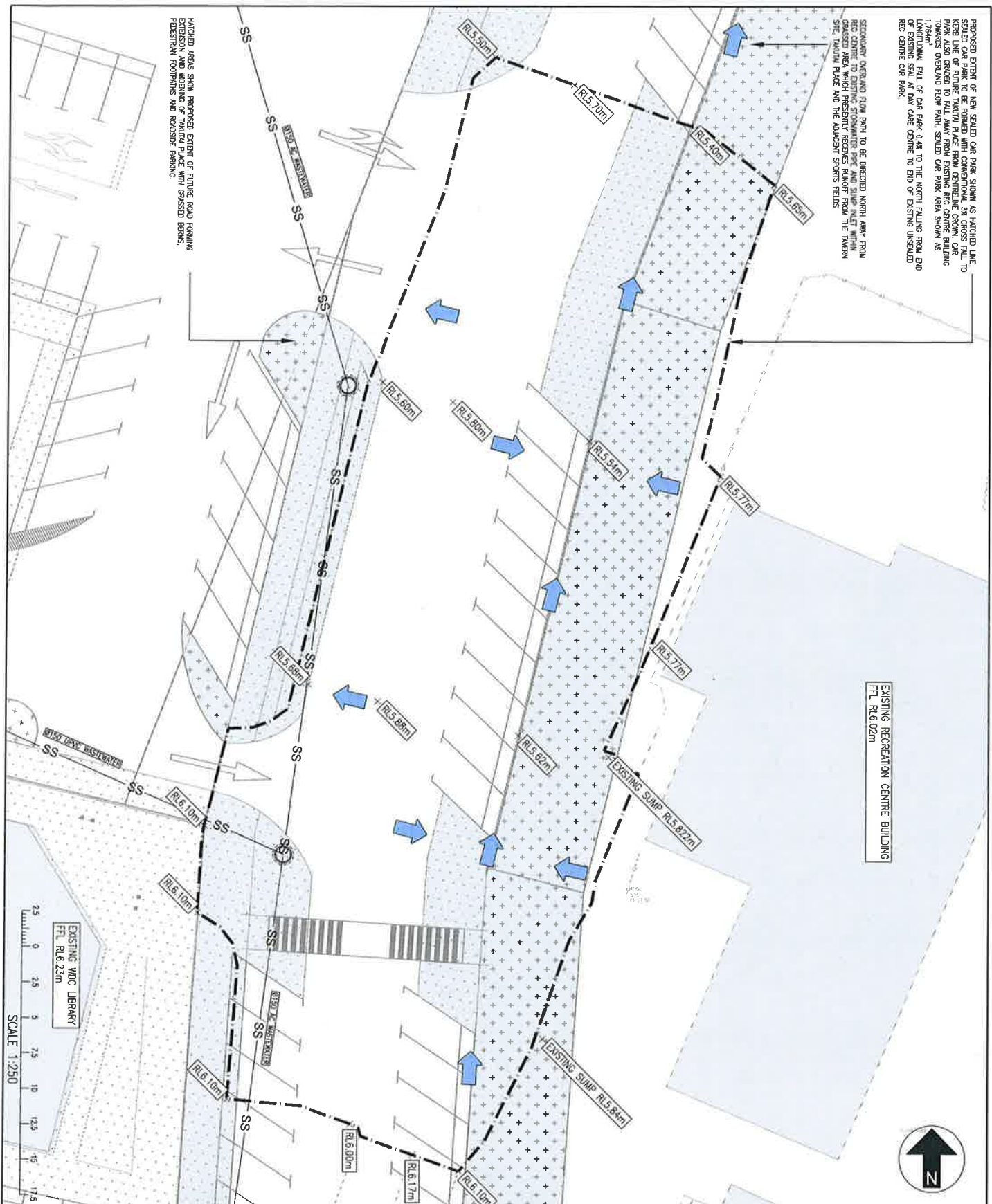
Area B Details “Roadside Grass Verge”		
Land Description	All of Lot 2 DP 65791 being 840m <sup>2</sup> more or less	
	Whangarei County Council managed by WDC Roading	
	Business 3 Environment	
	Verge adjoining road reserve. Title is a former spite strip which provided additional road corridor width to support activities at Marsden Point. The need for additional width became redundant upon construction of SH15.	
	Town Centre Properties seek to purchase to provide additional area for commercial development/parking/ access.	
	Not subject to section 138 of the Local Government Act (recommended that disposal process be applied.	
Strategic Context	Due to SH15 development this land is not considered strategic	



## Area B Details “Roadside Grass Verge”

<b>Land Description</b>	All of Lot 2 DP 65791 being 840m <sup>2</sup> more or less
<b>Title Owner</b>	Whangarei County Council managed by WDC Roding
<b>Environment (Zoning)</b>	Business 3 Environment
<b>Existing Use</b>	Verge adjoining road reserve. Title is a former spite strip which provided additional road corridor width to support activities at Marsden Point. The need for additional width became redundant upon construction of SH15.
<b>Proposed Use</b>	Town Centre Properties seek to purchase to provide additional area for commercial development/parking/ access.
<b>Comment</b>	Not subject to section 138 of the Local Government Act (recommended that disposal process be applied).





1. THIS DRAWING IS NOT TO BE SCALED.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL, DRAWINGS, SPECIFICATIONS, AND MAKE DRAWINGS.
3. ALL WORKS TO COMPLY WITH THE UNINCORPORATED DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS' STANDARD SPECIFICATIONS AND USCS-A44-2010.
4. TOPOGRAPHIC, SURVEY AND EXISTING SERVICES BASED ON INFORMATION PROVIDED BY BOUNDARY HANDED SURVEYING, FASEE GROUP CONSULTING HAVE NOT BEEN VERIFIED BY THE CONTRACTOR AND MAKE NO REPRESENTATION AS TO ITS ACCURACY.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH BASE GROUP CONSULTING INFRASTRUCTURE SPECIFICATION 16113.
6. THE QUALITY AND ALL OF THE EXTERNAL SERVICES AT THE SITE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO CONSTRUCTION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CONVICTION PRIOR TO CONSTRUCTION.
8. FOR EXISTING LEVELS PLAN REFER TO DRAWING NO. 16113/07101.
9. BROADCASTER OF THE SITE AREA FOR EXTENT OF DIRT PARKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
10. CONTRACTOR IS RESPONSIBLE FOR A CORRIDOR ACCESS REQUEST WITHIN THE WDC PRIOR TO UNDERMINING ANY WORKS WITHIN THE LEAD ROAD THE ROAD BELOW IS TO BE REGENERATED TO THE SATISFACTION OF WDC SEED.
11. CONTRACTOR IS TO RESOLVE ALL DISCREPANCIES IN THE WDC AND THE WDC ENGINEERING SHALL APPROVE ANY LETTER.
12. THE CONTRACTOR MUST PROVIDE AS-APPROVAL LETTERS IN ACCORDANCE WITH WDC'S REQUIREMENTS.

File	Description	Date	App
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# PRELIMINARY

**TOWN CENTRE PROPERTIES  
MARSDEN POINT ROAD  
RUAKAKA**



PQ Box 1032 Whangarei 0140, New Zealand  
P 09 437 3432 E [office@batesgroup.co.nz](mailto:office@batesgroup.co.nz) [www.batesgroup.co.nz](http://www.batesgroup.co.nz)

## TAKUTAI PLACE FUTURE ALIGNMENT

Scale:	Date:	Drawn:	Checked:
1:250 @ A3	5 DEC 2017	AM	
Drawing No.: 16113/C103		Rev:	





958 New North Road Mt Albert  
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**Ruakaka Town Centre**  
Marsden Point Road

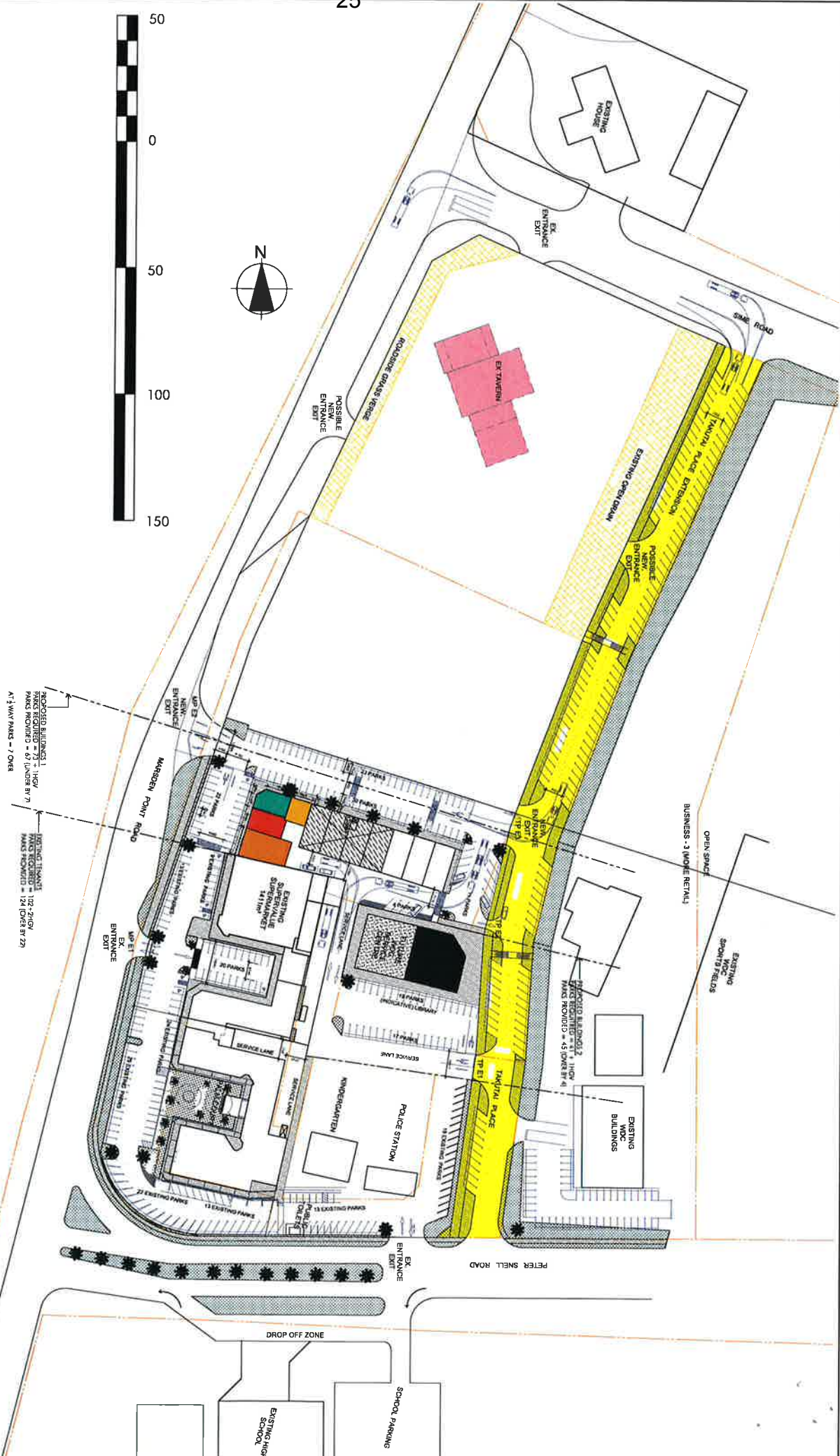
Contractors to verify and be responsible for checking all dimensions on site before commencing any fabrication.

Use dimensions as indicated, do not scale.  
Contact Indesign for clarification if required.

Any material substitutions must meet the approval of Indesign.

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DRAWING TITLE				SHEET
Layout Plan Stage 2				22.0
DRAWN	R.P.B.	CHECKED	M.G.	SCALE
DATE	2016-11-21	ORIGINAL SHEET SIZE	-	A2
				REV.



## 4.4 Parking Restrictions – Porowini Avenue

**Meeting:** Infrastructure Committee  
**Date of meeting:** 9 August 2018  
**Reporting officer:** Nick Marshall (Senior Roding Engineer)

### 1. Purpose

To seek Council's approval for implementing parking restrictions in Porowini avenue.

### 2. Recommendation

- A. That the Infrastructure Committee, pursuant to the Whangarei District Council Parking and Traffic Bylaw 2017 Clause 14, approves that the parking of vehicles be prohibited at all times in Porowini Avenue as per the attached plan and the RAMM schedule below:

Road Name: Porowini Avenue		
Road ID: 327		
Side	RAMM Displacements	
	Start	End
Left	740	835
Left	860	884
Left	908	932
Right	728	820
Right	835	855
Right	874	898
Right	932	959
Right	974	996

- B. That the Infrastructure Committee, pursuant to the Whangarei District Council Parking and Traffic Bylaw 2017 Clause 18, approves that the parking of vehicles be restricted only to public transport buses in Porowini Avenue as per the attached plan and the RAMM schedule below:

Road Name: Porowini Avenue		
Road ID: 327		
Side	RAMM Displacements	
	Start	End
Right	820	835

- C. That the Infrastructure Committee, pursuant to the Whangarei District Council Parking and Traffic Bylaw 2017 Clause 19, approves that the parking be designated as a Loading Zone for Heavy Goods Vehicles only, for a maximum length of 30 minutes, from Monday to Friday between 8am and 4pm.



Road Name: Porowini Avenue		
Road ID: 327		
Side	RAMM Displacements	
	Start	End
Right	996	1013

### 3. Background

Council has received 7 requests in the last two years from the road users and local business owners to implement 'No Stopping At All Times' in Porowini Avenue at various locations. This agenda is to discuss the issues faced by business owners, their staff and visitors; and a solution to those issues.

### 4. Discussion

Porowini Avenue is a collector industrial road in Morningside with unrestricted parking on both sides. The businesses on Porowini Avenue, in the section under parking review, include a gas station, a retail hardware store, a café and several car showrooms. Eastern side of Porowini Avenue currently has a flush median which currently terminates near the western access way of the gas station (as shown in the photo below).



#### **No Stopping At All Times (NSAAT) restrictions associated with flush median extension**

It is proposed that the existing flush median on Porowini Avenue be extended to include the eastern access way of the gas station and the retail hardware store. The traffic volumes on Porowini Avenue and number of vehicles turning in/out of the adjacent businesses in Porowini Avenue, particularly the gas station and the retail hardware store, have significantly increased in the past few years. The flush median, if extended, will provide a safe waiting platform for the right turning vehicles to pull over safely and give way to the oncoming traffic before turning. The road width is insufficient to accommodate the new flush median and the existing on-street

parking on both sides, therefore, it will require removal of existing parking on at least one side of the road. Due to the high vehicle turning movements in/out of the gas station and the retail hardware shop, it is proposed to remove parking from both sides of the road. This will significantly improve the sightlines for the vehicles turning in/out and aligns with the previous requests made by the adjacent businesses. Therefore, it is proposed that the flush median and the NSAAT markings be implemented as per the attached plan.

### **NSAAT restrictions near car showroom's accessways**

During the consultation process with the car showroom business owners in Porowini Avenue, requests were made that the NSAAT restrictions be extended to the rail overbridge where the road narrows before the roundabout. Their reasoning behind this request was lack of sightlines along the accessways and the alleged history of (un-reported) non-injury crashes occurred at their accessways. Complaints were received that the vehicles parked on the road close to their accessways block sightlines for the vehicles existing onto Porowini Avenue forcing drivers to make dangerous manoeuvring and also occasionally blocking their accessways.

The full-scale extension of the NSAAT restrictions, as requested by some business owners, is not warranted at this stage because of low traffic volumes turning in/out of the adjacent businesses in that area and high parking demand on Porowini Avenue by the Toll Stadium visitors. To resolve these issues, it is proposed that NSAAT marking be implemented for a length of 12m (two carpark lengths) on the right side and 6m (one carpark length) on the left side of all the five accessways on the eastern side of the proposed flush median – as per the attached plan. This will improve sightlines around all the accessways servicing the car showrooms.

### **Bus Stop relocation requested by the Northland Regional Council (NRC)**

A request was received from the NRC, to relocate an existing bus stop on Porowini Avenue to a new location, to reduce passengers' (predominantly elderly) walking distance to the café and the retail hardware shop. It is proposed that the existing bus stop be relocated to the location shown in the attached plan at the same time.

### **P30 Heavy Vehicles Loading Zone**

All the car showrooms in Porowini Avenue rely on their delivery trucks (B-Trains and larger trucks) parking and unloading their sale cars for delivery. It is proposed that a designated Heavy Vehicles Loading Zone be installed at the location shown on the attached plan to secure a designated loading/unloading area at a safer location with excellent sightlines and away from the businesses/accessways to avoid other conflicting traffic movements. It is proposed that parking in the loading zone be prohibited only between 8am to 4pm Monday to Friday, to allow the public to use the loading zone for general parking outside these hours.

## **5. Consultation**

All the directly affected businesses consulted regarding the proposed parking restrictions, support the proposal. A general desire for full-scale implementation of NSAAT restrictions was experienced, however, a less adverse solution has been proposed in this agenda item to address the localised concerns raised by the business owners.

## **6. Impacts**

The proposed flush median and the NSAAT restrictions will provide a safe waiting platform for the right turning vehicles to pull over safely and give way to the oncoming traffic before crossing the opposite traffic lane. This will effectively remove approximately 21 parking spaces from the road.

The proposed bus stop will provide a higher level of service to the bus passengers and is likely to increase the patronage of public transport and businesses on Porowini Avenue. This will not have any impact on nett parking spaces in the street as an existing bus stop will be relocated to an optimum/desired location.

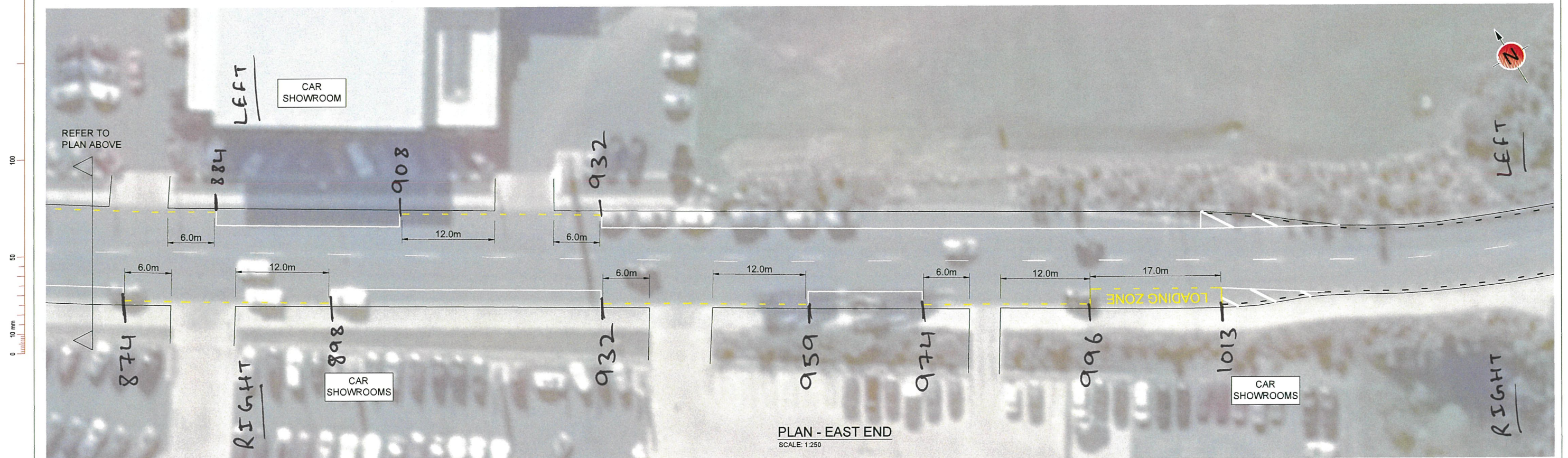
The proposed NSAAT restrictions near car showroom's accessways will increase safety and efficiency of the accessways, as well as the through traffic on Porowini Avenue. This will effectively remove 15 parking spaces (3 spaces at each accessway – two on right and one on left side).

The proposed loading zone will secure a safe loading facility for the delivery trucks to deliver the sale cars to the car showrooms. The proposal will prohibit parking in the loading zone (length equivalent to 3 parking spaces) only between 8am to 4pm Monday to Friday, to allow the public to use the loading zone for general parking outside these hours.

## **7. Attachments**

Attachment 1: Porowini Avenue – Proposed Parking Restrictions





## POROWINI AVENUE PROPOSED PARKING RESTRICTIONS



**WHANGAREI**  
DISTRICT COUNCIL

1:250 @ A1  
1:500 @ A3



## 4.5 Parking Restrictions – Te Kamo Street Service Lane

**Meeting:** Infrastructure Committee =  
**Date of meeting:** 09 August 2018  
**Reporting officer:** Nick Marshall (Senior Roding Engineer)

### 1 Purpose

To seek Council's approval for implementing No Stopping At All Times parking restrictions in Te Kamo Street Service Lane.

### 2 Recommendation

That the Infrastructure Committee, pursuant to the Whangarei District Council Parking and Traffic Bylaw 2017 Clause 14, approves that the parking of vehicles be prohibited at all times in Porowini Avenue as per the attached plan and the RAMM schedule below:

Road Name: Service Lane 1 (Te Kamo Street Service Lane)		
Road ID: 1332		
Side	RAMM Displacements	
	Start	End
Left	0	154
Right	0	146

### 3 Background

Council received a request earlier this year from a local resident to implement 'No Stopping At All Times' (NSAAT) restrictions in Te Kamo St Service Lane. This agenda is to discuss the issues faced by the residents and a proposed solution to address those issues.

### 4 Discussion

Te Kamo Street Service Lane also called as Service Lane Number 1, 150m long with varying carriageway width between 4m to 6m (legal width 6.1m), is a local no exit service lane connected to Te Kamo Street in Ruakaka. All the properties in the street have residential dwellings except one which operates as a bed and breakfast business. JAS Civil Ltd was engaged to investigate this request and to consult with the residents in the street. The final report received by JAS Civil Ltd has been attached to this agenda item.

It is recommended that NSAAT parking restrictions be implemented, as per the attached report prepared by JAS Civil Ltd and the attached plan, to allow unobstructed access and egress to the properties in Te Kamo Street Service Lane. This will also increase sightlines in

the street and allow a wider carriageway for pedestrians and cyclists as there is no footpath in the street.

## **5 Consultation**

A total of 15 properties were consulted regarding the proposed parking restrictions via letters. 6 responses were received, out of which 4 were in support and 2 in opposition. The notice had stated that a nil response would constitute support for the proposal. Hence, it can be concluded that there is significant support for the proposal from the affected residents with legal access to the service lane.

## **6 Impacts**

The resulting loss of parking spaces in the service lane would mean that more vehicles would need to park on site or in Te Kamo St. However, it would appear that the loss would be associated more with visitor vehicles rather than permanent residents. This should not be an issue for those properties with a Te Kamo St frontage (7) but may be an issue for those properties with a frontage to Taotahi Walk (7), which although a vested road, is not formed. Only one respondent made this observation.

## **7 Attachments**

Attachment 1: JAS Civil Ltd report for Te Kamo Street Service parking review

Attachment 2: Proposed parking for Te Kamo Street Service Lane.

# JAS CIVIL Ltd

CIVIL ENGINEERING CONSULTANTS

PO Box 1261,  
Whangarei  
Phone: 09 438 9055  
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Email: info@jascivil.co.nz

## MEMORANDUM

**TO:** Paras Monga

**FROM:** John Smith **DATE:** 13 June 2018

**RE:** RDG054024 – TE KAMO ST SERVICE LANE

Hi Paras,

I have investigated this request for no stopping lines in the Te Kamo St service lane known as “Service Lane No. 1” and report as follows:

### Background

A request was received on 3 April 2018 from a resident with legal access to the service lane to have no stopping lines painted in the service lane as people were “parking all over the show and access is tight and narrow”.

Further information was provided by the WDC Ruakaka Service Centre who advised that there was an Air BnB property located in the service lane which had essentially created a problem with multiple guests parking in the service lane.

The service lane is vested in Council as a public road with a 6.1m legal width and a formed carriageway varying in width from approximately 6m to 4m.

### Consultation

A plan was prepared showing the proposed no-stopping lines together with an explanatory notice and delivered to all the properties having legal access to the service lane on 30 May 2018 (15 properties).

This resulted in 7 responses including one from the owners of 1 Te Kamo St which does not adjoin the service lane. For the purpose of this report, that response has not been taken into account.

Of the remaining 6 respondents, 4 were supportive and 2 opposed. The notice had stated that a nil response would constitute support for the proposal. Hence it can be concluded that there is significant support for the proposal from the affected residents with legal access to the service lane given that 9 property owners did not respond.

Other matters raised by the respondents both for and against included safety issues associated with

speed, the blind corner (high fence) and conflict of vehicles and pedestrians.

There were conflicting opinions as to whether the Air BnB business had created parking problems and also conflicting views as to the extent of no-stopping that should be implemented in the turning head.

The owner of 24 Karawai St (partner of the original “complainant”) clarified that their main concern was vehicles parked across the frontage of their multiple (6) garages restricting access. (It should be noted that this parking takes place on private land that is not part of the service lane and that this is not possible to distinguish on the ground).

## **Discussion**

Given the significant support for the proposal it is considered that no-stopping lines should be implemented as per the attached plan (slightly amended from the version circulated), maximising the available parking in the turning head in the SE corner.

In addition, a solid white centreline from Te Kamo St to the vehicle entrance of No. 8 would assist in keeping speeds down as would a “Share the Road” sign or similar given the absence of a footpath. See attached plan.

The resulting loss of parking spaces in the service lane would mean that more vehicles would need to park on site or in Te Kamo St. However it would appear that the loss would be associated more with visitor vehicles rather than permanent residents. This should not be an issue for those properties with a Te Kamo St frontage (7) but may be an issue for those properties with a frontage to Taotahi Walk (7), which although a vested road, is not formed. Only one respondent made this observation.

## **Recommendation**

That the no-stopping lines and other safety measures as described above and shown on the plan be implemented.



# TE KAMO ST SERVICE LANE (Service Lane No 1) – PARKING REVIEW



Scale: 1:750  
Original Sheet Size A4

Print Date: 2/05/2018 10:56 AM

NZGD2000 / New Zealand Transverse Mercator 2000

Cadastral Information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED  
Information shown is the currently assumed knowledge as at date printed.  
If Information is vital, confirm with Whangarei District Council, Customer Services

## 5.1 Contracts Approved Under Delegated Authority

**Meeting:** Infrastructure Committee  
**Date of meeting:** 09 August 2018  
**Reporting officer:** Simon Weston (General Manager Infrastructure)

### 1 Purpose

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

### 2 Recommendation

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

### 3 Background

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

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

<b>1. Parks and Recreation</b>	
CON18005	Limestone Island Pontoon Replacement
<b>2. Water</b>	
CON18020	Ruakaka WTP Clarifier Upgrades Professional Services
<b>3. Roding</b>	
CON18012	Kamo Shared Path – Stage 4 – Fisher Terrace Underpass – Bridge 181C NAL
CON17027	Twin Coast Discovery Highway Lighting Upgrade 2017

#### **4 Significance and engagement**

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

#### **5 Attachments**

Summary of Contracts Approved Under Delegated Authority August 2018

## 1.0 Summary of Contracts Approved Under Delegated Authority

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

### 1.0 Parks and Recreation

CON18005 Limestone Island Pontoon Replacement
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#### Purpose

Approval is sought to vary CON18005 Limestone Island Pontoon Replacement by \$13,902.10 excluding GST.

#### Background

This contract is for Construction of a new pontoon serving Limestone Island. It was awarded to Total Dredging Ltd. The original contract amount was \$ \$105,506.25 excluding GST.

No contingency was allowed for.

Council appointed RS Engineering as the design engineer for this project.

However, after the project was designed and tendered the tourist launch MV Waipapa contacted WDC regarding the new pontoon and his ability to continue berthing at Limestone Island to load and unload passengers safely. WDC visited the MV Waipapa to discuss the requirements and have found that to continue operating this tourist service two freestanding piles need to be installed (one at each end of the new pontoon). The new pontoon is too small for the safe loading and unloading of people from the MV Waipapa without the piles.

It is disappointing this was not considered at the time the pontoon was designed. However, the contractor is not yet on-site and will have time to order the additional piles prior to starting work. There will be no time delays from this additional work. The cost to install the additional piles is \$13,902.10 excluding GST.

#### Financial

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

Item	Variation	Amount (Excl. GST)
1.	Supply and Install 2 x freestanding 323.9mm OD x 12.7mm WT x 13m steel piles	\$13,902.10

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

Description	Amount (Excl. GST)
Original contract value	\$105,506.25
Contingency	\$0
Total original contract value	\$105,506.25
Total amount of variations	\$13,902.10
Total revised contract value	\$119,408.35
Contract Variance	\$13,902.10

#### Budget

Limestone Island Pontoon Budget	\$96,000.00
Total Cost of project	\$119,408.00

Variance to Budget

\$23,408.00

Variance to be funded from savings in budget pack 00094 – Coastal Structures Renewal variance of \$73,051.00.

	Project ID	Exp. Type	Account	Account Description	2017/18 Actuals YTD	2017/18 Actuals Curr Mth	2017/18 Total Revised Budget	2017/18 Loaded Commitments	2017/18 Budget Prev Vers	2017/18 Forecast Curr Vers	Phased Budget to Total Budget Variance	C/Fwd Year 2018/19
⊕ LTP Indicator: 00094 - Coastal Structures Renewal												
					226,588	790	364,270	26,750	320,418	291,218	(73,051.61)	35,506

### General Manager Approval

It is recommended that the total contract amount for CON18005 – Limestone Island Pontoon Replacement is increased by \$13,902.10 from \$105,506.25 to \$119,408.35 (One hundred and nineteen thousand, four hundred and eight dollars and thirty five cents) excluding GST. To be funded from savings in Coastal Structures Renewal Budget.

## 2.0 Water

### CON18020 Ruakaka WTP Clarifier Upgrades Professional Services

#### Purpose

Approval is sought to increase the original contract price to \$74,163.33 excluding GST.

#### Background

This contract is for Ruakaka WTP Clarifier Upgrade. It was awarded to Harrison Grierson. The original contract amount was \$66,833.33 excluding GST.

There has been a change in scope as follows:

1. Replacement of settling tubes and installation of a davit and access point to new scrapers for maintenance.

At a site visit on 24 May with Harrison Grierson it was determined that the settling tubes were not performing as intended and also nearing the end of their useful life. They are not fixed together and hence they come loose and move. The other issue identified was the orientation of the tubes diminishes the surface area available for settling. As these tubes need to be removed to install the new scraper mechanism, it was deemed that this would be the ideal opportunity to replace them and re-orientate them to increase the surface area available for settling sludge and hence increase flows through the clarifiers.

Access to the clarifiers was also identified as being a health & Safety issue. It was proposed to change the access point to an area within the tube bundles. To do this, it will be necessary to provide a davit to remove the section of tube bundles within the access point. The davit will also assist with the confined space entry of the Technicians.

These changes will require specialist design.

#### Financial

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

Item	Variation	Amount (Excl. GST)
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1.	Replacement of settling tubes and Installation of a davit and access point to new scrapers for maintenance	\$7,330.00
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A breakdown of cost for the whole contract is provided in the following table:

Description	Amount (excl. GST)
Original contract value (excl. contingency)	\$66,833.33
Contingency	\$0.00
Total original contract value	\$66,833.33
Total amount of variations	\$7,330.00
Total revised contract value	74,163.33
Contract Variance	\$7,330.00

### General Manager Approval

It is recommended that the total contract amount of CON18020 for Ruakaka WTP Clarifier Upgrade is increased by \$7,330.00 from \$66,833.33 to \$74,163.33 (Seventy four thousand, one hundred and sixty three dollars and thirty three cents) excluding GST.

## 3.0 Roothing

CON18012 Kamo Shared Path – Stage 4 – Fisher Terrace Underpass – Bridge 181C NAL
---

### Background

The Kamo Cycleway (Shared Path) project has been identified through the Walking & Cycling Strategy. The Kamo Route was identified as one of the three key urban routes to developing an integrated active mode transport system, reducing demand on our road network. The completed route will include a completely off road shared path from Rust Ave (CBD) to Fisher Terrace in Kamo.

The project has been split into four construction stages, Stage 4 is the length from the Adams Place/Kamo Bypass rail crossing to Fisher Terrace/Kamo Intermediate. This length includes the construction of an underpass below the North Auckland Railway Line to connect the Shared Path with Fisher Terrace, providing access to Kamo Intermediate, Kamo High and Kamo Village.

This agenda is specifically requesting the approval of the contract for design and construction works of the underpass. Tenders have been sought from competent contractors that hold mandatory KiwiRail Level 1 certifications for Structural and Civil work on railways for the construction of this contract.

### Significance and Engagement

Having considered the Significance and Engagement Policy this proposal or decision is not considered significant as Kamo Cycleway has been identified through the Council's "Walking & Cycling Strategy" and is a listed project within the current Long Term Plan (LTP).

The public have been informed through previously held open days that have been undertaken to engage with the community on the proposal. We will advise via Facebook, our website and a targeted letter drop.

### Tender Evaluation

Tenders were called during May 2018 for the design and construction of the underpass. The Tender evaluation was undertaken in accordance with the New Zealand Transport Agency's

Procurement Manual, using the Price Quality Method (PQM). Both tenders received are conforming.

The tender evaluation method is a two-envelope process where the tenderer's attributes and price are submitted in separate envelopes. The evaluators scored the tenderer's attributes and a Supplier Quality Premium (SQP) was calculated from these scores. The second envelope with the price was then opened and this premium is then deducted from the submitted tender price to determine the lowest adjusted price.

No errors were found in the Tenderers' Schedule of Prices.

The conforming tenders have been ranked in ascending order based on price as detailed in the Table below.

<b>Tenderer</b>	<b>Price (Excl. GST)</b>	<b>Less all Scheduled Fixed Amounts</b>	<b>Less SQP</b>	<b>Adjusted Tender Price (Excl GST)</b>
Broadspectrum NZ	\$797,419.84	\$45,000.00	\$83,090.55	\$669,329.29
United Civil Construction	\$749,933.67	\$45,000.00	\$0	\$704,933.67
Engineer's Estimate	\$904,028.00			

The Tenderer with the lowest adjusted price was Broadspectrum NZ with an adjusted price of \$669,326.29, based on the Price Quality Method.

### Financial

The tender price of the recommended contractor Broadspectrum NZ is \$797,419.84 (excluding GST), this is less than the Engineer's Estimate and is considered to be competitive and appropriate.

The total allocated budget for the Kamo Shared Path project is \$14M. The budget estimate for the Fisher Terrace underpass section of the Kamo Shared Path (cycleway) is \$0.9M from the 2018-19 budget.

### Delegation

This contract is within the Chief Executive's \$2,000,000 (excluding GST) financial delegation.

### Chief Executive Approval

That the Tender for Kamo Shared Path - Stage 4 – Fisher Terrace Underpass – Bridge 181C NAL (Contract 18012) be awarded to Broadspectrum NZ for the sum of \$797,419.84 (Seven hundred and ninety-seven thousand, four hundred and nineteen dollars and eighty four cents) excluding GST.

### CON17027

#### Twin Coast Discovery Highway Lighting Upgrade 2017 – Contract Variation

### Purpose

The purpose of this report is to seek the Chief Executive's approval for the following:

1. Variation to Contract 17027 for the Twin Coast Discovery Highway Lighting Upgrade as part of the LED Streetlight Conversion project.

### Background

CON17027 Twin Coast Discovery Highway Lighting Upgrade, is part of the overall LED streetlight conversion project. This contract was awarded to Currie Electrical Ltd on 25 October 2017 for

\$1,196,350.00 (excluding GST). It consists of the following major urban roads in Whangarei City that are located on the Twin Coast Discovery Highway tourist route:

- Tarewa Road
- Lower Tarewa Road
- Walton Street (between the five-finger roundabout and Dent Street)
- Dent Street (between Walton Street and Hatea Dive)
- Hatea Dive
- Mill Road (between Brighton Street and Waitatawa Road)
- Waitatawa Road
- Kiripaka Road to the Whangarei Falls

The project also includes lighting upgrades on Paramount Parade, Tikipunga and at the Riverside Drive zebra crossing by Memorial Drive.

Because this project is located on major arterials roads (V-Category lights), it includes upgrade of existing streetlights and new streetlights on new poles to fill any dark areas.

### Variation

Following the award of CON17027 Twin Coast Discovery Highway Lighting Upgrade, further work has been undertaken to design the remaining 1,200 V-Category light on major arterials in the District.

The first part of this design is for 83 lights at 14 major intersections in Whangarei City. These intersections are in addition to those addressed through the original Twin Coast Discovery Highway scope.

Because this work is equivalent in nature to that already undertaken through CON17027 and includes traffic signal work, it is proposed that Currie Electrical Ltd carry out this work through this contract as a variation. The value of the variation has been determined by using the CON17027 contract rates as \$262,000.00 (excluding GST).

The luminaires for these works have already been purchased directly by WDC.

This variation has been undertaken in accordance with NZTA Procurement Manual processes.

### Financial/budget considerations

On the basis of this variation, CON17027 will have a revised contract value of \$1,458,350.00 (excluding GST).

This work will be funded from the overall LED Streetlight budget of \$6,600,000 (excluding GST) which has been approved by NZTA.

The breakdown of the overall LED Streetlight budget is shown in the following table:

Description	Estimated Cost (Excl GST)
CON17025 - LED Luminaire Supply (P Category)	\$850,000
CON17070 - LED Luminaire Installation Trial (P Category)	\$150,000
CON17026 - LED Streetlight Conversion – Northern Installation Package (P Category)	\$527,214
CON17080 - LED Streetlight Conversion – Southern Installation Package (P Category)	\$562,457
CON17027 Twin Coast Discovery Highway Lighting Upgrade	\$1,458,350
LED Luminaire Supply & Installation (V Category) – Includes upgrades on Arterial Road infill lighting	\$2,000,000
CMS Light Point Controllers	\$700,000
V Category Design Fees	\$125,000



Professional Services for CON17027 Construction Supervision	\$55,400
Professional Services for CON17026, 17070 & 17080 Construction Supervision	\$68,160
Other Contract Supervision & Council Costs	\$80,000
<b>TOTAL ESTIMATED COST</b>	<b>\$6,576,581</b>

This shows that this contract variation for the Twin Coast Discovery Highway Lighting Upgrade can be funded from the approved funding.

### **Significance and engagement**

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

### **Chief Executive Approval**

That the contract value for Contract 17027 for the Twin Coast Discovery Highway Lighting Upgrade 2017 be increased to \$1,458,350.00 (One million, four hundred and fifty eight thousand, three hundred and fifty dollars) excluding GST.

## 5.2 Infrastructure Operations Report – August 2018

**Meeting:** Infrastructure Committee  
**Date of meeting:** 9 August 2018  
**Reporting officer:** Simon Weston (General Manager Infrastructure)

### 1 Purpose

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

### 2 Recommendation

That the Infrastructure Committee notes the Infrastructure Operations Report update.

### 3 Background

In December 2016, Council adopted committee terms of reference for the 2016 – 2019 triennium, with the purpose of the Infrastructure Committee being to ‘oversee the management of Council’s infrastructural assets, utility services and public facilities’.

This report provides the Committee with a brief summary of the operational highlights from the Infrastructure Monthly Report, June 2018.

### 4 Significance and engagement

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

### 5 Attachments

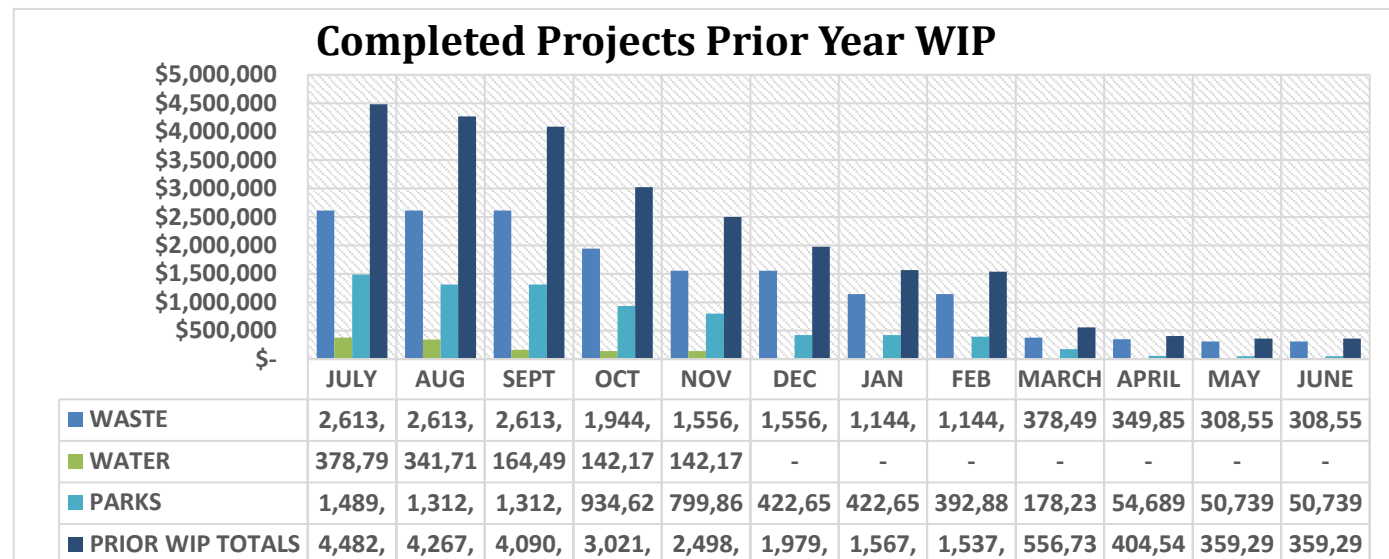
Infrastructure Operations Report – August 2018

## Infrastructure Operations Report – August 2018

### Infrastructure Development

#### Capitalisation

Projects from Parks, Water Services and Waste and Drainage enter the work in progress account (WIP) upon commencement and are removed to Hansen Clearing once closed and documentation required for capitalisation has been provided. The prior period WIP has not changed with two projects remaining, having outstanding figures totalling \$359,295. The final figures will feature in the following month's report, once the yearend financial tidy up has been completed.



#### Asset Management and the Long-Term Plan

The process to determine which Asset Management System council will adopt is ongoing, but a decision should be determined shortly.

Asset managers have completed the final review of the LTP projects including updating Asset Management Plans and development contributions schedule. Long Term Plan and Development Contributions Policy have been adopted on 26<sup>th</sup> June and 28<sup>th</sup> June respectively.

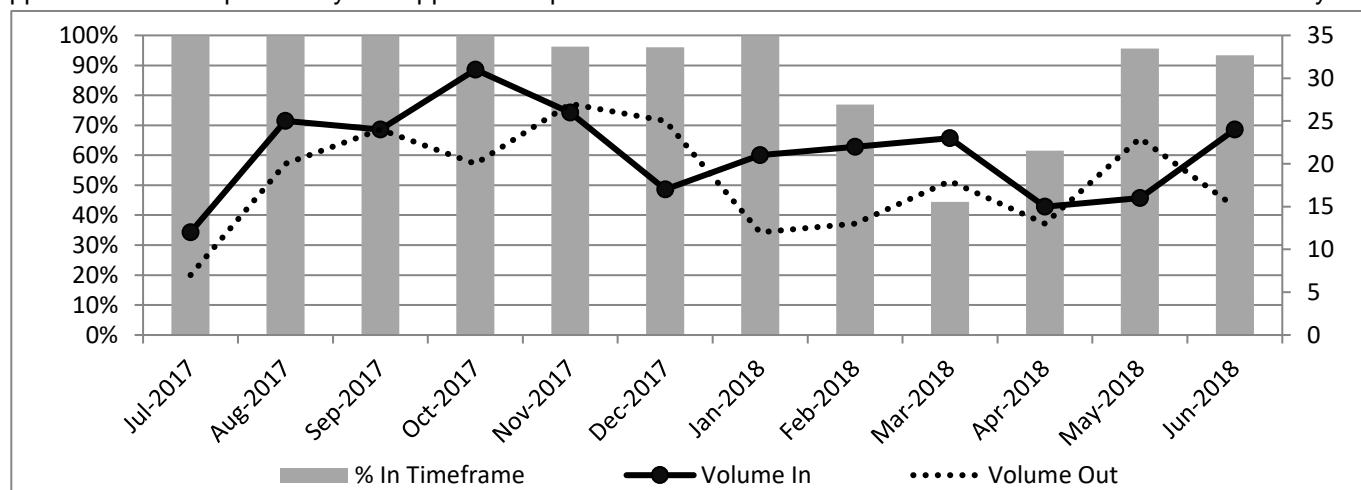
#### Engineering Standards

As reported previously, the Planning and Development and Infrastructure teams continues to align the reviews of the Engineering Standards (the EES) and the District Plan.

The next step for the ES will be to undertake formal consultation, once the relevant chapters of the District Plan are finalised for public notification.

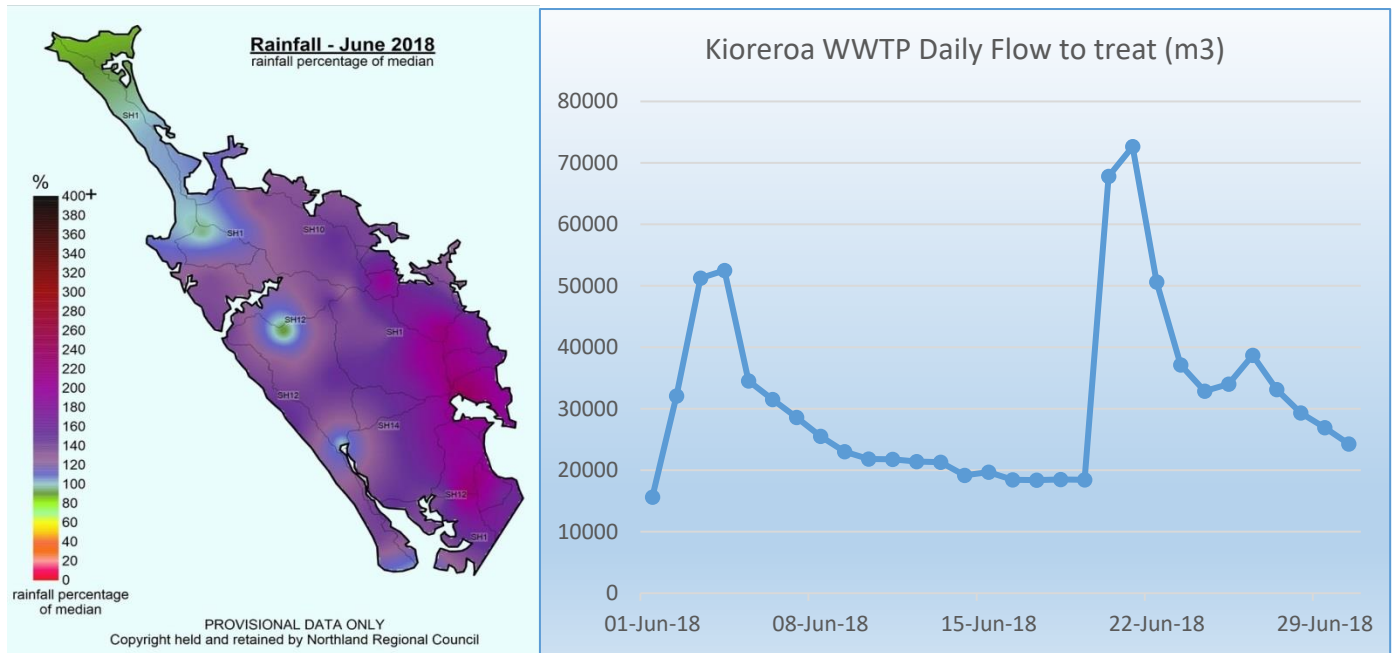
#### Development Engineering

The volume of applications processed remains strong with an increase in June, however this is a decrease in applications on the previous year. Applications processed within timeframe is 93%. The team continue to be busy.



## Waste and Drainage

### Operations and Maintenance



NRC image depicting the percentage of normal rainfall and graph illustrating the flow in m³/d through Whangarei WWTP

### Health and Safety

Staff members attended the H&S conference in Auckland. Pressure vessel inspections were completed by Stork. Machine guarding audit was completed. WWTP staff completed confined access training.

### Kioreroa WWTP

Detergent toxicity experienced in plant during the month. Affected digesters and plant performance.

### Rural WWTP

Hikurangi membrane washes completed, membrane is still inoperable. The final report is that the membrane is damaged beyond repair. Staff are negotiating compensation from supplier.

### Human Resources

Approval has been received for the recruitment process to commence for the Stormwater Engineer and admin assistance.

### Reticulation

There were 4 sewerage spills in June.

Date Spill Ceased	Location	Cause	Volume (m³)	Type of Sewage	Action Taken
3/06/2015	Waimahanga Road, Onerahi, Whangarei	Blockage in downstream line consisting mostly of baby wipes and fat. Elevated flows combined with blockage has cause capacity issues with up to 2m³ surcharging from manhole.	2.0	Raw/unscreened	Line cleared, NRC and DHB notified.
19/06/2018	Woods Road Bridge, Whangarei	Failed join in concrete lined steel rising main on gravity side of bridge crossing	<1	Raw/unscreened	NRC and DHB notified

22/06/2018	Various Locations including Bernard, Takahe and Heretaunga Streets, Morningside and Woods Roads and Parua Bay SPS	Consistent heavy rainfall associated inflow and infiltration caused capacity issues in many sewer reticulation catchments throughout the district resulting in several sustained surcharges	<50	Raw/storm water content	DHB and NRC notified, Takahe Street chamber isolated from pedestrians
30/06/2018	Willow Place, Maunu, Whangarei	Blockage in downstream side of aerial crossing consisting of fat and rags, spilled to densely vegetated area on creek bank with no evidence of contamination in creek	<1	Raw/unscreened	NRC and DHB notified, disinfectant applied to spill area

## Capital Works Projects

### Sewer CAPEX

Hikurangi Union Street sewer project is nearing completion; the three pump stations have been installed and the main pipe bursting will be done by July 30.

Hydrotech are currently replacing 500m of sewer rising main at Langs Bridge. Completion by end of July.

Construction to extend the irrigation fields at Rama Rd (Ruakaka WWTP) will be primarily complete in July; with site completion by end of August.

Tarewa Storage and Emergency Overflow Tank is practically complete; restoration of site will now be undertaken with estimated completion in August.

### Sewer and Stormwater Renewals

Urgent repairs are planned in Morningside road where the sewer has been leaking near a premise.

## Consents and Compliance

Hikurangi is non-compliant around disinfection and solids due to membrane problems, the supplier has now supplied the final report. WDC needs to seek compensation for failure of the membrane.

### Policy and Procedures

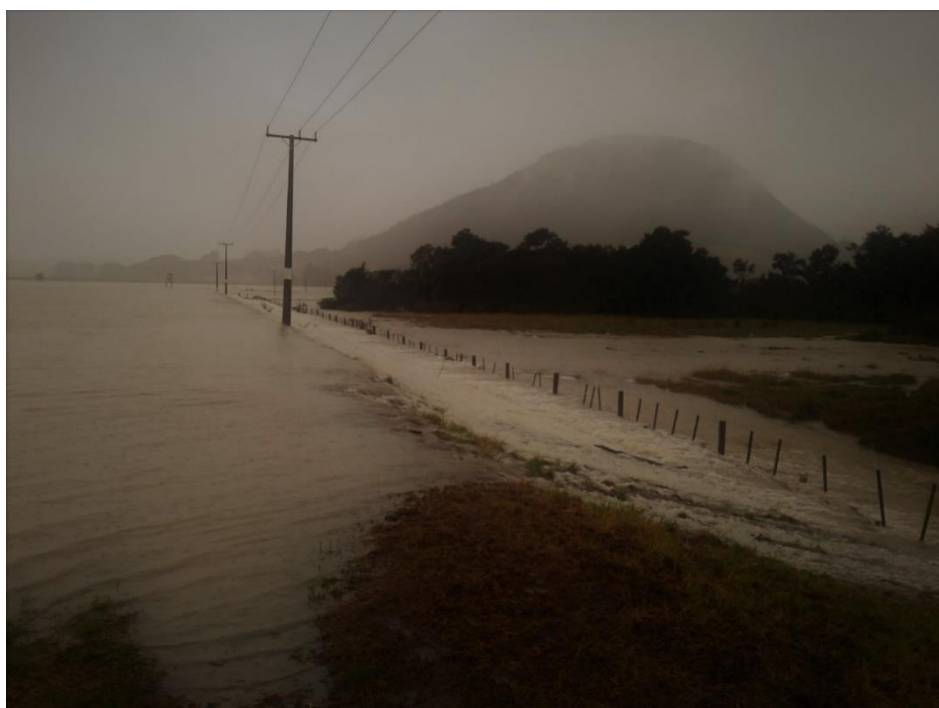
#### CON1608

Meeting have been held between the Waste and Drainage Manager and the COO of Hydrotech to renegotiate contract rates to make the contract more workable. Problems have been identified with previous relining projects; about 20% of relines have serious problems along the length of the pipe. Hydrotech have committed to investigate and rectify.

### Hikurangi Swamp Flood Management Scheme

Major flooding was experienced in the scheme; A local person provided valuable information on the scheme performance. The scheme performed extremely well, no significant pasture losses.

Photo of the spillway near the mountain pump station.





## Solid Waste Operations

Kerbside mixed recyclables have been taken to Auckland since the 1<sup>st</sup> of May. The charge for this will be \$154 per tonne in gate fee and \$212 in haulage, the average amount of mixed recyclables is 100 tonnes per month. Alternative processing options are being explored through the Joint Venture – Whangarei Waste Limited. Processing options will be dictated by the collection methodology implemented.

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

Rubbish Collection Tonnes	2017/18	2016/17	RTS Tonnes	2017/18	2016/17	Recycling Tonnes	2017/18	2016/17
June	637	690	June	262	277	June	526	532
May	789	736	May	299	328	May	660	658
April	690	653	April	329	368	April	611	566
March	722	766	March	335	321	March	685	561
February	711	622	February	320	311	February	700	701
January	873	762	January	412	412	January	848	668
December	742	760	December	439	406	December	783	621
November	764	758	November	311	386	November	624	589
October	690	663	October	316	371	October	623	563
September	630	656	September	323	298	September	527	688
August	764	681	August	330	332	August	441	567
July	634	535	July	264	297	July	583	515
Total period for	8646	8282	Total period for	3940	4107	Total period for	7611	7229

## Kerbside Rubbish and Recycling Collection and Rural Transfer Station Operations

For the year:

- Kerbside recycling was 5.3% more than last year
- Transfer station rubbish tonnages are 4.1% less than last year
- Kerbside rubbish was 4.4% higher more than last year

## Laboratory Report

### Production

The Laboratory received 862 samples, requiring 2945 tests during June.

651 tests were subcontracted. 50% of jobs were reported within 5 working days. Total test numbers increased by 9% when compared with the previous year.

To summarise production for the year ending 30 June 2018:

- 39225 tests were performed
- 5989 tests (15%) were subcontracted
- 61 % of jobs were reported (completed) within 5 days
- Testing numbers increased overall 9% compared with the previous year.

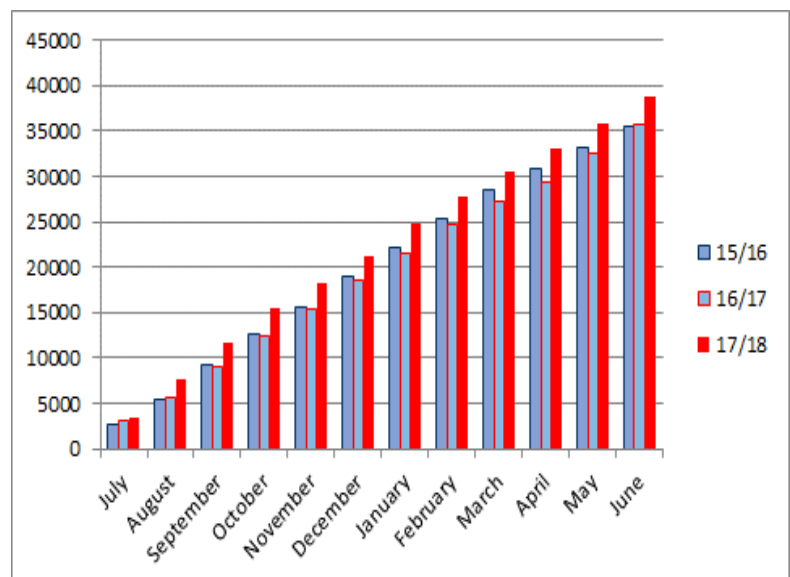


Figure 1 Tests performed to date for current year ending.

## Infrastructure Planning and Capital Works

### Major Projects

#### Major Projects: Sense of Place

- Carpark to Park: Initial project scoping is complete, including concept design and budget estimate. The Car Park to Park Working Party is meeting regularly. A decision has been made to time the physical works so that they do not interfere with the construction of Hundertwasser Art Centre. It is likely that construction of Car Park to Park will need to start in 2019-2020 with completion in late 2020.
- Camera Obscura: The external project team are in the process of seeking funding for the construction of a camera obscura on Pohe Island. Preloading of the site with metal was completed in April. Construction is planned to start in September 2018, pending funding.

#### Major Projects: Parks & Recreation

- Matapouri Beach Restoration: Peer review of the engineering design is complete and comments are being addressed. Community consultation is underway and the consent application will be lodged August. It is anticipated that replenishment works will start in April 2019.
- One Tree Point Seawall Investigation: The investigation has looked at the entire length of coast around the One Tree Point area and is the first step to develop a consistent approach to erosion management in the area. The final draft report was completed in June.
- Seawall Renewals 17/18: Clements Contractors are constructing the Ritchie Road seawall, due for completion mid-July. Taurikura seawall is out to tender during July. The consenting process for Princes Road seawall is in progress to remove several Pohutukawa trees.
- Ngunguru Seawall Renewal: The remedial works to the top of the wall and grass area on stage 1 at Te Maika Road is completed. The detailed design for Stage 2 along Ngunguru Road frontage is currently underway and will incorporate items gathered from the community feedback, upon which Resource Consent will be lodged. Cost estimates will then be compared to budget. Additional funding would be necessary to achieve the community's desired outcomes.
- Sandy Bay Beach Restoration: An investigation is underway to determine a long-term solution to manage erosion. Once this has been completed, a concept plan will be presented to the community for consultation. This plan will include dune protection areas.
- Otaiaka Sports Park Field Construction: Construction of stage 1 which includes two new sports fields, lighting, irrigation and drainage is currently underway. The fields will be ready for the winter season April 2019. Detailed design for stage 2 will commence in July.
- Hikurangi Multiuse Hardcourt: Construction of the hardcourt is complete. Quotes to install lighting have been requested. Resource Consent to install the lighting has been granted.
- William Fraser Memorial Park Development Pohe Island: Professional Services have been awarded to Hawthorn Geddes to design and document the central island carpark through to physical works. Detailed design is going through final processes.
- Ruakaka Sports Fields: The design for the two new fields and refurbishment of the existing fields is nearly completed. Construction can not start until the sand mound has been removed. An ROI has not found any contractors interested in the sand removal.
- Laurie Hall Park: Design for stage 2 of the upgrade of Laurie Hall Park is under revision. Construction of the new pathways and lighting is planned to start in the 2018/19 financial year after Armistice Day.
- Parihaka Track Renewals: The contract has been awarded to Plantpro & Sons. The Drummond Track and Dobbie/Hokianga tracks have been completed and opened. Ross track is under construction and due for completion mid-July.
- Limestone Island Pontoon – Pontoon has been designed and priced. Pontoon is being fabricated. Installation to begin Aug 2018.
- Abbey Caves Car Park and Toilet Facility - Hawthorne Geddes have provided the final concept plans, report and Engineers Estimate.
- Quarry Gardens Car Parking Facility – Topographical survey has been completed and draft concept plans have been provided for comment. Changes have been made to these to further increase the number of carparks.

Discussions are ongoing with the Trust. Final concept plans and an Engineers Estimate should be completed by the end of August.

- Bascule Carpark - Stakeholder engagement and detailed design is underway.
- Whangarei Falls Carpark Amenity Upgrades - The contract has been awarded to Robinson Asphalts and physical works are to begin in September 2018.
- Potter Park, Tikipunga - The concept design is under revision. The outcome will be a children's playground with footpaths, bollards, and trees. Construction is planned for early 2019.
- Ngunguru Youth Activity Zone – A site at the Ngunguru Sports Complex (NSC) has been approved in principle by NSC and a workshop has been held with Ngunguru School children and Instagram consultation undertaken to determine what elements are wanted.

### Major Projects: Water

- New Whau Valley Water Treatment Plant: The detailed design is currently underway. An 'Expression of Interest' for construction was tendered out and will close in July. Detailed design is programmed to be completed in November 2018, and tendering for the physical works contract is planned for November – December. Construction is planned to commence in January 2019, and is estimated to take 20 months.
- Ruakaka WTP Clarifier Upgrade: Detailed design is underway, and should be completed by mid-July.
- Ridermain Replacements 2018/19: The works will be tendered as two contracts and begin construction early in the 2018/19 financial year.
- Three Mile Bush Reservoir: Previous site location studies are currently being assessed and validated, with additional site investigation work to be performed to inform site selection process.
- Reservoir Rehabilitation 2017/18: Contract works are complete.

### Major Projects: Waste & Drainage

- Tarewa Storage and Emergency Overflow Tank: Construction is currently underway and is due to be completed July 2018 with commissioning work in August 2018. NZTA will take over parts of the site in August for construction of the Tarewa intersection upgrade project, saving money on reinstatement and disestablishment.
- Teal Bay Stormwater Upgrade: Detailed design is underway and should be completed by the end of August.

### Major Projects: Compliance & Regulatory

- New Animal Shelter: This project is currently being scoped by the Sponsor. Concept plans followed by a feasibility study to determine a suitable site will be undertaken during the 2019/20 financial year. This will be followed by a detailed design and price estimate for construction. Construction will be undertaken in 2020/21.

## Infrastructure Planning

The team is continuing work on the comprehensive review of designations held by WDC. This requires research on the history and function of each designation to establish whether it has been given effect to. In many cases, corrections or changes to the designation are needed to provide for the effective ongoing operation of the facility.

A submission on the Proposed Regional Plan for Northland was lodged in November 2017. Evidence is being prepared for the hearings, which start at the end of August 2018.

The team is continuing to review a steady stream of subdivision and land use consent applications and providing input to plan changes and the Environmental Engineering Standards review.

## Landscape Architects

The team is busy with various projects including leading the design of Pohe Island Masterplan, Pohe Island Central Carpark, the Town Basin Carpark to Park project, and Whangarei Falls Amenity Upgrades. Work is ongoing on the City Centre Precinct Plan, design palette, and Entranceways improvements.

## Parks and Recreation

### Operational updates

#### Public Tree maintenance

Treescape had a full-time crew working for three weeks on street trees with the Elevated Platform Vehicle (EPV) crew completing a further two days on trees around powerlines. We are currently slightly behind schedule but Treescape will bring an extra crew to Whangarei to catch up on any deficit in the main contract. The larger palms along Walton Street were pruned in June smaller ones programmed in July.

### Tracks maintenance:

June has been a wet month with over 300mm of rain falling. Most of this rainfall occurred over 2 days on the 20th and 21st when about 180mm fell. Despite this we feel fortunate that track damage has been limited. Some metal run-off has occurred and as much of this has been recovered as possible. We had a tree come over on the Hatea Walkway north of Mair Park and some substantial retaining had to be constructed adjacent to the river, where the roots pulled the bank away. This cost over \$5,000 but was quickly completed. Elsewhere, we are not aware of other major issues.

The poor weather has made track construction on the Ross Track more difficult. Work is well underway here with the box-step structures having been flown in and seating started. It is hoped that the upgrade of this track will be complete by the middle of July.

### Coastal Structures

CON18013 tender for Parks and Coastal Structures closed on Friday 6th July. Four tenders were received and evaluated. The expected start date for the new contract is 01st August 2018.

One of the piles under the Town Basin marina office has recently failed. Immediate action was taken to assess the situation, risk was minimised by restricting access to the immediate area. Professional services are reviewing the Geotechnical report to develop a practical solution in collaboration with the current maintenance contractor.

### Sports Fields

Cricket block renovations were in progress throughout June and all have been completed except for Cobham Oval which is programmed for completion in the first week of July.

The wet weather continued in the same vain as last month seeing many mid-week field closures to counteract field damage and over use. Our spirits are up - with strategic field closures we have managed our weekend competition fixtures with no need for cancellation despite some extremely wet weather.

Unforeseen damage at Ruakaka sport spark by a wild pig closed Soccer 2 field (see photo below). The offending pig has now been terminated. All fixtures on this field have been moved to Bream Bay College grounds for the rest of the season.

With the overuse of William Fraser Rugby and Soccer fields becoming apparent it is recommended that under sowing with ryegrass commences on this Park next Winter.



*Town Basin Marina Pile*



*Damage by pigs at Ruakaka Sports Park and the culprit*

### Parks and Gardens

Despite the high rainfall and strong winds during June, the city got off reasonably lightly, with little serious damage. The bridge at Whangarei Falls was flooded and was closed for 24hrs. The debris was cleaned off it the next day when water levels had receded and the bridge reopened. Other damage included a Perspex panel from the Canopy Bridge being blown out.



Winter infill planting also got underway with most trees having been planted. Most annual bedding displays look great, except for some of the primrose which have been attacked by caterpillars. Pest control with *Bacillus thuringiensis* is ongoing.

The contractors mowing team is finding it hard to mow most parks due to the ground been saturated, but the contractor is doing what they can and are spending more time on weed eaters to prevent further turf damage.

Freedom Camper numbers have diminished but are now causing turf damage in designated camping areas due to the wet weather.

The first part of June was also spent maintaining and checking Assets. One Tree Point and Parua Bay Boat Ramps were cleaned and water blasted. Signs were refurbished at Ruakaka Beach, McGregors Bay, and Marsden Bay Reserve and four picnic tables have been refurbished at Matapouri and Wellingtons Bay. The contractor was also busy installing new bollards at William Fraser Park and Lake Waro.

The bank on Western Hills Drive (at the bottom of Coronation Reserve) was cleaned up at the end of June. All the woody weeds were removed, as well as a few trees that were growing too close to the carriageway. The lower bank was mown and the weeds beyond the mowers reach were sprayed. Because of the time of year, the effectiveness of this spraying is questionable, so we will programme in another spray of the weeds in the spring.

### Playgrounds and Skate Parks

During June the contractor removed graffiti from Kamo Sports Park and Hedley Place playgrounds. Glass was removed from Laurie Hall Park and new swing seats were installed at McLeods Bay and Norfolk Ave playgrounds. The monorails at Hedley Place and Mander Park were damaged and the runners had to be replaced.

At the new playground at Ruakaka Rec Grounds, kids were accessing the sails by standing on the roof of the tower. We resolved this issue by removing the roof off the tower.

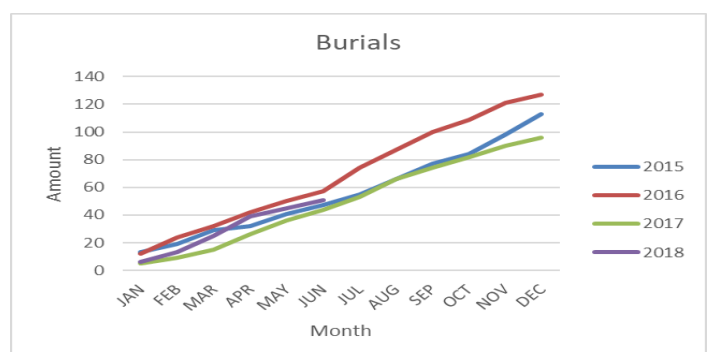
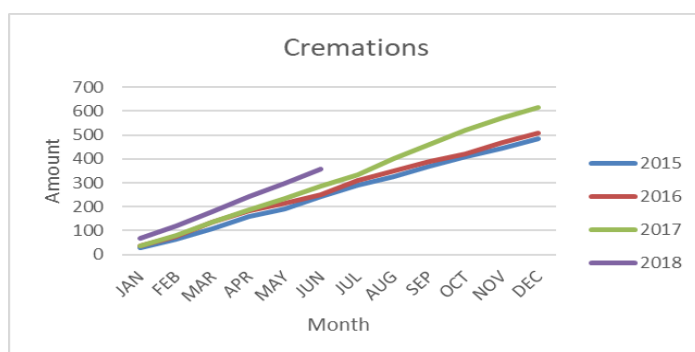
The new playground at Otangarei's Central Reserve was constructed at the end of the month. The contractors were unlucky, trying to construct the playground during the wettest week we have had in a long time. The wet conditions made their work extremely difficult and the work took longer than expected. However, the final result was excellent and the local kids have swarmed to the playground and the parents are grateful for the playground.

The CCTV cameras are yet to be installed (programmed in for mid-July), and we are working on various other finishing work including signs (No smoking and No dogs), looking into seating around the playground and a new path to the basketball half court.

### Active Recreation Strategy

The Request for Proposal (RFP) for the delivery of this strategy closed at the end of June. An evaluation team consisting of Sport New Zealand, Sport Northland and Whangarei District Council considered the four suppliers and Global Leisure Group was selected. The first project working group meeting is planned for early July.

### Cemetery:

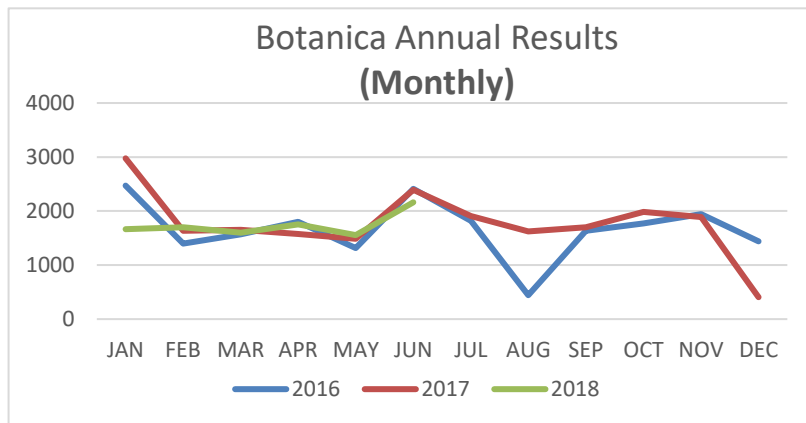


Again, cremations continue to be on the increase. This is possible due to a cremation (from \$1,800) being more affordable than purchasing a plot and paying a burial fee (\$3,700).

Another busy month at the cemeteries with work being done on getting all our new services, such as family area and natural burial areas ready for the July.



## Botanica



The visitor numbers had a spike this month, as they do every June due to the tree giveaway.

The Matariki display is in the foyer currently and looks beautiful with native trees on display like Kauri, Punga and Kawakawa and others.

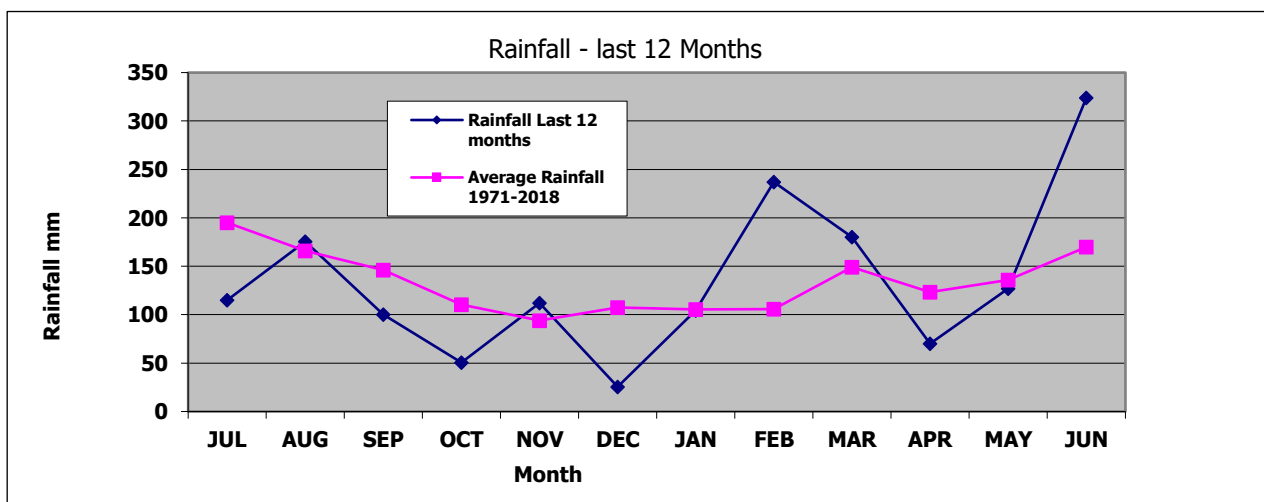
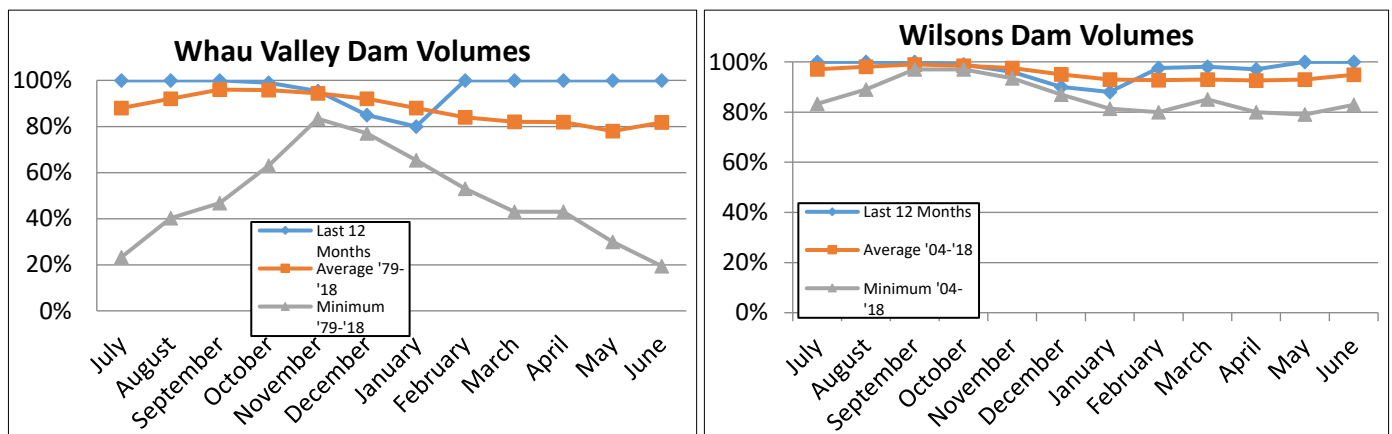


*Family burials area with an example of a monument owned and installed by Robinson Memorials*

## Water Services

### Rainfall and Water Sources

Some significant rainfall in June with over 320mm falling at Whau Valley. In the first 6 months of the year we have had over a metre of rainfall which is 250mm above the average for the end of June. Whilst the intensity of some of the rain has caused problems at some of the treatment plants overall the network has coped well. The forecast for the remainder of winter is similar.



## Capital Works

## Capital Works

An expressions of interest document for the construction of the new Whau Valley WTP was advertised and closes in July.

Work on all programmed works was completed including mains being replaced in Albany Road, Tikorangi Place and Kent Road. Staff are preparing contracts for meter and main replacement to be advertised in July and August. Design work is ongoing for the scrappers for the clarifiers at Ruakaka and it is hoped to advertise this contract in August. The UV upgrade at Ruakaka is also progressing well with the new unit installed and expected to be commissioned in August.

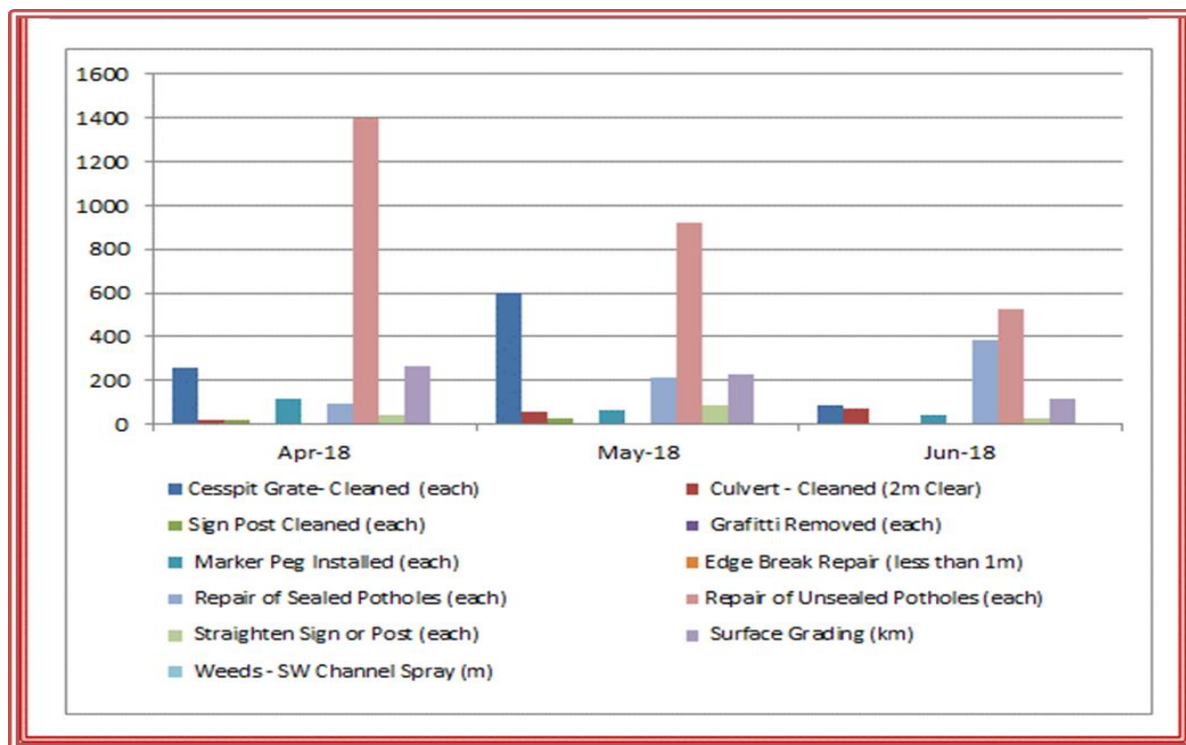
## Roading

### Maintenance

A period of wet weather towards the end of June has caused some flooding and damage to the Districts roading network. Although most damage is limited to a minor level overall the costs are likely to exceed \$500,000 and a flood damage claim to NZTA is being prepared. The Contractors have been busy clearing slips and culverts due to the recent storm event during June in our network. Our focus has been on cleaning out blocked culverts and dealing with CRM complaints. Other works apart from routine maintenance and maintenance grading include maintenance metalling unsealed roads, roadside tree pruning, and culvert repairs.

The new maintenance contracts have been awarded and will start with effect of 1 July 2018.

### Roading Operational Outputs - Monthly Achievement – Routine Works



### Pavement Rehabilitation and Seal Extensions.

The programme of rehabs on rural roads has been completed. Works have been completed on 3 small sections on Kokopu Rd, as well as a major slip repair on Abbey Caves Rd. A section on Springfield Rd, and Rehabs on Pipiwai Rd and Whatitiri Rd are also now complete. Design works for the 2018-19 annual programme are already underway. The seal extension contract for 2.5km of new seal on Wrights Rd and McCardle Rd has been completed. Design of the final 4km of sealing for this road is also underway.

### Bridge Repair

The upgrade of the first of the bridges on Doctors Hill Road and the Thompson and Old Tokatoka Rd bridges are now complete. Upgrade of the second bridge on Doctors Hill Road, Ararua Rd and Wilson Rd bridges have also been completed. Major bridge maintenance contracts for scour protection and general maintenance have also been completed for the year.

## LED Street Light Conversion

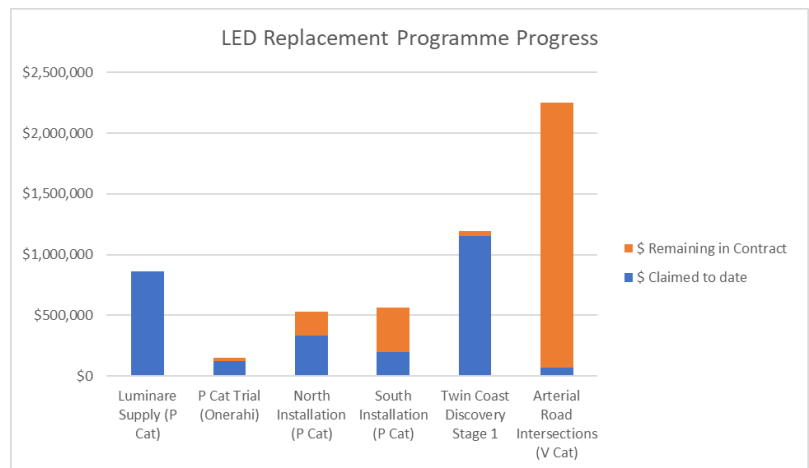
Funding has been approved from NZTA for \$6.6M to replace the existing streetlights with energy efficient LEDs. This work was funded at 85% FAR (subsidy) for work completed 30 June 2018. NZTA have just announced that the 85% subsidy rate has been extended up until June 2021. Work is completed on the replacement of the 3,300 P-Category (local road) lights.

The upgrade of the V-Category (Arterial road) lights on the Twin Coast Discovery Highway in Whangarei City, which is being undertaken by Currie Electrical, is nearly completed. The final work is being undertaken at the Tawera/Porowini intersection. This work is expected to be completed in July 2018.

The V Category lights for the arterial road intersections have arrived. This work is being included in the Twin Coast Discovery Highway contract as a variation.

The remaining 1,200 V-Category lights are currently being designed and these designs are due in late August/early September. Given that there is a 3-4 month lead time, this will result in these lights arriving in December/January. The installation of these lights is likely to be undertaken by June 2019.

We are currently determining whether the central management system (CMS) to control the new LED streetlights can be provided by the Spark proposed "Smart Cities" LoRaWAN network. LGNZ is also initiating a project to determine a nation-wide CMS.



## Kamo Cycleway

The stage 2 contract (Cross St to Kamo Rd) has been awarded and construction has commenced. Construction of the cycleway for Stage 1 were completed by the end of January but works on the Railway and Crossing controls were not completed until June.

The programme of works and progress is reported below:

### Stage 1 (CON16020 Rust Avenue to Cross Street)

- Civil works mostly complete, except those components to be completed by KiwiRail and minor finish works that cannot happen until post KiwiRail works.

### Stage 2 (CON16086 Cross Street to Kamo Road)

- SP 1 Cross Street to Wrack St (target completion of Spring 2018)
- Earthworks and concreting is mostly complete. Working on finishing associated infrastructure to enable opening of this section.
- An Official Opening, and Public Opening Day of Stages 1 and 2 is currently being planned for the 19 September, subject to confirmation of this date by the Minister of Transport.

### Stage 3a (Kamo Rd to Jack Street)

- Design completed, we have received interim KiwiRail feedback and have incorporating required changes, however, we are still awaiting 100% design approval, which we need before we can start construction works.
- Physical works is programmed to start in spring 2018 with a target completion of early-mid 2019.

### Stage 3b (Adams Place to Fisher Terrace)

- Path design mostly complete – this section will be tendered with Stage 3 as a separable portion, however, excluding the underpass, which will be a separate tender.
- Enabling works is underway to ensure that an all-weather access and platform is available for the underpass construction.

### Stage 4 (Fisher Terrace Underpass) – Awarded to Broadspectrum

- KiwiRail 50% review was completed prior to tendering.
- Underpass construction is to take place during the Christmas railway shutdown (24<sup>th</sup> December 2018 to 2 January 2019).

### Stage 5 (Fisher Tc to Kamo village)

- Scoping design underway for future links to Kamo Intermediate, Kamo High School and Kamo Village. This will involve a combination of shared paths and traffic calming (greenways).

## The Walking and Cycling Strategy

The Walking and Cycling Strategy 2012 is currently undergoing its 5-yearly review. The updated strategy will be the keystone for securing funding for urban walking and cycling projects, as well as strategic regional Great Rides and Great Walks throughout our District.

The draft strategy has been adopted by Council and was made available for public consultation during June. This will be reported to Council during September.

We are working with NRC, Northland Inc, KDC and FNDC to develop a robust regional strategy with associated maps, regional priorities and economic justification for a series of high-quality easy trails following our unique coastlines. These trails once complete, will link Auckland's east coast with the Bay of Islands, via the Bream Bay Coast and Tutukaka Coast, then connect across to the Hokianga Harbour via Twin Coast Discovery Trail then back down to Auckland's west coast via the Kauri Coast Trail. The three Councils are working together to put forward a series of applications to Government's Provincial Growth Fund to build some of the key sections of these regional trails. Waipu Walk Cycle Trust – Stage 2 Estuary View Heights to Waipu Cove – Physical works is planned for mid-2018. Stage 1 got a highly-commended award for the NZTA's Taking Communities on The Journey, which was announced at the Asia Pacific Cycle Congress in Christchurch on October 19. The NTA and the Trust have submitted a combined Provincial Growth Fund Expression of Interest application to complete the Trail from Waipu to Waipu Cove.

## Whangarei District Road Safety Promotion June 2018

**SAiD (Stop Alcohol Impaired Driving):** 12 courses have been run this year, 1 from additional funding. Of the 83 participants who commenced the programmes, 76 completed. Since inception (2012), 91% have not been caught reoffending.

**Drive Soba:** 8 programmes of 12 groups and 1 individual sessions were run with 59 offenders completing. After 11 years the non-reoffending rates are: 9-11 years post DSP, 78%, 5 years and 2 years post: 82% for both cohorts.

**Young Drivers Learners Licences:** Fifteen 3 day programmes have been run this year at People Potential, 3 with additional funding. 210 attained Learners licences an 83% pass rate on first attempt and following resits the overall pass rate was 85.4%. In addition 35 Learners licences were attained by students at Ngatiwai Iwi Education.

**Speed:** Bus back advertising of the National Speed message "In my shoes" was carried by 2 local busses in the Urban area. At the same time the 60sec TV advertisement was run in 4 cinemas over 4 months in the Whangarei Events Cinema. This is estimated to have been seen 8400 times in 607 screenings. Complementary Radio advertising has run during the period.

**Community Mentor Driver Programme:** At People Potential 143 students were mentored this year. 116 sat and 102 passed their Restricted Licence. 1654 mentor hours were provided and the dedicated mentor vehicle travelled 18067 km. A training session was delivered by St John and there are currently 11 active mentors, with 4 new mentors joining the team this year and 2 being processed. Ngatiwai Iwi education had 4 students attain restricted licence and 10 in the programme.

**Restraints:** Delivery this year : 5 Workshops with 47 attendees, 12 ECE visits with 227 chn and 66 adults, 1 Event, Whanau Day with 100+ chn and adults Car seat checking in 9 locations with 157 seats checked, 28 boosters given out and 3 convertible. CRT training was provided to 4 attendees..

**Fatigue Stops:** 434 vehicles stopped at 6 fatigue stops with interactions with 921 people.

### Key district issues

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

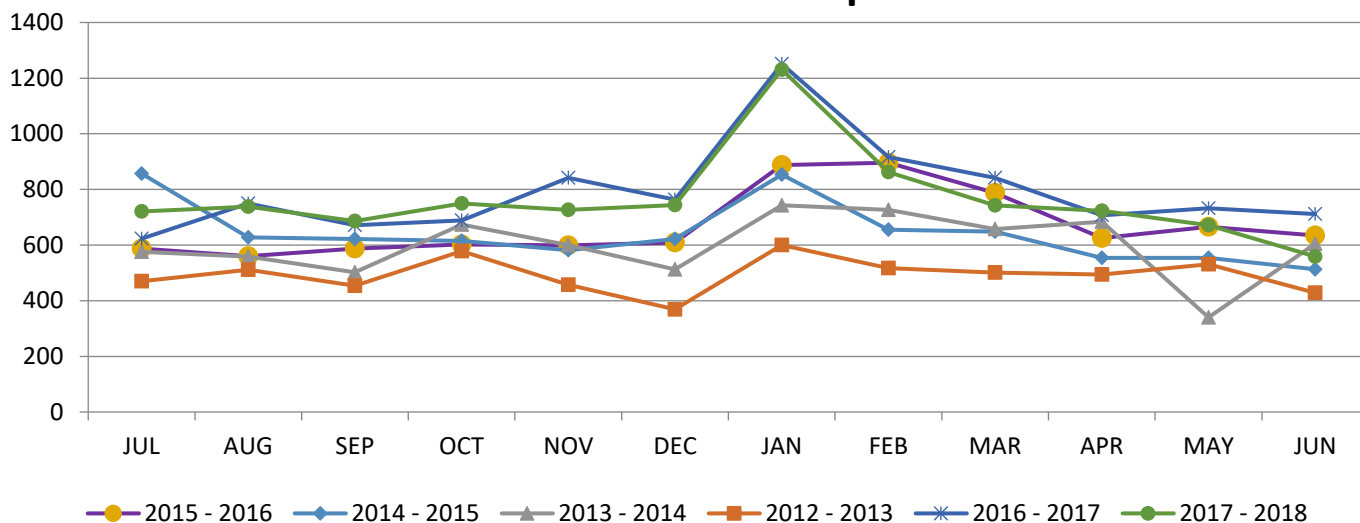
## Northland Road Toll

Road Toll	Total for all 2017	Total at End June 2018	Northland SH Network	Northland Local Network
Whangarei	14	11	7	4
Kaipara	5	2	2	0
Far North	22	9	6	3
<b>Totals</b>	<b>41</b>	<b>22</b>	<b>15</b>	<b>7</b>

## Customer Request Management Services (CRMs)

The Infrastructure Group received a total of 1609 CRMs in the month of June 2018. 11,308 CRMs for 2018 to-date with 28,852 CRMs in total for 2017.

### Waste - Total Service Requests

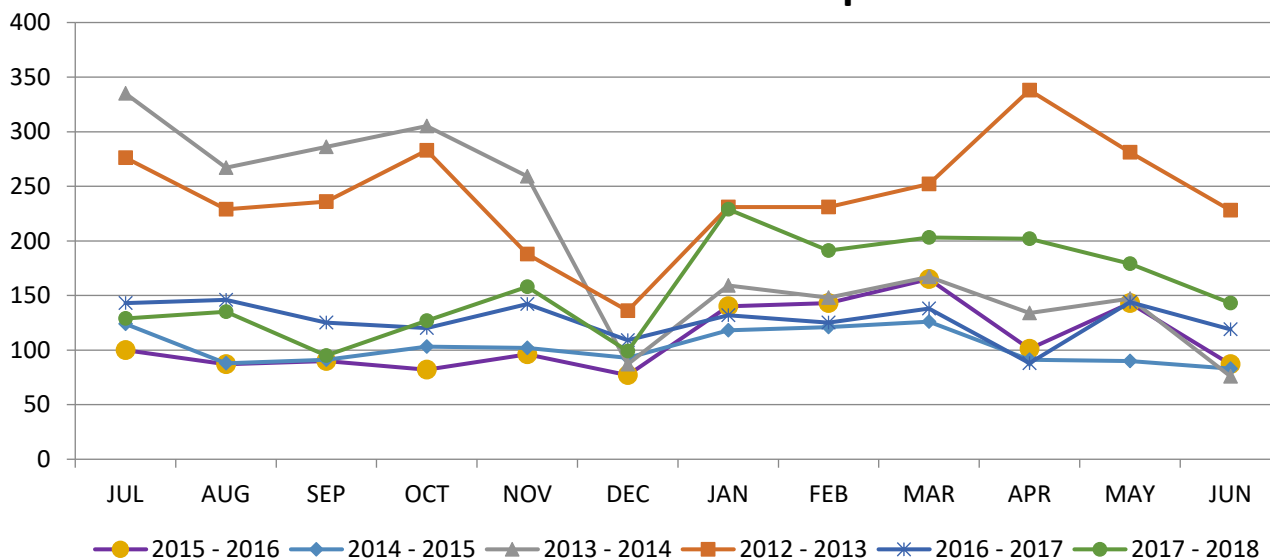


The Waste and Drainage Team received 559 CRMs in June 2018. There were 10 impressed CRMs recorded for the month. No instances of dissatisfied feedback were received.

The top five CRM issues for our Waste and Drainage Department for the month of June were:

- Rubbish Queries – 112 calls (non-collection, fly tipping etc)
- Public Toilet queries/complaints 42 (eg Soap dispenser empty).
- Recycling queries and complaints- 34 (eg Bin missed during collection)
- Stormwater queries- 32 (eg blocked storm drain)
- Sewer queries- 31 (eg blocked waste drain)

### Parks - Total Service Requests



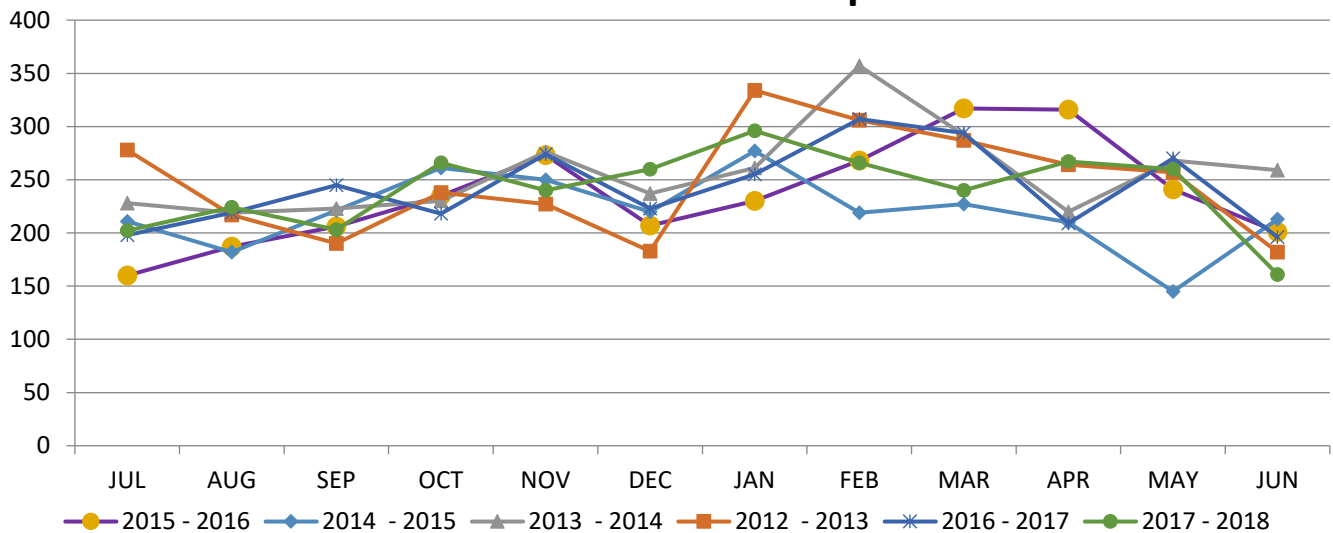
The Parks team received 143 CRMs in June 2018. There was unfortunately no specific feedback reported from the public for the month of June, however during the follow-up calls, 4 customers reported works done were acceptable.

The top five CRM issues for our Parks and Recreation Department for the month of June were:

- Tree and Street Tree queries- 61 (eg tree fallen over/branches down)
- General Parks queries- 46 (eg access to reserves, Drone requests etc)
- Cemetery enquiries- 7 (Burial enquiries etc)
- Walkways- 5 (Issues on walkways)
- Mowing- 3 (Mowing of Parks and playgrounds)



## Water - Total Service Requests

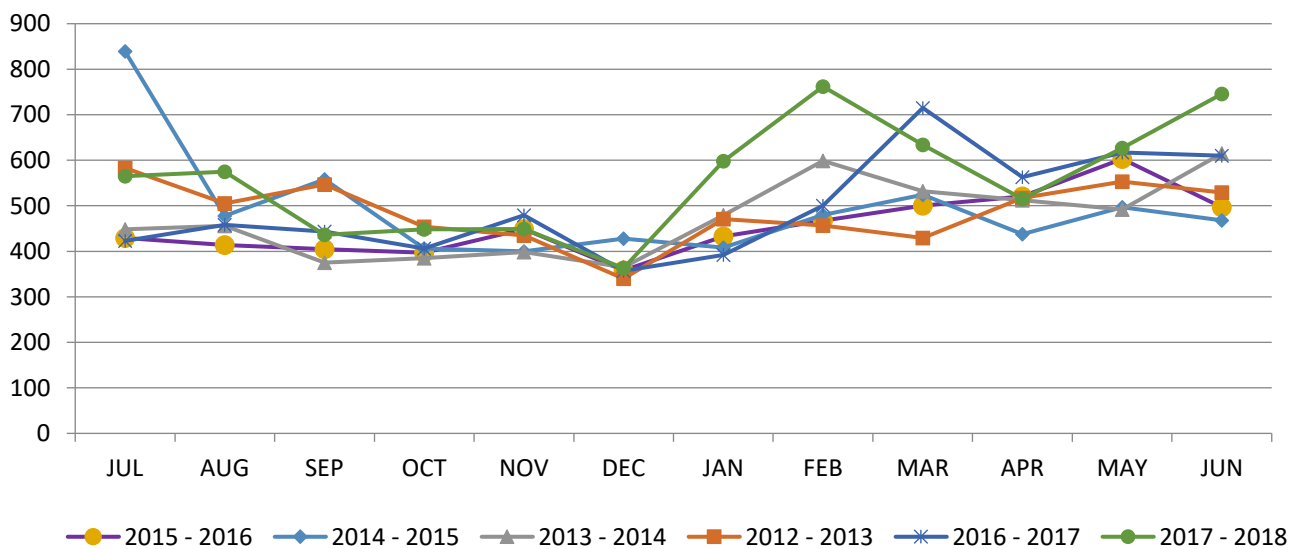


The Water team received 161 CRMs in June 2018. The Water Team received 7 impressed calls during the month. No instances of dissatisfied feedback were received.

The top five CRM issues for our Water Department for the month of June were:

- Water Leaks- 67 (Leak repairs or concerns)
- Meter Box Queries- 34 (New box, new meters)
- Water Quality- 8 (Water quality issues- clarity, odour, taste)
- General Water Queries- 6 (land enquiries etc)
- Water Pressure-5 (Pressure issues)

## Roading - Total Service Requests



The Roding Team received 746 Customer Service Requests in June 2018. There were 27 follow up calls made in the month of June. One customer was dissatisfied. Thirteen customers found our service acceptable. Thirteen customers were impressed by the Roding team and contractors.

The top five CRM issues for our Roding Department for the month of June 2018 were:

- |   |  |
|---|--|
| 1. 61 reports of Roding General         | E.g. General and Safety issues.                    |
| 2. 78 reports of Unsealed Street Lights | E.g. Maintenance on unsealed network.              |
| 3. 78 reports of Roding Maintenance     | E.g. General maintenance – sweeping and pot holes. |
| 4. 61 reports of Trees and Vegetation   | E.g. Maintenance on trees and vegetation. .        |
| 5. 167 reports of Stormwater issues     | E.g. Clearing cesspits and stormwater issues       |

### 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.*