



Rangitikei District Council

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Rangitikei
UNspoilt...

Assets/Infrastructure Committee Meeting

Order Paper

Thursday 11 May 2017, 9.30 am

Council Chamber, Rangitikei District Council
46 High Street, Marton

Website: www.rangitikei.govt.nz

Email: info@rangitikei.govt.nz

Chair
Cr Dean McManaway

Deputy Chair
Cr Ruth Rainey

Membership

Councillors Richard Aslett, Cath Ash, Nigel Belsham, Jane Dunn, Angus Gordon,
Soraya Peke-Mason, Lynne Sheridan and Dave Wilson
His Worship the Mayor, Andy Watson (ex officio)
Tracey Hiroa (Te Roopu Ahi Kaa Representative)

Please Note: Items in this agenda may be subject to amendments or withdrawal at the meeting. It is recommended therefore that items not be reported upon until after adoption by the Council. Reporters who do not attend the meeting are requested to seek confirmation of the agenda material or proceedings of the meeting from the Chief Executive prior to any media reports being filed.

Rangitikei District Council

Assets and Infrastructure Committee Meeting

Agenda – Thursday 11 May 2017 – 9:30 AM

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The quorum for the Assets/Infrastructure Committee is 6.

At its meeting of 28 October 2010, Council resolved that "The quorum at any meeting of a standing committee or sub-committee of the Council (including Te Roopu Ahi Kaa, the Community Committees, the Reserve Management Committees and the Rural Water Supply Management Sub-committees) is that required for a meeting of the local authority in SO 2.4.3 and 3.4.3.

1 Welcome

2 Council Prayer

3 Apologies/Leave of Absence

4 Members' conflict of interest

Members are reminded of their obligation to declare any conflicts of interest they might have in respect of items on this agenda.

5 Confirmation of order of business

That, taking into account the explanation provided why the item is not on the meeting agenda and why the discussion of the item cannot be delayed until a subsequent meeting, be dealt with as a late item at this meeting.

6 Chair's Report

A report will be tabled at the meeting.

File ref: 3-CT-13-4

Recommendation

That the Chair's Report to the Assets/Infrastructure Committee meeting on 11 May 2017 be received.

7 Presentation from Higgins – roading mapping technology

A presentation will be made by Mr John Jones from Manawatu District Council.

8 Confirmation of Minutes

The minutes of the Assets/Infrastructure Committee meeting from 13 April 2017 are attached.

File ref: 3-CT-13-2

Recommendation

That the Minutes of the Assets/Infrastructure Committee meetings held on 13 April 2017 be taken as read and verified as an accurate and correct record of the meeting.

9 Progress with strategic issues

There has been no further progress with priority 2 projects (infrastructure service levels), but some progress with priority 3 projects (future-looking community facilities).

A ten-year plan for community housing is being prepared. Council has considered a draft management plan for Marton B and C Dams, which included provision of public access, but deferred further consideration until logging is completed. An application has been submitted to the Government's Mid-sized Tourism infrastructure Fund for new toilets in some remote areas. Council's deliberation on submissions to the 2017/18 Annual Plan included approving the construction of a new public toilet in Mangaweka.

10 Renewal of Marton wastewater treatment plant

A report is attached.

File ref: 6-WW-1-4

Recommendation

That the report 'Marton Wastewater Treatment Plant – update as of April 2017' to the Assets/Infrastructure Committee meeting on 11 May 2017 be received

11 Mangaweka Bridge Update

A report is attached

File ref: 6-RT-1(69)

Recommendations

- 1 That the report 'Mangaweka Bridge Update' be received
- 2 That The Assets/Committee recommends to Council that it varies its 2017/18 Annual Plan to specify, as part of the budgetary allocation for a replacement Mangaweka Bridge, preparation of the Mangaweka Bridge Replacement Detailed Business Case (\$100,000 less the Funding Assistance Rate contribution).
- 3 That the Assets/Infrastructure Committee recommends to Council that it applies to the Regional Land Transport Committee on 6th June 2017 seeking a variation to the 2015/18 Regional Land Transport Programme to include the Mangaweka Bridge Replacement Detailed Business Case

12 LED Streetlight Accelerated Renewal Programme

A report is attached

File ref: 6-RT-5-12

Recommendations

- 1 That the report 'LED Streetlight Accelerated renewal Programme' be received

- 2 That the Assets/Infrastructure Committee approves the implementation of Stage 2 of the proposed LED upgrade, subject to budget confirmation from Council and the New Zealand Transport Agency.
- 3 That the Assets/Infrastructure Committee recommends that Council varies its 2017/18 Annual Plan to include \$644,332 for the implementation of Stage 2 of the proposed LED upgrade (noting that the local share is \$96,550 and funded from reserves).
- 4 That the Assets/Infrastructure Committee recommends that Council applies to the Regional Land Transport Committee on 6 June 2017 seeking a variation to the 2015/18 Regional Land Transport Programme to include Stages 1 and 2 of the LED Streetlight Accelerated Renewal Programme

13 Marton Broadway CBD Work

An oral update will be provided to the meeting.

Scope

- Utilities Renewals include stormwater and watermain.
- Utilities will extend past Hammond/Broadway Intersection because the roundabout is to be AC resurfaced.
- Roading renewals include kerb and channel.
- Risk around existing shop canopies if original kerb alignment used. Kerb offset proposed on design plans to avoid shopfront canopies is 585mm shown on plans
- 13.4m overall existing width from kerb to kerb. Aiming to achieve minimum 2.2m parking + 1.2m cycleway + 3m lane = 6.4m x 2 sides = 12.8m minimum)
- Fibre futureproofing – will be contacting Chorus to obtain offset measurement for Fibre trenchline in footpath. Council will lay ducting in readiness. Include in this contract.
- Need to investigate possibility of an old fuel tank at No. 193 Broadway. Contingency sum may be required for removal.
- Some obsolete crossings will be removed.
- Crossings opposite carparking area at No. 221 Broadway (Lazyboy Furniture) to be centralised.

Footpaths renewals

- Footpaths renewals will follow fibre ducting installation.
- Footpaths will be a Separable Portion in the contract staged over two financial years with footpaths commencing in 18/19.

Procurement.

- Overall project estimate expected to exceed \$500k
- Open tender, Price Quality Method 60% Attributes/40% price.

Costs

- Utilities Renewals as planned. Construction in 17/18
- Kerb and Channel to be funded by Kerb (Drainage) Renewals 17/18
- Footpath to be funded by unsubsidised Footpath Renewals. In sufficient budget in 17/18 footpath programme to completely renew footpaths therefore footpaths renewals will be constructed in 18/19 and 19/20, western side first.

Proposed Timeframe

19th May 2017 – Tender documents ready

15th June 2017 – Close Tender

30th June 2017 – Evaluation complete

20th July 2017 – Council for approval

8th December 2017 – Construction complete (excluding footpath renewals). Allows for 1 week contingency leading into Xmas shopping period.

14 Award of Contract 1057

A report will be tabled at the meeting.

At its meeting on 27 April 2017, Council delegated authority to the Assets/Infrastructure Committee to award the contract for the upgrade of filtration and heating in the Taihape Pool (Contract 1057).

Recommendations

1. That the report 'Award of Contract 1057' be received.
2. That, under delegated authority from Council, the Assets/Infrastructure Committee awards Contract 1057 to..... at \$.....

15 Drinking fountains on Council parks and sports grounds

A memorandum is attached

File ref: 6-RF-1-1

Recommendation

That the memorandum 'Drinking fountains in public parks and sports grounds' be received.

16 Land Transport Rule – draft Setting of Speed Limits [2017]

New Zealand Transport Agency is inviting submissions to the draft of the Land Transport Rule: Setting of Speed Limits [2017]. This will replace Land Transport Rule; Setting of Speed limits 2003.

An overview of the proposed rule is attached. Submissions close on 16 June 2017, so Council will be asked to delegate to this Committee, at its next meeting, authorising the Mayor to sign off a submission to the New Zealand Transport Agency.

17 Questions put at previous meeting for Council advice or action:

- Compliance of current Ratana water supply
- Preparing Ratana infrastructure for the November 2018 celebrations

An oral update will be provided to the meeting.

18 Activity management

The Activity Management Templates for the following asset-based groups of activities are attached

- Roading and footpaths (including roading contractor performance)
- Water (including rural water supplies)
- Sewage and the treatment and disposal of sewerage
- Stormwater drainage (including stormwater 'hot spots' update)
- Rubbish and recycling
- Community and leisure assets (including parks)

In accordance with Council resolution 17/RDC/055 which amended Standing Order 20.3 'Questions to staff', the following arrangement applies:

In the email advising Elected Members that the Committee Order Papers have been uploaded, they will be asked to email questions before the meeting to the relevant Group Manager (and copied to the Governance Administrator). The answers will be copied to all Elected Members, the Chief Executive and the Governance Administrator. The full email exchange will be tabled at the meeting. Outstanding questions will be noted in this document.

Questions may still be asked at the meeting. The minutes will record those which require further clarification or actions by staff and note whether this is to be by email before the next meeting (in which case it will be included as a document in the Order Paper) or through a report or agenda note at the next meeting.

The Request for Service Reporting for the above asset-based groups of activities will be tabled at the meeting.

Recommendation

That the activity management templates for April 2017 for Roothing, Water (including rural water supplies), Sewerage and the treatment and disposal of sewage, Stormwater drainage, Community and leisure assets, and Rubbish and recycling be received.

19 Resource consent compliance – update

A report is attached

File ref: 5-EX-3

Recommendation

That the report 'Consent compliance – April 2017' be received.

20 Drinking water compliance

This report will be tabled at the meeting

File ref: 5-EX-3

Recommendation

That the report 'Drinking Water Compliance – April 2017' be received.

21 Late Items

22 Future Items for the Agenda

23 Next Meeting

Thursday 8 June 2017, 9.30am

24 Meeting Closed

Attachment 1

Rangitikei District Council

Assets and Infrastructure Committee Meeting

Minutes – Thursday 13 April 2017 – 9:30 am

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Present: Cr Dean McManaway (Chair)
Cr Ruth Rainey
Cr Cath Ash
Cr Nigel Belsham
Cr Jane Dunn
Cr Angus Gordon
Cr Soraya Peke-Mason
Cr Lynne Sheridan
Cr Dave Wilson
His Worship the Mayor, Andy Watson

Also present: Cr Graeme Platt

In attendance: Mr Michael Hodder, Community & Regulatory Services Group Manager
Mr George McIrvine, Finance & Business Support Group Manager
Mr John Jones, Roading Manager
Mr Chris Pepper, Special Projects Manager – Utilities
Mr Wirimu Greening, Utilities Projects Team Leader
Mr Michael Hawker, Projects Delivery Manager
Mr Brent Holmes, Roading Operations team leader
Mr David Miller, Asset Engineer – Utilities
Mr Rob Smith, project Engineer- Utilities
Ms Gaylene Prince, Community & Leisure Services Team Leader
Ms Nardia Gower, Governance Administrator
Ms Samantha Kett, Governance Administrator

Tabled documents: **Item 7 Chair's Report – Chair's Report**
Item 12 Resource Consent Compliance – March 2017 - Resource Consent Compliance – March 2017
Item 13 Water Safety Plan Statuses – March 2017 – Water Safety Plan Statuses – March 2017
Item 15 Activity Management – RFS Reporting, Special Projects Report – Utilities and Question of Activity Management Templates

1 Welcome

The Chair welcomed everyone to the meeting and informed the Committee that the Chief Executive would provide a debrief over the recent Civil Defence Emergency event after the meeting.

2 Council Prayer

Cr Platt read the Council Prayer

3 Apologies/leave of absence

That the apologies for lateness from Cr Ash and Cr Sheridan, and the apology for absence from Cr Aslett be received.

Cr Belsham / Cr Dunn. Carried

4 Members' conflict of interest

Members were reminded of their obligation to declare any conflicts of interest they might have in respect of items on this agenda.

5 Confirmation of order of business

The Chair informed the Committee that there would be no change to the order of business from that set out in the agenda.

His Worship the Mayor 9.35am / 9.41am

6 Confirmation of minutes

Resolved minute number	17/AIN/015	File Ref
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That the Minutes of the Assets/Infrastructure Committee meetings held on 9 February 2017 and 9 March 2017 be taken as read and verified as an accurate and correct record of the meeting.

Cr Peke-Mason / Cr Dunn. Carried

7 Chair's Report

The Chair spoke briefly to the report, highlighting the debrief of the recent Civil Defence Emergency event that the Chief Executive will provide after the meeting.

He noted that the log above the Rata Bridge had been removed. His Worship the Mayor had recently learned that the engineering division of the Army had the capability and interest for such tasks.

Resolved minute number

17/AIN/016

File Ref

3-CT-15-1

That the Chair's Report to the Assets/Infrastructure Committee on 13 April 2017 be received.

Cr McManaway / Cr Belsham. Carried

8 Progress with Strategic Intentions

The suggested categorisation in terms of the 2018-2028 Long Term Plan was accepted and it was agreed that a suggested prioritisation would be brought to a future meeting.

9 Investment Logic Mapping for Roothing

Mr Jones and Mr Hawker narrated a presentation on investment logic mapping, the process used to identify the prioritisation of projects within the Roothing Group for inclusion in the 2018-2021 proposal to the New Zealand Transport Agency for Funding Assistance Rate funding. A four-stage process was required: identifying problems, benefits, strategic response and solutions.

This was relevant for the proposed replacement of Mangaweka Bridge as it was not yet on the national programme. Approval for emergency roading works lie outside this process.

The Committee asked that the slides provided at the meeting be provided to all Elected Members. Mr Jones also agreed to circulate the draft business case to NZTA for all Elected Members.

Cr Sheridan arrived 9.45am

10 Renewal of Marton Wastewater Treatment Plant

Due to recent changes to the membership of the Advisory Group and reorganisation of staff, a meeting has yet to be convened. An update will be provided to the next meeting.

11 Stormwater Bylaw – Update on Response to Submissions

Mr Miller spoke briefly to the report.

Mr Miller informed the Committee that even though Part 2 of the Water-Related Services Bylaw had not been enacted (due to the need to address the issues identified during consultation), Council had other means of enforcing the provisions of the Bylaw.

The majority of the issues identified during the consultation process had either been resolved or a solution had been identified and would be implemented. He informed the meeting that a bulk response would be sent to all submitters.

Mr Miller also spoke about the need to address issues with increased flow to some of the stormwater network (specifically around open drains) where Council had approved subdivision, and therefore may have contributed to the issue itself.

An A3 map of Marton's stormwater network would be placed in the Committee Room

Resolved minute number	17/AIN/017	File Ref	1-DB-1-11
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That the report "Stormwater Bylaw – Update on Response to Submissions" to the Assets and Infrastructure Committee on 13 April 2017 be received.

Cr Gordon / Cr Belsham. Carried

14 Calico Line water main renewal

Mr Pepper spoke briefly to the report and informed the Committee that if he couldn't answer a specific question it would be forwarded on to Mr Young to be answered in an email to all Councillors.

He informed the Committee that the project was essentially an 'optimised renewal', in the sense that when renewals are assessed in terms of a 'what product would be used if it were built now' rather than replacing like-for-like. It is this philosophy that provides the basis for increasing the size of the existing pipe along this line. The Fire Safety Code also suggests good-practice in increasing fire-fighting capacity when renewing infrastructure.

Resolved minute number	17/AIN/020	File Ref	PRJ 18/02 (GL: 6060176101)
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That the report 'Calico Line watermain renewal' be received.

Cr Wilson / Cr Dunn. Carried

12 Resource Consent Compliance – March 2017

Mr Pepper spoke briefly to the tabled report, highlighting the instances of non-compliance and providing a brief explanation.

The Committee asked for an update on the compliance of the current Ratana Water Supply, given that the report did not provide a status for the new water supply as it is not complete.

The Committee also suggested that some work needed to be done on how to prepare the infrastructure in Ratana for the 2018 Ratana Celebrations.

Resolved minute number	17/AIN/018	File Ref	5-EX-3-2
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That the memorandum 'Consent Compliance – March 2017' be received.

Cr Gordon / Cr Peke-Mason. Carried

13 Water Safety Plan Statuses – March 2017

Mr Pepper spoke briefly to the tabled update.

Resolved minute number

17/AIN/019

File Ref

That the report 'Water Safety Plan Statuses – March 2017' to the Assets/Infrastructure Committee meeting on 13 April 2017.

Cr Belsham / Cr Rainey. Carried

15 Activity Management

The memorandum 'Questions of Activity management templates' was tabled.

The Activity Management templates were each discussed individually:

- Roading and footpaths – Mr Jones
- Water (including rural water supplies) – Mr Pepper and Mr Greening
- Sewage & the treatment and disposal of sewerage – Mr Pepper and Mr Greening
- Stormwater drainage – Mr Pepper and Mr Greening
- Community and leisure assets (including parks) – Ms Prince
- Rubbish and recycling - Mr Pepper and Mr Greening

The Committee discussed the following points:

Utilities

- Mr Pepper and Mr Greening informed the Committee that if the Bulls Mushroom was not used to store water then less strengthening work will be required. An initial assessment has been undertaken and now a detailed assessment (with a view of the structure not being used) will be initiated.
- The new Ratana Water Supply should be operational by mid-May. It was noted that the existing infrastructure will cope with the new supply as the pressure through the pipes will be the same.
- Mr Pepper informed the Committee that it has been decided that the Hunterville Wastewater Treatment Plant will be monitored for any changes before further desludging is carried out, as it is not guaranteed to provide benefit to the workings of the plant.

Cr Peke-Mason left the meeting 11.44am / 11.47am

Cr Dunn left the meeting 11.44am / 11.47am

Community & leisure assets

- Ms Prince gave a progress update on the potential for the Taihape Drama Group to use the Taihape Conference centre. They are still deciding whether they want to take ownership of the facility or enter into a licence to occupy with Council.
- The Committee asked for the money tagged for the new lookout tower to be forwarded to the Friends of Mt Stewart.
- The Committee asked if there was potential for professional input into the colour choice for the Jubilee Pavilion, given that recent discussion at the Marton Community Committee had not produced any suggestions.

Roading

- Mr Jones informed the Committee that there had been no further damage to Majuba Bluff from the recent weather event.

Resolved minute number

17/AIN/021

File Ref

That the activity management templates for March 2017 for Roothing, Water (including rural water supplies), Sewerage and the treatment and disposal of sewage, Stormwater drainage, Community and leisure assets, and Rubbish and recycling, and the memorandum 'Questions of Activity Management Templates' be received.

Cr Ash / Cr Gordon. Carried

16 Late Items

Nil

17 Future Items for the Agenda

Nil

18 Next Meeting

Thursday 11 May 2017, 9.30am

19 Meeting Closed – 11.50am

Confirmed/Chair: _____

Date: _____

Attachment 2



Rangitikei
UNAPOLOY...

REPORT

SUBJECT: **Marton Wastewater Treatment Plant – update as of April 2017**

TO: Rangitikei District Council

FROM: Hamish Waugh, General Manager Infrastructure

DATE: 27 April 2017

FILE: 6-WW-1-4

1 Current Status

1.1 Consent compliance

Compliance has not been met with BOD on 4 monthly occasions, ammonia (once) and turbidity (twice) over the 8 months since September 2016. A summary table is attached to this report.

1.2 Bonny Glen

The leachate discharge from Bonny Glen was identified as the key input into the WWTP that was causing non-compliance with the current consent conditions.

This discharge has ceased over the summer months which has resulted in the consent conditions for ammonia being met except for one month. Bonny Glen have now requested to resume their discharge into the WWTP, as they are about to commission some on-site treatment.

They have also requested some sludge to assist with their plant commissioning.

There is no objection to the resumption of the discharge of treated effluent subject to:

- Confirming that the pre-treatment undertaken at Bonny Glen is effective
- Using the tanks on site to feed the leachate into the WWTP in a controlled manner
- Limiting the daily volume of leachate discharged
- Agreement with an appropriate charging regime

An appropriate charging regime also needs to be agreed upon.

1.3 Marton WWTP

The key issue needing consideration regarding the Marton WWTP, as it impacts current spending decisions, is the renewal of the consent which expires in 2019.

In the current consenting environment it is highly unlikely that a discharge to the Tutaenui Stream that meets the current consent conditions will be renewed, or if renewed, will only be for a short term to allow Council to implement an alternative.

The reasons that a renewal with current consent conditions is unlikely are as follows:

- Little or no dilution in the Tutaenui Stream to allow for the discharge
- Policy 5-11 of the Regional Policy statement (contained within the One Plan) that requires a land discharge of treated wastewater, and
- Objections by iwi and hapu to any direct treated wastewater discharges to water due to the cultural offence that these discharges cause.

It is therefore intended to undertake a Better Business Case analysis of the options available to Council to identify a preferred way forward.

In addition to the above, Council have applied to the Ministry for the Environment Freshwater Improvement Fund (via the Horizons Regional Council) to obtain funding for piping effluent from Marton to Bulls and land discharge of wastewater from the Bulls WWTP. If successful, expenditure would need to take place over a 5 year period to 30 June 2023, which includes the consent expiry in 2019.

The application and proposed sequence for the disposal of Marton's wastewater as proposed in the funding application is summarised as follows:

- (1) Identify and secure land for the disposal of treated wastewater to land for both Bulls and Marton
- (2) Commission the land based disposal system for Bulls
- (3) Divert treated wastewater from Marton to Bulls
- (4) Upgrade pre-treatment and primary treatment systems at Bulls and line one of the Bulls ponds
- (5) Decommission the Marton WWTP system and divert untreated wastewater to Bulls
- (6) Decommission the Marton WWTP

The first Rough Order of Cost estimate for the above works is \$12.8 million including the acquisition of 60 hectares of land within 10km of the Bulls WWTP.

It is noted that the above scenario was prepared in order for Horizons to apply for Central Government funding and is still subject to Council approval through the adoption of the 2018-28 LTP.

2 Current Programme

The current programme of works proposed for the Marton WWTP is as follows:

- Complete the Marton WWTP entrance widening works to enable safer access to the site (June 2017)
- Confirm acceptability of Bonny Glen leachate (May 2017)
- Complete business case for future options for Marton WWTP wastewater discharge and report back to Council (August 2017)

It is not intended to expend further capital money apart from the entrance improvements on the Marton WWTP until the above actions are complete.

3 Recommendation

That this report 'Marton Wastewater Treatment Plant – update as of April 2017' to the Assets/Infrastructure Committee meeting on 11 May 2017 be received.

Appendix 1

Marton WWTP Effluent Sampling: September 2016 – May 2017									
Parameter	TSS	ScBOD ₅	Ammonia Nitrogen	Nitrate-Nitrogen	DRP	Faecal Coliforms	pH	Dissolved Oxygen	Temperature
Units	g/m ³	g/m ³	g/m ³	g/m ³	g/m ³	cfu/100ml	0	g-O ₂ /m ₃	°C
Compliance Limit	-	-	-	-	-	-	-	-	-
7/09/2016	78	<6	6.13	10.5	2.33	2300	6.9	<1	
6/10/2016	17	<3	39.4	0.96	4.75	850	7.7	5.9	
27/10/2016	63	<3	9.76	22.1	3.5	2400	6.9	<1	
1/11/2016	68	3	3.89	26	3.53	24	7.1	<1	
6/12/2016	74	<6	0.05	24.7	4.27	560	7	<1	19.8
11/01/2017	91	<6	0.03	4.31	4.14	150	7.7	6.5	18
9/02/2017	68	<3	0.89	1.18	6.14	1000	7.3	6	16.8
2/03/2017	62	<3	1.18	0.15	5.83	200	7.4	5.5	17.4
19/04/2017	47	<3	0.02		3.3	4900	7.4	8.8	

Marton WWTP Downstream Sampling: September 2016 – May 2017													
Parameter	Nitrate – Nitrogen	DRP	Faecal Coliforms	VSS	TSS	ScBOD ₅	Ammonia Nitrogen	Colour	pH	Dissolved Oxygen	Temp.	Black Disc Visibility	Turbidity
Units	g/m ³	g/m ³	cfu/100ml	g/m ³	g/m ³	g/m ³	g/m ³	TCU	0	g-O ₂ /m ₃	°C	cm	NTU
Compliance Limit	-	-	-	-	-	2	2 or 2.8	-	-	-	-	-	20
7/09/2016	1.76	0.07	9300	4	14	<1	0.07	15.5	7.6	10.1			19.1
6/10/2016	1.53	1.88	990	8	8	<1	15.2	32.9	7.6	6.1			6.03
27/10/2016	3.27	0.43	2300	7	8	<3	0.6	17.8	7.1	7.8			5.05
1/11/2016	14.3	1.68	180	23	31	22	1.02	40.8	6.8	4.8			15.8
6/12/2016	12.3	2.26	300	28	31	<3	0.17	36.7	7	4.7	18.6		15.5
11/01/2017	2.69	3.51	150	52	86	<6	0.2	45.8	7.4	6.8	17.6		35.2
9/02/2017	0.41	5.11	380	26	32	3	1.83	33.4	7.6	6.9	16.8		21.6
2/03/2017	<0.01	4.68	410	17	20	5	2.62	32.8	7.4	4.5	17.4		6.38
19/04/2017	1.75	0.261	520	<3	4	<1	0.01	18.9	7.4	9.4			3.99

Attachment 3



Rangitikei
COUNCIL

REPORT

SUBJECT: **Mangaweka Bridge Update**

TO: Assets/Infrastructure Committee

FROM: Jim Mestyanek

DATE: 5 May 2017

FILE: 6-RT-1 (69)

Purpose

To advise Council of the progress on the Indicative Business Case (IBC).

To advise Council of the need to vary its 2017/18 Annual Plan to include the Mangaweka Bridge Replacement Detailed Business Case.

To advise Council of the need to apply to the Regional Land Transport Committee seeking a variation to the 2015/18 Regional Land Transport Programme to include the Mangaweka Bridge Replacement Detailed Business Case.

1 Background

1.1 Location: This bridge spans the upper Rangitikei River 1 km east off of SH1 near the Mangaweka township

1.2 Physical Features:

- Construction year 1904 (113 years old)
- Built as a Class II bridge (original weight capacity 30,000 kg gross mass)
- Steel cantilever through-truss
- Overall length 140m
- Timber deck 17m above existing stream bed
- Concrete piers
- Boundary bridge shared by the Manawatu and Rangitikei District Councils. (Major costs are shared 50:50.)

1.3 Current Status

- The bridge has exceeded its design life (100 years).
- Its current weight restriction is 6,000 kg gross mass due to weakened deck timbers.
- It requires either major maintenance, component renewals, or full scale replacement.

1.4 Indicative Business Case

- We are currently completing an Indicative Business Case. (due date for completion 30 June 2017).
- It is looking promising that a full replacement will be economically and financially viable.
- This will be dependent upon review and acceptance by NZTA and both Councils.

2 Discussion and Options considered

2.1 Detailed Business Case

- We are now signal the likelihood of continuing with the Detailed Business Case in 2017/18.
- This will include preliminary design and hydrological and geotechnical assessments.

3 Operational Implications

3.1 There are no significant operational implications.

4 Financial implications

Cost Estimate \$200,000. RDC's share is 50%	
Detailed Business Case	\$100,000
Less NZTA FAR @ 63%	\$63,000
Subtotal Local Share	\$37,000

- 4.1 To progress this project Council will need to allocate \$100,000 (or, more specifically, the local share of \$37,000) for the Mangaweka Bridge Replacement Detailed Business Case as a variation to the 2017/18 Annual Plan. The local share will be covered by the additional provision of \$200,000 made in the 2017/18 Annual Plan for a replacement bridge.
- 4.2 Transport activities must be included in the Regional Land Transport Programme (RLTP) to qualify for national funding subsidy. Therefore, a request for a variation to the current RLTP should be made to the Regional Land Transport Committee for their consideration on 6 June 2017.

5 Statutory Requirements

- 5.1 There are no statutory requirements at this stage.

6 Delegations

- 6.1 The delegated authority for accepting this report in the first instance is Council's Assets/Infrastructure Committee.

7 Consultation

- 7.1 Community consultation is being carried out via the Indicative Business Case (IBC) process. (Public Meeting 30 March, letter mail out, on-line survey, IBC workshops 6 April and 5 May No consultation is required for the acceptance of this report.)

8 Cultural Considerations

- 8.1 Cultural considerations are being initiated through face-to-face korero (discussions) with relevant iwi.

9 Recommendation

- 9.1 That the report 'Mangaweka Bridge Update' be received.
- 9.2 That The Assets/Committee recommends to Council that it varies its 2017/18 Annual Plan to specify, as part of the budgetary allocation for a replacement Mangaweka Bridge, preparation of the Mangaweka Bridge Replacement Detailed Business Case (\$100,000 less the Funding Assistance Rate contribution).
- 9.3 That the Assets/Infrastructure Committee recommends to Council that it applies to the Regional Land Transport Committee on 6 June 2017 seeking a variation to the 2015/18 Regional Land Transport Programme to include the Mangaweka Bridge Replacement Detailed Business Case.

Jim Mestyanek
Senior Projects Engineer (Roading)

Attachment 4

Report

Subject: **LED Streetlight Accelerated Renewal Programme**

To: Assets/Infrastructure Committee

From: Darryn Black

Date: 2 May 2017

File Ref: 6-RT-5-12

1 Purpose

- 1.1 To explain the process for obtaining an enhanced Financial Assistance Rate (FAR) of 85% for an accelerated programme of upgrading existing streetlight luminaires with LEDs.
- 1.2 To consider a variation to Council's Annual Plan 2017/18 to include Stage 2 of an accelerated programme of upgrading existing streetlight luminaires with LEDs

2 Background

- 2.1 There are well documented energy and maintenance cost benefits arising from the conversion of street lights to energy efficient LED luminaires. The benefits extend further than the obvious cost savings, and include less demand on electricity generation, reduction in greenhouse gas emission etc.
- 2.2 Many Road Controlling Authorities (RCA), including RDC, have started installing LED's, on limited scope programmes, which have been incorporated into existing renewal budgets. Realising the maximum benefits associated with installation of LEDs can be only be achieved once all old technology streetlights have been replaced.
- 2.3 During the 2015/18 NLTP period Council embarked on Stage 1 of an upgrade purchasing 257 streetlights at a cost of \$143,505 to replace the street lighting in Marton with LEDs. Stage One costs were claimed at the normal FAR of 63%.
- 2.4 On 6th March 2017 NZTA issued a General Circular 17/03 inviting RCAs to submit a business case for accelerated LED renewal programmes for inclusion in the current 2015/18 National Land Transport Programme (NLTP). Accelerated renewal is the term used by NZTA to cover renewal of assets before the end of their expected useful life.
- 2.5 As an incentive NZTA are offering an advanced FAR of 85%. The offer also enables RCAs to retrospectively claim costs already expended on LED renewals during the 2015/2018 NLTP period.

- 2.6 A business case has been submitted to NZTA to obtain the advanced FAR of 85%. This will result in a reimbursement of \$31,571 on LED upgrade expenditure to date.
- 2.7 As the NZTA offer of an advanced FAR of 85% is limited to expenditure during the 2015/18 NLTP period, the business case also included a proposal for Stage 2, to convert the majority of Council's streetlights to LED before December 31 2018.

3 LED Stage 2 Programme

- 3.1 The proposal is to replace all High Pressure Sodium (HPS) streetlights in Pedestrian or P Category Lighting areas before December 2018. This will entail an installation programme across the district with replacement of 1098 existing streetlights.
- 3.2 In most instances the LED replacement luminaires is 'like for like' in terms of light levels, however the colour will change from orange to white light.
- 3.3 A third stage would involve replacement of higher wattage streetlights on high use roads (Vehicle or V Category Lighting). With most towns in the Rangitikei being serviced by NZTA roads, Stage 3 is limited to high use routes in Marton. The design of Stage 3 is more complex therefore will be included in the Draft 2018/21 LTP.

4 Financial Impact

- 4.1 The LED Stage Two Installation programme will return an average annual savings of \$74,135.
- 4.2 Based on the total investment cost the pay-back period for the additional LEDs proposed in the Stage 2 programme is 5 to 7 years depending on the wattage of the luminaires.

Costs to date (Stage One 257 LED's)	
LED Stage 1	\$143,505
Less NZTA FAR @ 63%	\$90,408
Less NZTA Enhanced FAR @ 22% (i.e. 85-53%)	\$31,571
Subtotal Local Share	\$21,526

Costs to come (Stage Two 1098 LED's)	
LED Stage 2	\$644,332
Less NZTA FAR @ 85%	\$547,682
Subtotal Local Share	\$96,650

- 4.3 The additional costs for the local share of Stage Two would be \$65,079 (i.e. \$96,650 - \$31,571 rebate from Stage 1).
- 4.4 To progress this project Council will need to allocate \$644,332 for Stage 2 of the LED Streetlight Accelerated Renewal Programme as a variation to the 2017/18 Annual Plan. Discussion with the Council's Group Manager, Finance & Business Support indicates that It is feasible to fund the additional local share from reserves so there is no rates impact in 2017/18.
- 4.5 Transport activities must be included in the Regional Land Transport Programme (RLTP) to qualify for national funding subsidy. Therefore a request for a variation to the current RLTP should be made to the Regional Land Transport Committee for their consideration on 6 June 2017.

5 Recommendations

- 5.1 That the report 'LED Streetlight Accelerated Renewal Programme' be received.
- 5.2 That the Assets/Infrastructure Committee approves the implementation of Stage 2 of the proposed LED upgrade, subject to budget confirmation from Council and the New Zealand Transport Agency.
- 5.2 That the Assets/Infrastructure Committee recommends that Council varies its 2017/18 Annual Plan to include \$644,332 for the implementation of Stage 2 of the proposed LED upgrade (noting that the local share is \$96,550 and funded from reserves).
- 5.3 That the Assets/Infrastructure Committee recommends that Council applies to the Regional Land Transport Committee on 6 June 2017 seeking a variation to the 2015/18 Regional Land Transport Programme to include Stages 1 and 2 of the LED Streetlight Accelerated Renewal Programme

Darryn Black
Asset Engineer - Roading

Attachment 5

Memorandum

Subject: Drinking fountains in public parks and sports grounds

To: Assets/Infrastructure Committee

From: Athol Sanson, Parks & Reserves Team Leader
Gaylene Prince, Community & Leisure Services Team Leader

Date: 3 May 2017

File: 6-RF-1-1

1 Background

- 1.1 During 2016 a water-only working group was set up, comprising representatives from Whanganui District Health Board; Healthy Families Whanganui, Rangitikei, Ruapehu; Sport Whanganui, and Rangitikei, Ruapehu and Whanganui District Councils to develop a joint approach to increasing access to drinking water, across the region, in public parks, sports grounds, recreation facilities and spaces.
- 1.2 The rationale and benefits to the community are attached (Appendix 1).
- 1.3 The group sought external funding for the purchase and instalation of 10 fountains across the Whanganui, Rangitikei and Ruapehu Districts and accompanying signage. This was done on the basis that the project would qualify under the Parks Upgarde Partnership scheme, by sourcing two-thirds of the required funding externally.
- 1.4 In the Rangitikei, this funding application was for three drinking fountains; one each at Bulls Domain, Centennial Park (Marton), and Memorial Park (Taihape), at a total cost of \$21,598.00 (excl GST). Other sites were also identified to progressively implement water fountains. This information is summarised and attached (Appendix 2).
- 1.5 External funding of \$15,000 has been received by the working group, considerably less than what was requested. It must be spent within 12 months of the notification letter, with evidence of the 10 drinking fountains provided.
- 1.6 The group has discussed further funding opportunities and decided that a three way split of the funds is the appropriate way forward, with each Council to seek further funding to cover their shortfall.
- 1.7 Under the Parks Upgrade Partnership scheme, Council would fund \$7,200 with the balance from external grants. With the grant of \$5000, there is a shortfall of \$9,400.

- 1.8 Council staff will be investigating options for further external funding, with a view to making formal application to the June meeting of the Assets/Infrastructure Committee for funding from the Parks Upgrade Partnership fund.

2 Recommendation

- 2.1 That the memorandum 'Drinking fountains in public parks and sports grounds' be received.

Gaylene Prince
Community & Leisure Services Team Leader

Athol Sanson
Parks & Reserves Team Leader

Appendix 1

Appendix 1: Rationale:

The consumption of sugar sweetened beverages (SSB's) is highlighted as being a major contributor to obesity, damaging oral health and increasing the likelihood of type 2 diabetes. Access to free drinking water as an alternative to SSB's provides an option that promotes good health and living well.

The following local health statistics from the 2014-2015 NZ Health Survey¹ support the need for healthy change in our community.

- More than one in three adults in Whanganui region were obese (36%) and a further 36% were overweight (but not obese). This means that around seven in ten adults (71%) were either obese or overweight. About three in ten adults (28%) were of a healthy weight.
- Adults in Whanganui region were more likely to be obese and less likely to be a healthy weight than the total New Zealand adult population
- Around one in five children (22%) aged 2-14 years in Whanganui region had drunk "fizzy drink" three or more times in the past week
- Around one in six children (18%) was obese and a further 30% were overweight (but not obese). This means that almost half of the children (47%) in Whanganui region were either obese or overweight.
- During 2016, Whanganui DHB's Community Oral Health Service provided routine examination to 966 5-year-old children and 859 13-year-old adolescents.
 - 456 or 47% of the 5-year-old children were found to have decayed, missing or filled baby teeth.
 - 339 or 39% of the 13 year old adolescents were found to have decayed, missing or filled second teeth.

The New Zealand Health Strategy 2016 promotes the concepts of "Live Well, Stay Well, Get Well". To help support living well and to increase positive health gains it is essential that community efforts focus on supporting healthier eating and active living in a variety of settings.

The provision of open green space parks and reserves, playgrounds and walkways which can be accessed at no charge by the public throughout the District is core activity essential for the health and social wellbeing of the community. Increasing access to water in these places supports healthier lifestyles and encourages making the healthy choice easier.

¹ <http://www.health.govt.nz/publication/annual-update-key-results-2014-15-new-zealand-health-survey>

Benefits for Community:

The work to increase access to water and subsequent application is part of a multi pronged approach to improving the health and wellbeing of our community and is a sustainable way to ensure that access to water isn't a barrier to making a healthy choice.

This initiative is targeted at the local population as a whole (approximately 60,000 people) and will also benefit visitors to the region. All fountain locations are in high usage areas where currently there is no access to potable drinking water.

Our vibrant communities pride themselves on their parks and reserves, sport and recreation facilities, cycle and walk ways are home to some of the country's best natural landscapes. It is important to think about reducing the impact on these environments from rubbish and waste by encouraging help yourself, fill and go potable drinking water.

Existing examples such as the fountain situated next to the Whanganui River on the board walk adjacent to the site of the River Traders Markets see high levels of usage and the newly installed fountains at Cooks Gardens (Thanks to the Powerco Trust), Peat Park and Springvale Park signify the movement towards making potable drinking water more readily available for our communities.

The move towards water only schools, water only events and access to water as the new 'normal' where we live, learn work and play has the potential to make a substantial impact on the health and wellbeing of our population both now and for future generations. Any support the Powerco Trust is able to offer towards this work and subsequent outcomes will greatly benefit our community.

Newly Installed Drinking Fountain at Cooks Gardens



Appendix 2

Appendix 2: Drinking fountains proposed for the Rangitikei

Sites of interest

- Walker Park Bulls
- Marton Park
- Wilson Park
- Queens Park, Hunterville
- Bulls, Marton, Taihape town centres
- Marton swimming pool
- Taihape swimming pool, and

Bulls Domain

Bulls Domain provides for formal and casual recreational opportunities, with the following amenities:

- Playing fields (2 rugby and 1 football)
- Rugby club rooms with toilets, kitchen, bar
- 2 sheds for rugby club use
- Hard surface with 2 netball courts and 3 tennis courts
- Pavilion: public toilets, changing rooms and Rugby Club showers (locked, not for public use)
- Skate park
- Children's play area
- Car parking area suitable for freedom camping (motorhome friendly dump station and potable water available at Taumaihi Street)
- Dog obedience area (fenced and gated)
- Small bore rifle range
- Walkways on either side of the plantation

Frequency of use

The Bulls Domain caters for a large number of people with ranging interests. From an informal recreation perspective, the Bulls Domain is the main area in Bulls for visitors having picnics, dog walkers, use of the play area and skate park, as well as, a wide range of events. In summer, numbers at the Domain on a typical day exceed 50 users. Events held at the Domain include Rhythm and Bulls which can attract around 500 people. From a formal recreational perspective the Bulls Domain is home to the tennis club and Bulls Rugby Club and dog obedience club. There are 20 paying members of the tennis club and significantly more of casual users. Over summer there people using the courts most nights and there has been a good uptake of the courts by the Samoan community. The Bulls Rugby Club is a very strong club within the Rangitikei District. During the season there are kids, adults and the Ohakea Club that train weekly. Games are also held weekly in the Domain which can attract over 100 people.

Proposed fountain/location

- A280 - Fel Group, wheelchair accessible, with dogbowl



Proposed location of the drinking fountain

Centennial Park

Centennial Park provides for formal and casual recreational opportunities with the following amenities:

- Centennial Park contains the following recreational amenities:
- Playing fields (one and two)
- Cricket wicket and practice nets
- Artificial surface with hockey pitch and four tennis courts
- 6 netball courts
- Youth Club and associated gardens
- Shed and other maintenance buildings
- Skate park
- Rose Garden (with some memorial features)
- Car parking area off Totara Street
- Pavilion with toilets and changing rooms, kitchenette, social area, bar, club rooms

Frequency of use

Centennial Park is the main formal recreation space in Marton and provides for informal recreational uses as well. Many families have picnics in the rose gardens at the front of the Park and the site is used as a loop for walkers. The skate park is very well used, with up to 50 children using the space throughout the summer holidays and up to 20 children using the space after schools.

There are roughly 45 children involved in the children's football group that use Centennial Park – the group has four teams and when these four teams are playing (sometimes at one time) the park will host opposing teams as well so there can be as many as 8 teams playing at once (88 children).

Cricket is a significant user group of Centennial Park, with the surfacing recently being redeveloped. There are plans to turn the venue into a REP ground. Every Saturday there is a cricket game played at Centennial Park, 22 players using the pitch with around 20-30 spectators watching most games. The cricket pitch is also used every Tuesday and Thursday evening for training, with 11 people using the pitch on those nights. Netball is also a significant user of the Park. The courts are the main centre for netball in the Rangitikei District. There is training held throughout the week and weekend games during the netball season. The games can attract up to 100 people.

Proposed fountain/location

- A280 - Fel Group, wheelchair accessible



Proposed location of the drinking fountain

Memorial Park, Taihape

Memorial Park provides for both formal and casual recreational opportunities with the following amenities:

- Memorial Park contains the following recreational amenities:
- Playing fields,
- Rugby clubrooms
- six tennis/four netball courts,
- Squash clubrooms with two squash courts,
- Croquet greens and associated buildings
- Bowling greens and associated buildings
- Taihape Swimming Pool
- Grandstand
- Shearing quarters and yards with Equestrian show jumping circuit
- Children's playground and skate park
- Memorial Gates
- Public toilets and car parking area
- Native bush area with walking track

Frequency of use

Memorial Park is well used all year by a range of informal and formal recreation groups. There are such a wide number of users that the Park has a User's Group established. The playground is well used by Taihape Area School during breaks which could mean 50 - 100 children using the area. The playground is the main one in Taihape and is also used for family picnics.

Memorial Park also hosts a wide range of events. Whanau Sports was held in November 2016 on Memorial park, with over 600 people in attendance from all over the country and overseas. Gumboot Day which attracts between 2000-4000 people. Taihape Dressage and Show Jumping are both held on the Park and attract up to a thousand people to the Park.

Rugby is held at Memorial Park for both children and adults. Teams train throughout the week and games are held in the weekend. The site has 3 fields which are used with games attracting hundreds of people to the Park.

Proposed fountain/location

- A280 - Fel Group, wheelchair accessible



Proposed location of the drinking fountain

Costs

The Fel Group A280 drinking fountain is the preferred system for the Rangitikei District due to its durability, wheelchair accessibility, bright colours which match with the parks. The fountain also has a water bottle filler. A water bottle filler is an essential component of a drinking fountain system. For Bulls Domain a dog bowl is also proposed given the dog obedience club operates in the area and the site has a designated dog exercise area.

Bulls Domain		Centennial Park	
Item	Cost (excl gst)	Item	Cost (excl gst)
Fountain	\$3848.00	Fountain	\$3843.00
Longer basin for wheelchair	\$96.00	Longer basin for wheelchair	\$96.00
Dog bowl & tap	\$832.00	In ground Foundation	\$143.00
In ground Foundation	\$143.00	Installation	\$3500.00
Installation	\$2300.00	Bottle catchment tray	\$535.00
Bottle catchment tray	\$535.00		
Total	\$7,754.00	Total	\$8,117.00

Memorial Park	
Item	Cost (excl gst)
Fountain	\$3848.00
Longer basin for wheelchair	\$96.00
In ground foundation	\$143.00
Installation	\$3900.00
Bottle catchment Tray	\$535.00
Total	\$8,522.00

Total cost: \$24,393.00 (Excl GST)

Attachment 6

Land Transport Rule

Setting of Speed Limits [2017]

Overview to the Rule

*This overview accompanies, and sets in context, the public consultation (yellow) draft of **Land Transport Rule: Setting of Speed Limits [2017]**.*

The proposed Rule will replace Land Transport Rule: Setting of Speed Limits 2003. It will remove Speed Limits New Zealand (SLNZ) as the methodology for determining speed limits in New Zealand.

The proposed Rule will establish a new speed setting mechanism that is focussed on assisting road controlling authorities to set safe and appropriate speed limits, in particular in areas where there are high-benefit opportunities for the optimisation of safety and efficiency.

In addition, the proposed Rule will enable the setting of a 110km/h speed limit on roads where it is safe and appropriate to do so and establish a more flexible approach to signage requirements.

*If you wish to comment on this proposed Rule, please see the information under the heading 'Making a submission'. The deadline for submissions is **5pm, Friday 16 June 2017**.*

Consultation on proposed Rule changes

The purpose of this publication is to consult on a proposed *Land Transport Rule: Setting of Speed Limits [2017]* (the proposed Rule). It is intended to replace *Land Transport Rule: Setting of Speed Limits 2003* (the 2003 Rule).

Consultation on the proposed changes is being carried out to ensure that legislation is sound and robust and that the Rule development process takes account of the views of, and the impact on, people affected by proposed Rule changes.

This publication, for your comment, has two parts:

- (a) an overview, which sets proposed Rule changes in context; and
- (b) the consultation (yellow) draft of *Land Transport Rule: Setting of Speed Limits [2017]*—also referred to as the proposed Rule.

Please read the overview carefully and consider the effects that the proposed Rule would have on you or your organisation.

To assist in setting the proposed changes in context, the New Zealand Transport Agency (Transport Agency) will include, on its consultation web page, a comparison table that shows equivalent provisions between the 2003 Rule and the proposed Rule, and a list of key changes.

The consultation web address is: www.nzta.govt.nz/setting-of-speed-limits-rule.

The proposed Rule is likely to come into effect in the fourth quarter of 2017.

Making a submission

If you wish to make a submission on the proposed changes please read the information below.

Before making your submission

Please read the information provided in the overview.

Please include the following information in your submission

- the title of this document
- your name, and title if applicable
- your organisation's name if applicable
- your address – postal, and email if applicable

Sending your submission

If possible, send your submission by using the online submission form or you can send it by email to rules@nzta.govt.nz and, if you wish, follow this up with a signed copy. The online submission form is available at:

www.nzta.govt.nz/setting-of-speed-limits-rule.

If posting your submission, address it to

Setting of Speed Limits Rule [2017]

Rules Team

NZ Transport Agency

Private Bag 6995

WELLINGTON 6141

Please note the deadline for submissions

The deadline for submissions is **5pm on Friday 16 June 2017**.

Your submission is public information

Please note that your submission may become publicly available and the Transport Agency may publish any information that you submit, and may identify you as the submitter should it publish your submission or provide it to a third party.

Please indicate clearly, therefore, if your comments are commercially sensitive, or if, for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter. Any request for non-disclosure will be considered in terms of the *Official Information Act 1982*.

Content of the overview

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Summary of proposed Rule changes

This summary explains the purpose and intent of *Land Transport Rule: Setting of Speed Limits [2017]* (the proposed Rule). The proposed Rule enables a new approach to speed management on New Zealand roads.

Under the *Land Transport Act 1998* (the Act), the power to manage speed and set speed limits is given to bodies known as road controlling authorities (RCAs). Generally, local authorities are the RCA for local roads. The New Zealand Transport Agency (Transport Agency) is the RCA for state highways.

The existing *Land Transport Rule: Setting of Speed Limits 2003* (the 2003 Rule) sets out the requirements and processes for RCAs to follow when managing and setting speed limits.

The 2003 Rule incorporates Speeds Limits New Zealand (SLNZ) as the methodology for calculating speed limits. However, this methodology is now out of date and the practice for assessing safe speeds has improved.

The Transport Agency has recently produced the Speed Management Guide (the Guide), which modernises the approach to managing speed in New Zealand. The Guide is underpinned by the Safe System approach and One Network Road Classification (ONRC). These approaches are discussed further in this overview.

The Guide has been developed in association with the transport sector including RCAs, New Zealand Police, and the Automobile Association. A demonstration was carried out in the Waikato region over 2015 and 2016.

The design of the proposed Rule enables key elements of this new approach to speed management. In particular, the proposed Rule—

- requires the Transport Agency to provide guidance to RCAs on how to set safe and appropriate speeds for roads within their respective jurisdictions and that RCAs must have regard to this guidance when reviewing speed limits ; and
- encourages a consistent approach to speed management throughout New Zealand; and
- replaces the methodology of SLNZ with assessment criteria and outcome statements based on the approach in the Guide.

This consultation document seeks your feedback on the following key proposed changes to the current approach:

- a new requirement for the Transport Agency to develop and maintain information about the safe and appropriate speed (which is a travel speed that optimises safety and efficiency outcomes) for each road:

- a new requirement for the Transport Agency to supply safe and appropriate speed information to RCAs, and prioritise information about roads where achieving safe and appropriate speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both;
- the replacement of SLNZ with a set of mandatory criteria in the proposed Rule that the Transport Agency must consider when developing safe and appropriate speed information, and that RCAs must have regard to when reviewing speed limits;
- allowing for a more flexible approach for speed limit signage requirements, where RCAs will not be required to place repeater speed limit signs at the prescribed maximum distances in certain circumstances;
- enabling the setting of a 110km/h speed limit on roads where it is safe and appropriate to do so, and requiring Transport Agency approval for this speed limit;
- requiring RCAs to notify the Transport Agency of any proposal to set a variable speed limit or a speed limit of 70 km/h, 90km/h, or 110km/h before carrying out the process of setting a speed limit;
- a new requirement for an RCA to get approval from the Transport Agency before it may set a new 70km/h speed limit on a road;
- enabling RCAs to set emergency speed limits where an emergency has affected the use of any road and has caused a risk of danger to the public or a risk of damage to a road. Examples of an emergency situation include earthquake, tsunami, land movement, flood, storm, or technological failure;
- clarifying the grounds upon which an RCA may set a temporary speed limit.

The consultation document also seeks your feedback on elements of the 2003 Rule that have been updated and modernised in the proposed Rule. These proposed changes are summarised in the table under the heading Minor Changes to the Speed Setting Regime on page 18.

Why are Rule changes being proposed?

To support the Safer Journeys Strategy goal of a sustained reduction in deaths and serious injuries on New Zealand roads, the Government has endorsed a new approach to managing speed, including the setting of speed limits. The proposed Rule will give effect to this new approach.

The 2003 Rule

Land Transport Rule: Setting of Speed Limits 2003 (the 2003 Rule), sets out the current requirements and processes for setting a speed limit. It creates a default speed limit of 100 km/h for rural or open roads and 50 km/h for urban roads.

The 2003 Rule incorporates Speeds Limits New Zealand (SLNZ) as the methodology for calculating speed limits.

Although SLNZ takes into account factors such as urban development and roadside activity when setting speed limits, it does not incorporate all the elements of the 'Safe System approach' to setting speed limits. Furthermore, SLNZ does not take into account One Network Road Classification (ONRC). Both approaches have been developed since SLNZ was formulated and are explained further below.

Under the *Land Transport Act 1998* (the Act), the power to set speed limits is given to bodies known as road controlling authorities (RCAs). RCAs include—

- local authorities, which set speed limits for local roads;
- the New Zealand Transport Agency (Transport Agency), which sets speed limits for state highways;
- other bodies, such as airports, which set speed limits on the roads they control.

As the practice for assessing safe speeds has advanced, RCAs have often, in recent years, used the exception clause (*clause 3.2(5)*) in the 2003 Rule) to set speed limits that differ from the limits calculated using the SLNZ methodology. While this ensures that the speed limit set is safe and appropriate for the road in question it is procedurally inefficient for RCAs.

In addition, because elements of the 2003 Rule and SLNZ are open to interpretation and allow for considerable discretion there has been an inconsistent application of speed limits by RCAs across the country.

A modernised approach to speed management

The Government has been working to improve road safety through the Safer Journeys Strategy (Safer Journeys) launched in 2010. Safer Journeys embeds the Safe System approach to improve road safety.

The Safe System approach recognises the role human errors play in causing many crashes and the limits to what the human body can endure in a crash. It aims to create a forgiving road system that minimises human errors, and the trauma resulting from crashes.

In terms of speed management, the Safe System approach takes into account factors including the road classification, the strategic function and use of the road, and the presence and absence of safety features such as median barriers.

Another development is One Network Road Classification (ONRC). ONRC is a classification method which categorises roads based on the functions they perform as part of an integrated national network. ONRC considers factors such as road function, design, and traffic volumes and is a key input to calculating safe and appropriate travel speeds.

A key initiative of Safer Journeys was the production of the Speed Management Guide (the Guide). The Guide contains a Speed Management Framework, which combines the Safe System approach and the ONRC to create a framework for safe and appropriate travel speeds across the national road network.

The Speed Management Framework recognises that for some roads, where current travel speed or speed limits may be too high, changes are necessary. These changes could include improving the road design or lowering the speed limit to ensure that the speed limit set is a safe and appropriate one. The Speed Management Framework also recognises that in some cases, with appropriate investment, speed limits could be increased without compromising safety on roads.

The new approach recognises that not all roads are the same. This is reflected in the proposed Rule, which will allow for speed limits of 110 km/h on some very high quality roads, and a less prescriptive approach to repeater signage where the actual travel speeds are lower than the speed limit due to the nature of the road.

Need for new speed setting Rule

The change in speed management methodology from SLNZ to the Speed Management Framework is significant and, as such, a new Rule is required rather than an amendment to the 2003 Rule.

What are we seeking your feedback on?

The Transport Agency welcomes your comments on the proposed changes set out in this overview and in the proposed Rule.

The proposals that follow focus on the changes within the proposed Rule that set out different responsibilities, or envisage new processes, than those in the 2003 Rule.

When you provide your feedback, it would be helpful if you would consider and comment on the following:

- What impact would the proposals have, and on whom? The Transport Agency is particularly interested in your comments on any costs (to you or to your organisation) of implementing the proposals.
- Would any groups or individuals, in particular, be disadvantaged by the proposals, and how?
- Would any groups or individuals, in particular, benefit from the proposals, and how?
- Are there any implementation or compliance issues that would need to be considered?

Wherever possible, when making your comments please provide examples to illustrate your point.

What changes are proposed?

PROPOSAL 1

Establish a new speed-setting mechanism that focuses on assisting RCAs to achieve safe and appropriate travel speeds, in particular for areas where there are high benefit opportunities to optimise safety outcomes, economic productivity or both.

The proposed Rule reflects the Government's revised approach to speed management, embedded in the Speed Management Guide (the Guide).

The fundamental obligation of an RCA is to set safe and appropriate speed limits whenever it reviews a speed limit.

To assist RCAs in meeting this obligation, the proposed Rule requires the Transport Agency to provide to RCAs—

- guidance on speed management and how this Rule is to apply; and
- information about safe and appropriate speeds for roads in New Zealand and in doing so to prioritise information about roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both.

In practice, the Transport Agency will issue guidance to RCAs through the Guide.

The Guide has been created as a part of the Safer Journeys Strategy and incorporates the Safe System approach and One Network Road Classification (ONRC), linking travel speeds to levels of safety and road classification. It aims for higher speeds on higher classification, economically important routes, and managing safety through low cost improvements or lowering the speed limit where necessary on lower classification routes. The Guide modernises the approach to managing speed in New Zealand to ensure a more consistent network-wide approach to speed management.

The proposed Rule specifies the following criteria that must be considered by RCAs and the Agency in assessing the safe and appropriate speed for a road when carrying out their respective functions under the Rule:

- the function and use of the road
- crash risk for all road users
- the characteristics of the road and roadsides
- adjacent land use
- number of intersections and property accessways
- traffic volume.

RCA must also have regard to any relevant guidance on speed management provided by the Transport Agency, (the Guide).

The Transport Agency will develop and maintain information about the safe and appropriate speed for each road¹ in New Zealand and will provide that information to RCAs about roads under their respective jurisdictions, focusing on roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both.

In practice, this information will be provided to RCAs by enabling them to access regional maps that provide a range of data about all roads within the RCA's jurisdiction and highlight the top 5-10 % 'high benefit' speed management opportunities. These maps also highlight for RCAs appropriate interventions for these high benefit opportunities based on road function, which may include safety improvements or changes to speed limits or a combination of both.

It is up to RCAs to make decisions about whether to review and change speed limits. However, under the proposed Rule, if an RCA chooses to review a speed limit it must have regard to any safe and appropriate speed information for that particular road provided by the Transport Agency and any relevant guidance on speed management provided by the Transport Agency, (the Guide).

In addition to this requirement, an RCA must assess the information provided by considering local factors, such as areas of high growth and where their primary networks are for specific modes (e.g. public transport and cycling), and take into account the views of their road users and communities.

An RCA must consult in accordance with the Rule and any other enactment the RCA may operate under, and have regard to the views of interested parties in making its final decision.

The proposals require an RCA to have regard to the information on the maps when setting speed limits, but do not oblige an RCA to follow any recommendations the Transport Agency may give.

In setting a permanent or holiday speed limit, an RCA must aim to achieve a mean operating speed less than 10% above that speed limit.

[Reference: proposed clauses 1.3, 2.1, 4.2, 4.3, 4.4].

¹ "road" has a very broad meaning in legislation – the Transport Agency will maintain data on formed roads available for public use.

PROPOSAL 2

Enable the setting of a 110 km/h speed limit on roads where it is safe and appropriate to do so.

The Speed Management Framework recognises that not all roads are the same and for economically important routes it can be viable to make improvements to support higher travel speeds without compromising safety. By allowing speed limits of 110 km/h on roads where it is safe and appropriate, travelling times for road users will be reduced, although not significantly.

It is proposed to enable an RCA to set 110 km/h speed limits on roads that can be shown to be designed, constructed, maintained and operated to safely support 110 km/h travel speeds. Before doing so, the RCA must seek the approval of the Agency.

The Transport Agency may approve the setting of a 110 km/h speed limit. Before doing so, it will consider a range of factors, including whether the road—

- is a high volume national road
- is median divided with at least two travel lanes in each direction
- has no direct property access
- has grade-separated intersections
- has measured crash risks of low to medium for personal risk and no more than medium-high for collective risk²
- has a low road structure risk

Some of the most heavily used sections of the national road network meet the criteria for a 110 km/h speed limit. The Transport Agency is the RCA for these stretches of road, which include the Upper Harbour Motorway (SH18), parts of the Waikato Expressway (SH1), and the Tauranga Eastern Link (SH2). Some other sections of road are likely to be eligible for 110 km/h in the near future.

RCAs other than the Transport Agency may also set speed limits at 110 km/h if given approval to do so by the Transport Agency.

There is no proposal to raise the default (100 km/h) speed limit on rural roads and motorways.

[Reference: proposed clauses 3.2, 4.5, 5.3]

² Personal risk is the number of fatal and serious injury crashes per 100 million vehicle kilometres travelled and is usually lowest on higher standard roads; collective risk is the number of fatal and serious injury crashes per kilometre of road and is usually highest on busier roads.

PROPOSAL 3

Allow for a more flexible, efficient and outcomes-based approach to the requirements for permanent repeater speed limit signs.

The 2003 Rule has prescriptive requirements for notifying road users of the speed limit. In particular, the 2003 Rule requires a regular repeater sign at 2-3 km spacing where the permanent speed limit is over 50 km/h and is not the default rural speed limit of 100 km/h.

The general obligation to install these repeater signs is carried over into the proposed Rule. However, this prescriptive approach to repeater signs is not always cost-effective for RCAs. In particular, repeater signs may be unnecessary on roads where the actual travel speeds are lower than the speed limit due to the nature of the road. The speed limit on those roads is self-explaining to drivers and riders.

The proposed Rule establishes a more flexible approach to repeater sign requirements for roads with permanent and holiday speed limits.

Under the proposed Rule an RCA is not obliged to install repeater signs if:

- (a) the length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit throughout the whole length of the road; and
- (b) the mean operating speed is less than 10% above the speed limit for that length of road.

This proposed Rule change only applies to roads with permanent and holiday speed limits. It does not affect the obligation of an RCA setting a temporary speed limit to install regular repeater signs.

The provision is intended to be used, for example, on a particularly bendy stretch of road with a speed limit of 80 km/h, where providing repeater signs at the prescribed distance would be superfluous given the nature of the road and actual travel speeds.

The Transport Agency will be supplying maps to all RCAs showing the mean actual travel speeds (in 5 km/h bands) for all roads within the RCA's respective jurisdiction.

In addition, in order to create roads that are more self-explaining to drivers, the Guide provides RCAs with information on a broader range of options to convey information to drivers including—

- alternative methods of indicating safe and appropriate travel speeds such as road markings and other road-edge marker devices;
- Speed Threshold Treatments – these are a combination of a speed limit sign, place name sign and other road markings, side island or plantings; and
- the re-allocation of road space to narrow the appearance of the lanes for motor vehicles.

These options will convey messages to a reasonable road user, enabling ready comprehension of a speed limit, which will enable the RCA to avoid the use of repeater signs at the prescribed distances.

[Reference: proposed clause 9.2]

PROPOSAL 4

Enable an RCA to set emergency speed limits on roads directly and indirectly affected by an emergency.

The proposed ability to set speed limits in emergency situations has been developed following the recent Kaikoura earthquakes. After those earthquakes, State Highway 1 was blocked by a number of slips. Various inland roads from Blenheim, through Renwick, St Arnaud, Murchison, Springs Junction, and Waipara south to Christchurch became the only practicable route through the top part of the South Island. These roads are generally not as high quality as State Highway 1 was prior to the earthquakes, and ordinarily carry a low volume of traffic.

The diversion significantly increased traffic volume along these routes, in particular the number of heavy vehicles. The increased traffic volume made the operating speeds pose a significant safety risk. Reducing the speed limits on those roads was the primary measure used to mitigate the risk.

However, as the need for lowered speed limits was not based on the presence of a construction site or work programme, or a special event (which are the only grounds for installing a temporary speed limit under the 2003 Rule), RCAs could not set temporary speed limits. Instead, the Transport Agency used section 162 of the *Land Transport Act 1998* to make an emergency rule lowering speed limits on these roads.

The proposed Rule introduces a new category of speed limit, for situations where an emergency affects the condition or use of any road. The definition of emergency is based on that used in the *Civil Defence Emergency Management Act 2002* and covers major disasters and emergencies, such as, floods, technological failures, and epidemics where those events endanger the safety of the public or cause damage to a road.

Under the proposed Rule an RCA can set an emergency speed limit by installing speed limit signs in accordance with the Rule. However, within 10 working days, the RCA must publish a notice in the *New Zealand Gazette* with details of the emergency speed limit, including the RCA's reasons for considering that the emergency speed limit is necessary.

An emergency speed limit may be in force for no longer than 6 months.

The proposed ability to set speed limits in emergency situations will allow an RCA to rapidly address speed management concerns where an emergency has affected the use of a road.

[Reference: proposed section 7]

PROPOSAL 5

Clarify the grounds upon which an RCA may set a temporary speed limit.

The 2003 Rule contains only two grounds upon which an RCA can set a temporary speed limit: where there is a construction site or work programme creating a risk of danger, or where there is a special event.

The proposed Rule clarifies these provisions. “Construction site or work programme” from the 2003 Rule has been split out into 2 replacement grounds—

- where physical work occurring on or adjacent to a road impacts the function of the road; and
- where an unsafe road surface or structure is present.

The Transport Agency intends to issue guidance to RCAs on how and when these new temporary speed limit powers may be used.

[Reference: proposed clauses 6.1, 6.4]

PROPOSAL 6

Approval from the Transport Agency is required before an RCA may set a speed limit of 70 km/h on a road.

The 2003 Rule allows an RCA to set a speed limit of 70 km/h without requiring approval from the Transport Agency. SLNZ outlines particular situations in which a speed limit of 70 km/h may be appropriate.

However, the Speed Management Framework and Guide do not recommend the use of a permanent speed limit of 70 km/h or 90 km/h and direct that these speed limits be used as interim measures either until the road is improved to support travel speeds of 80 km/h or 100 km/h respectively, or until there is support to reduce the speed limits to 60 km/h or 80 km/h respectively.

There are various policy reasons that underlie this approach—

- at higher travel speeds drivers have trouble differentiating speed differences of just 10 km/h:
- by using 20 km/h increments for speed limits between 60 km/h and 100 km/h there are fewer and more recognisable speed limit categories for people to understand and recall:
- by limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across the network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road.

The proposed Rule will require RCAs to obtain approval from the Transport Agency before a speed limit of 70 km/h can be set on a road, reflecting the recommendations of the Guide. In this way the Transport Agency can work with RCAs to ensure that speed limits of 70 km/h are set only in appropriate situations.

The new requirements only apply to the setting of new 70 km/h speed limits and do not affect any existing 70 km/h speed limit.

As in the 2003 Rule, RCAs are required to obtain approval from the Transport Agency before a speed limit of 90 km/h can be set. The criteria for approval have been updated in the proposed Rule to match those applying to new 70 km/h speed limits.

[Reference: proposed clauses 2.11, 5.2,]

PROPOSAL 7

Require an RCA to notify the Transport Agency of any proposal to set a speed limit of 70 km/h, 90 km/h, 110 km/h, or a variable speed limit.

For speed limits in excess of 50 km/h the intention is to work towards 60 km/h, 80 km/h and 100 km/h being the predominant limits across the network. This is expected to, over time, result in greater distinction between different speed limits, making the safe and appropriate speed easier to recognise for road users.

Consequently, an RCA may not propose a variable, 70 km/h, 90 km/h, or 110 km/h speed limit without first notifying the Transport Agency.

It is important that an RCA is aware of the circumstances in which one of these speed limits may receive Transport Agency approval before they consult on a proposal. Similarly, it would be beneficial for RCAs to have an indication from the Transport Agency about whether the Transport Agency is likely to approve the speed limit proposed.

If, after consultation, an RCA comes to a conclusion that a speed limit of 70 km/h, 90 km/h or 110 km/h or a variable speed limit is appropriate, the RCA must apply to the Transport Agency for approval of the speed limit before the RCA can set that limit.

The steps of notifying the Transport Agency and gaining Transport Agency approval are additional to the usual procedure set out in section 4 of the proposed Rule in accordance with which an RCA may set a permanent, holiday, or variable speed limit and must occur before the RCA sets the speed limit.

All speed limits set before the commencement of the proposed Rule will remain in effect until an RCA or the Transport Agency changes them in accordance with the proposed Rule.

[Reference: proposed clauses 2.11, 4.5, 5.1, 5.2, 5.3]

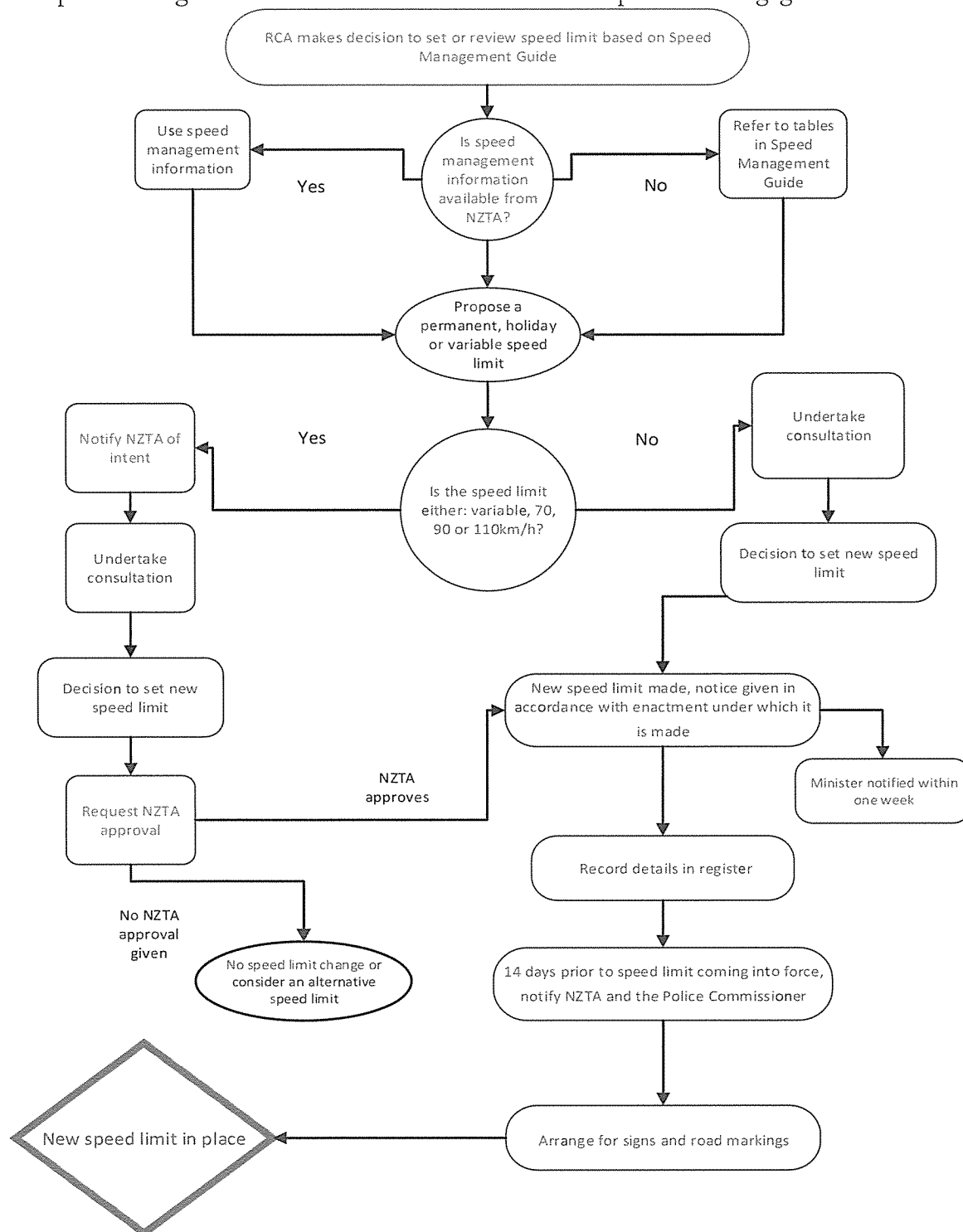
Minor changes to the Speed Setting regime

There are a number of other elements of the current speed setting regime that will be updated and modernised through the proposed Rule. These changes include:

Proposed change	Explanation
Removal of provision for minimum speed limits	This provision was never used under the 2003 Rule
Express reference to motorcyclists included in list of road users to be considered when setting temporary speed limits	To clarify that this is a distinct group of road users with a specific risk profile
Clarifying that an RCA may take measures other than setting a new speed limit if it decides that the existing speed limit is not safe and appropriate for the road	To align with the general principles of the Speed Management Guide
Some definitions deleted: “Calculated speed limit”, “limited speed zone”, “minimum speed limit”, “rural area”, “rural speed limit”, “urban speed limit”, “urban traffic area”	Definitions either unnecessary under the proposed Rule or already defined in the <i>Land Transport Act 1998</i>
Table 2 of Schedule 2 updated: <ul style="list-style-type: none"> in the row relating to 80 km/h, replaced “2.6km” with “2.7km” a row relating to 90 km/h inserted 	To align with the rest of Table 2 and other proposed provisions
Replacement of “audit” of RCA by Transport Agency with “investigation”	Auditing is an official inspection of an RCA’s accounts and documentation. Investigating is a formal inquiry into the activities of an RCA
Requiring the Agency to notify an RCA if, following investigation, it considers that the RCA is not compliant with the Rule, and giving the RCA a reasonable opportunity to respond	To comply with the rules of natural justice, and as a result of the wider power of the Agency to “investigate” rather than “audit” an RCA for compliance with the Rule
Clarifying that the point at which a speed limit changes must be at, or close to, a point of “obvious” change (rather than “significant” change)	To clarify the policy intent

Proposed Setting of Speed Limits process - flowchart

The flowchart below details the statutory steps for the review of speed limits under the proposed Rule. Pre-engagement with communities would be encouraged prior to a review and the Speed Management Guide includes some advice on options for engagement.



Clause-by-clause analysis

Section 1 of the proposed Rule sets out the purpose of the Rule and revokes the 2003 Rule. The purpose of the proposed Rule is to—

- produce a nationally-consistent and evidence-based approach to speed management; and
- provide a mechanism for road controlling authorities to set safe and appropriate speed limits for roads in their jurisdictions; and
- encourage road controlling authorities to prioritise roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity or both.

Section 2 of the proposed Rule sets out the general procedure for setting speed limits. Much of this section is carried over from the 2003 Rule.

Clause 2.1(1), a new provision, requires the Transport Agency to provide guidance to RCAs on how the proposed Rule is to apply, and information about safe and appropriate speeds for roads in New Zealand. A safe and appropriate speed is a travel speed that optimises safety and efficiency outcomes. *Clause 2.1(2)* preserves the Transport Agency's power to change, or modify the application of, speed limits, and to carry out any function necessary to ensure that RCAs comply with the proposed Rule when reviewing and setting speed limits.

Clause 2.2 sets out the primary powers, duties, and functions of RCAs. An RCA must review and set speed limits in accordance with the Rule and must consider the safe and appropriate speed limit for a road in accordance with the proposed Rule.

Clause 2.3 sets out consultation requirements. *Clause 2.4* sets out additional information required when consulting on certain speed limits.

Clause 2.5 contains decision-making procedures and provides for the notification of set speed limits, and designated urban traffic areas, to the Transport Agency and the Commissioner of Police. Speed limits are set, and urban traffic areas are designated, by bylaw. Notably, *clause 2.5(2)* provides that a consultation process undertaken in accordance with the proposed Rule may be carried out at the same time as, or as part of, any consultative procedure required under another enactment. For example, a road controlling authority that is a local authority has consultation requirements under both the proposed Rule and the Local Government Act 2002. *Clause 2.5(2)* allows the RCA to combine these processes.

Clause 2.6 is carried over from the 2003 Rule. It requires RCAs to continue maintaining the registers of speed limits and urban traffic areas established under the 2003 Rule. Registers must be available for inspection by members of the public, at reasonable times, on request.

Clause 2.7 is carried over from the 2003 Rule. It relates to record-keeping and provides that an RCA must keep certain material relating to the setting of a speed limit for 7 years after the speed limit is set.

Clause 2.8 is carried over, with some modification, from the 2003 Rule and—

- requires an RCA to have processes to ensure quality control of its procedures for reviewing and setting speed limits:
- gives the Transport Agency a power to investigate RCAs for compliance with the proposed Rule:
- requires the Transport Agency to notify an RCA if it considers that the RCA has not complied with the proposed Rule, and gives the RCA a reasonable opportunity to respond:
- gives the Transport Agency a power, if it is not satisfied with an RCA's response to notification of non-compliance, to issue directions:
- requires RCAs to comply with any directions given by the Transport Agency or the Commissioner of Police under the proposed Rule:
- gives the Transport Agency a power to exercise the appropriate responsibilities of an RCA if an RCA fails to comply with directions given by the Transport Agency, and provides that the RCA is then responsible for any reasonable expenses incurred by the Transport Agency in doing so.

Clause 2.9 is carried over from the 2003 Rule. It requires all traffic control devices installed on a road to be safe, effective, and appropriate for the speed limit before that speed limit comes into force.

Clause 2.10 is carried over from the 2003 Rule. It is a technical provision that establishes when speed limits are set or changed and when they come into force.

Clause 2.11 is a new provision. It provides that a speed limit set before the commencement of this Rule remains in effect until an RCA or the Agency changes it in accordance with this Rule.

Section 3 of the Rule is largely carried over from the 2003 Rule. Clauses 3.1-3.4 —

- set out the categories of speed limits that may be set in accordance with the proposed Rule:
- set out the range of possible speed limits, including 110 km/h:
- provide that a road (or part of a road) for which a speed limit is set must be of a reasonable and safe length:
- provide that the point at which a speed limit changes must be at, or close to, a point of significant change in the roadside development or the road environment:
- provide that the speed limit in an urban traffic area is 50 km/h and in a rural area or on a motorway is 100 km/h unless otherwise set in accordance with any enactment.

Clause 3.5 is carried over from the 2003 Rule with some modification. The clause allows an RCA to designate an area as an urban traffic area or vary the boundaries of an existing urban traffic area. In doing so, an RCA must have regard to the relevant factors set out in *clause 4.4(2)* and may set a speed limit other than 50 km/h for a road in that area. This clause does not require an RCA to review a road that was in an existing urban traffic area prior to the variation.

Section 4 replaces the mechanism of the 2003 Rule for the setting of permanent, holiday, and variable speed limits.

Clause 4.1 is an application provision.

Clause 4.2 requires the Transport Agency to develop (having regard to a number of mandatory criteria) safe and appropriate speed information (which is information that supports travel speeds that optimise safety and efficiency outcomes) for roads throughout New Zealand.

Clause 4.3 requires the Transport Agency to supply an RCA with information about the safe and appropriate speed for roads within that RCA's jurisdiction. The Transport Agency must, in supplying this information, prioritise information about roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both. In addition, an RCA may request information about any road in its jurisdiction, and the Transport Agency must supply any such available information.

Clause 4.4 provides that, in reviewing permanent, holiday, or variable speed limits, an RCA must have regard to mandatory criteria relevant to the roads under review. This allows an RCA to thoroughly review any information given by the Transport Agency, adding in any planned modifications an RCA might have for specific roads and their environment and, based on that information, coming to a different view about the safe and appropriate speed for a road than that suggested by the Transport Agency.

An RCA must also have regard to any relevant guidance on speed management provided by the Transport Agency.

Clause 4.5 requires an RCA to consult on a proposed speed limit in accordance with *clauses 2.3* and *2.4*. An RCA must notify the Agency before consulting on a proposed variable, 70 km/h, 90 km/h, or 110 km/h speed limit.

Clause 4.6 gives RCAs the power to set speed limits. In doing so, an RCA must—

- take account of submissions received during consultation:
- have regard to any other factor the RCA considers relevant to achieving the safe and appropriate speed of a road (this provision is the equivalent of *clause 3.2(5)* of the 2003 Rule, commonly known as the exceptions clause):
- aim to achieve a mean operating speed less than 10% above the speed limit.

Section 5 of the proposed Rule provides that certain types of speed limit, require the additional step of Transport Agency approval before they can be set by an RCA. These speed limits are 70 km/h, 90 km/h, and 110 km/h and variable speed limits.

Section 5 also allows 110 km/h speed limits to be introduced to New Zealand. Speed limits of 110 km/h will only be approved for roads that have been designed and constructed, and will be managed and operated, to the standard necessary to support travel speeds of 110 km/h.

The requirements for Transport Agency approval and the criteria for the application of variable and 90 km/h speed limits are carried over from the 2003 Rule.

The requirement for Transport Agency approval of new 70 km/h speed limits, in *clause 5.2*, is introduced. Speed limits of 70 km/h set before the commencement of this Rule are not affected by this provision.

Clause 5.2 sets out the considerations the Transport Agency must take into account in considering a proposed 70 km/h or 90 km/h speed limit. These have changed from the criteria for 90 km/h speed limits under the 2003 Rule.

Section 6 sets out the rules relating to temporary speed limits, which are largely carried over from the 2003 Rule. There are three grounds for setting a temporary speed limit, being:

- where physical work is occurring on or adjacent to a road in a way that impacts the function of the road (which is the equivalent to the “construction site” ground in the 2003 Rule);
- where there is an unsafe road surface or structure present (which is equivalent to the “work programme” ground in the 2003 Rule);
- where there is a special event (which is carried over without modification from the 2003 Rule).

A temporary speed limit is set by installing signs in accordance with a traffic management plan approved in writing by an RCA, may be in force for no more than six months, and must be lower than the prevailing speed limit. The signs must be removed as soon as there is no longer any need for the temporary speed limit.

Section 7 is new and provides for emergency speed limits. RCAs will be able to set emergency speed limits, which must be lower than the prevailing speed limit, when an emergency that affects the use of any road creates a risk of danger to the public or a risk of damage to a road. The definition of emergency is based on that used in the *Civil Defence Emergency Management Act 2002*. An RCA can set an emergency speed limit by installing speed limit signs in accordance with *section 9* of the proposed Rule, but must, within 10 working days of doing so, place a notice in the *New Zealand Gazette* explaining what the emergency speed limit is, where the emergency speed limit applies, and the reasons for the emergency speed limit.

Section 8 sets out the rules relating to designated locations, which are largely carried over from the 2003 Rule. Certain locations will continue to be designated locations within the meaning of the proposed Rule. The effect of designation is that the relevant RCA may follow a shorter review and consultation process under the Rule before setting a speed limit on a road at that location. Designated locations include, for example, commercial and industrial facilities, airports, cemeteries, car parks, and camping grounds. Roads in designated locations tend to have low traffic volumes and speed limits and only provide access to the particular facility, rather than being through roads.

Section 9 provides for signs and road markings relating to speed limits. These rules are largely carried over from the 2003 Rule and prescribe where speed limit signs must be installed. This includes repeater signs, which are speed limit signs that must be installed at specified regular intervals to remind road users when the speed limit is above 50 km/h but below the default rural speed limit of 100 km/h.

New in this proposed Rule is *clause 9.2(2)*, which provides that an RCA is not obliged to comply with the requirements for repeater signs if the nature of a particular length of road makes the speed limit clear to road users and the measured mean operating speed is less than 10% above the speed limit for that length of road. This provision might be used, for example, on a particularly bendy stretch of a road with a speed

limit of 80 km/h, where providing repeater signs at the prescribed distances is unnecessary given the nature of the road and actual travel speeds.

Clauses 9.3 and 9.4 set out specific requirements for certain types of speed limit signs.

Part 2 of the proposed Rule sets out definitions of terms used in the proposed Rule. Key new definitions include **emergency speed limit** and **safe and appropriate speed**. The definition of **mean operating speed** has been changed from the 2003 Rule.

Process for making Rule changes

The Land Transport Act 1998 (the Act) provides the legal framework for making Land Transport Rules. *Section 161* states the procedures by which the Minister makes ordinary Rules.

What are Land Transport Rules?

Land Transport Rules (Rules) are legislation made by the Minister of Transport or his delegate ('the Minister') under the Act.

The Act sets out principles and the policy framework; Rules contain detailed requirements, including standards and processes, for putting those principles and policy into operation. Rules cover a range of land transport issues. Among the outcomes that Rules aim to achieve are: safeguarding and improving land transport safety and security, improving access and mobility, assisting economic development, protecting and promoting public health and ensuring environmental sustainability.

Compliance with Rules is required because they form part of New Zealand transport law. The specific offences and penalties that apply to each Rule are set out in the Act or in regulations.

Most Rules are drafted by the Transport Agency, by an arrangement with the Chief Executive of the Ministry of Transport, working closely with the Ministry of Transport's policy and legal advisors.

Rules are drafted in plain language to be easily understood. The Transport Agency undertakes consultation on proposed changes to Rules on behalf of the Minister. The issues that are raised in submissions on the proposed Rule will be analysed and taken into account in preparing the Rule for the Minister to sign.

Subject to the approval of the Minister, the proposed Rule would take effect later this year.

Application of Rule-making criteria

Proposed activity or service

Section 164(2) of the Act sets out the matters that the Minister must have regard to when making a rule. This includes the nature of the proposed activity or service for which the Rule is being established.

The proposed Rule will set out criteria, requirements and procedures to be followed by road controlling authorities when reviewing and setting speed limits for roads within their respective jurisdictions.

Risk to land transport safety

Section 164(2)(a), (c) and (d) require the Minister to take into account the level of risk to land transport safety in each proposed activity or service, the level of risk existing to land transport safety in general in New Zealand, and the need to maintain and improve land transport safety and security.

Safer speeds are one of the (four) fundamental building blocks of the Safe Systems approach, which guides government initiatives to manage safety on our roads. The new Rule requires RCAs to take a wider look at the context for each road, including its function and form. This should result, over time, in a more consistent application of speed limits across the country, working from a common database of information about safe and appropriate speeds.

The Rule also emphasises that road improvements (or other interventions) may be a treatment option, and that merely setting a speed limit (without reference to anticipated behaviour by drivers) is not in itself sufficient to create safety gains.

The Rule is designed to improve safety through more effective speed management.

Assisting achievement of strategic objectives for transport.

Section 164(2)(e) of the Act requires that the Minister have regard, and give such weight as he or she considers appropriate in each case, to whether a proposed Rule (i) assists economic development; (ii) improves access and mobility; (iii) protects and promotes public health; and (iv) ensures environmental sustainability.

Assists economic development

The Rule is expected to encourage economic development by encouraging a consistent approach to speed management across the network, thus making the network more efficient, and by facilitating speed limits of 110 km/h on certain high-quality roads.

Improves access and mobility

The Rule is not expected to have any effect on access and mobility.

Protects and promotes public health

The Rule is expected to protect and promote public health by promoting a Safer Speeds approach to speed limits, which will encourage RCAs to focus on roads where a change to the speed limit or investment in road improvements is likely to have the highest benefits in terms of safety outcomes, economic productivity, or both.

Ensure environmental sustainability

The Rule is not expected to have any effect on environmental sustainability.

Costs of implementing the proposed changes

Section 164(2)(ea) of the Act requires that the Minister have regard to the costs of implementing measures proposed in a Rule.

A summary of the costs and benefits of the proposed changes can be found on page 29.

International considerations

Section 164(2)(eb) and (f) of the Act requires that, in making a Rule, the Minister must have regard to New Zealand's international obligations concerning land transport safety, and the international circumstances in respect of land transport safety.

The Rule is consistent with New Zealand's international obligations in respect of land transport.

How the Rule fits with other legislation

The proposed Rule will be made under *sections 152 and 157(d) and (e)* of the *Land Transport Act 1998*. Under those sections, the Minister of Transport is empowered to make rules that provide for the setting of speed limits, and set out criteria, requirements, and procedures to be complied with by road controlling authorities when they set speed limits.

The Transport Agency is both the regulatory Agency under the proposed Rule, responsible for ensuring that RCAs comply with the Rule, and itself an RCA with respect to state highways. These functions are operated separately by different parts of the Transport Agency.

Where a speed limit imposed by another enactment, such as the maximum speed for heavy vehicles set out in Land Transport (Road User) Rule 2004, differs from a speed limits set in accordance with the proposed Rule the lowest applicable speed limit applies.

Bylaws

RCAs are empowered under *section 22AB* of the *Land Transport Act 1998* to make bylaws that set speed limits for roads within their jurisdiction.

The proposed Rule requires RCAs to set permanent, holiday, and variable speed limits through their ordinary bylaw-making process.

Most RCAs are local authorities under the *Local Government Act 2002* and will make any bylaws that set speed limits in accordance with the bylaw-making procedures in that Act. Certain other RCAs must act in compliance with other enactments such as the *Airport Authorities Act 1966*.

Offences and penalties

Land Transport Rules do not contain offences and penalties for breaches of Rule requirements. These provisions are set out in regulations. The proposed Rule is a procedural Rule and does not affect the obligations of the public to comply with speed limits nor does it affect the maximum speed limit that applies to particular categories of vehicle.

There are no offence provisions proposed for breach of the road-controlling authority's obligation to comply with provisions of this Rule. The Rule makes provision for administrative steps to be taken if a RCA fails to fulfil its obligations. The Transport Agency will be able to both change and modify speed limits for particular roads or all roads under the jurisdiction of an RCA.

Fees

No changes to fees and charges are required.

Publication and availability of Rules

Access to consultation material

Copies of this consultation document may be obtained by calling the Transport Agency Contact Centre on 0800 699 000. It is also available on the Transport Agency's website at:

www.nzta.govt.nz/about-us/consultations/

Availability of Rules

Land Transport Rules can be purchased from selected bookshops throughout New Zealand that sell legislation. They are also available to be read free of charge at the National Office and regional offices of the Transport Agency. Rules are also available on the Transport Agency's website at:

www.nzta.govt.nz/resources/rules/

Information about Rules

Information about Rules and the Rule-making process is available online at:

www.nzta.govt.nz/resources/rules/about

If you have not registered your interest in the Setting of Speed Limits Rule (or other Land Transport Rules), you can do so by contacting the Transport Agency at our addresses shown in the *Making a submission* section at the front of this publication, or at:

<http://www.nzta.govt.nz/registration-of-interest-in-land-transport-rules/>

This includes a form for registering an interest in Rules.

Regulatory impact of proposed Rule

A summary of the benefits and costs/risks of the Rule proposals are set out in the following table.

Proposal	Benefits	Costs
1. Enable the setting of a 110km/h limit.	<p>Reduced journey times.</p> <p>For large scale infrastructure investments there could be wider economic implications such as more economic concentration and specialisation of business activities.</p> <p>The estimated benefit cost ratios are marginal for some individual road sections tested. However, roads identified for speed limits of 110km are our busiest and as more roads are built to meet the criteria for a 110km/h speed limit, the estimated travel time benefits should increase and the full economic benefits should be realised.</p> <p>Enabling 110km/h speed limits is part of an overall safety programme for signalling safe and appropriate speeds across the network. There is a benefit to road users by providing more points of difference between roads of different function and level of safety.</p>	<p>Additional safety features may need to be added to roads to bring them up to the required standard for 110km/h travel speeds. In addition, roadside infrastructure such as wider, sealed shoulders may be needed to support Police enforcement activity.</p> <p>The main risk of an increase to 110km/h travel speeds is that if there is a crash, the impact speeds could be higher, which could result in greater trauma.</p>
2. Allow RCAs a broader range of options for indicating open road non-default speed limits.	<p>Reduced cost to RCAs as they are not required to install repeater signs every 2–3 km where drivers understand the safe and appropriate travel speed for the road.</p>	<p>No additional costs have been identified with this proposal.</p>
3. Replacing Speed Limits New Zealand (SLNZ) with the Speed Management Guide.	<p>High benefit maps will be provided to RCAs by the Transport Agency at no cost to the RCAs. This enables national consistency, and means RCAs can start speed limit reviews at the point of testing their</p>	<p>The costs to the Transport Agency of generating the maps were not significant (less than \$14,000 per region), were included in business-as-usual baselines, and were a one-off, as the process has</p>

	high benefit maps, and developing their community engagement and future work programmes without the cost of doing the network assessments themselves.	been automated for future use.
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Attachment 7

ROADING AND FOOTPATHS GROUP OF ACTIVITIES 2016/17					Apr-17
Major programmes of work outlined in the LTP/Annual Plan 2016/17					
Pavement Rehabilitation	Route Position Length	Status	Start date	Completion date	Planned for the next two months
Wanganui Road	0-544	Report on the Wanganui Road Project. This project is now completed.			
Marton - Bond Street/Skerman Street (94m)		Completed	Feb-17	Feb-17	
Marton - Wanganui Road/Skerman Street (70m)		Completed	Dec-16	Dec-16	
Franklin Road (580m)		Completed	Jul-16	Jan-17	
Okirae Road (338m)		Completed	Nov-16	Dec-16	
Paraewanui Road (1,403m)		Under Construction	Apr-17	Aiming to complete by June 17	
Taihape-Napier Road (880m)		Completed	Jan-17	Apr-17	Construction under way (Two sections)
Te Moehau Road (450m)		Completed	Nov-16	Dec-16	
Turakina Valley Road (721m)		Under investigation/design.	Feb-17	June 2017. Proposed seal extension.	
Griffins Road (920m)		Completed.	Sep-16	Dec-16	Investigations and design continuing
Sealed Road Resurfacing (over 200m)	Route Position Length	Status	Start date	Completion date	Planned for the next two months
Broadway (Marton)					Resurfacing programme now completed
Daniell Street					Completed on March 30.
Goldings Line					
Kauangaroa Road					
Koeke Road			2/1/2017	Feb-17	
Leedstown Road			Feb-17	Feb-17	
McHardies Road					
Makirikiri Road					
Mangahoe Road			Feb-17	Feb-17	
Matawhero Road			Feb-17	Feb-17	
Mellingon Road			Feb-17	Feb-17	
Mill Street (Marton)					
Moa Street			Feb-17	Feb-17	
Mt Curl Road					
Neumans Line					
Oaklea Avenue					
Otuareti Road			Feb-17	Feb-17	
Potaka Road					
Putorino Road					
Rangatira Road					
Ross Street					
Ruanui Road			Feb-17	Feb-17	
Stantalls Road					
Tennent Court					
Turakina Beach Road					
Turakina Valley Road			Feb-17	Feb-17	
Tutaenui Road					
Union Line					
Waiaruhe Road			Feb-17	Feb-17	
Wanganui Road					25.8 kms sealed in March.
Wellington Road					Total Kms sealed 16/17: 57.16Kms
Capex report 2016/17	cumulative to 30/09/2016	cumulative to 31/12/2016	cumulative to 30/3/2017	cumulative to 30/6/2017	Budget
Sealed road surfacing:	1%	124,038 5%	1,520,169 63%		2,390,746
Drainage Renewals	26%	320,311 64%	441,622 88%		500,000
Pavement rehabilitation	20%	922,194 52%	1,457,947 82%		1,770,000
Structures component replacement	64%	29,1009 92%	306,973 97%		316,993
Traffic services renewal	20%	149,492 66%	290,474 129%		224,900
Associated improvements	0%				25,000
Unsealed road metalling	55%	311,973 68%	332,812 72%		460,125
TOTAL			4,349,997 76%		5,687,764
Streetlight renewals	Design/ Scoping	Tender/Contract docs	Under construction	Complete	Planned for the next two months
The proposed LED streetlight replacement program will initially target areas in Marton as there are several large streetlight circuits which intermittently suffer from outages due to overloading. Installation of LED's will reduce the connected load and alleviate these issues. Once this stage of the program is completed it is anticipated that the program will continue through to 2018 in other areas of the district as current renewal budgets allow. In 2018 progress will be re-assessed and any additional that is required may be sought through the 2018 – 2021 NZTA funding cycle			Installation of the LEDS programmed for the Marton CBD Stage One is now completed.		Stage One installation of the LED programme for Marton complete.
Footpath Renewals	Design/ Scoping	Tender/Contract docs	Under construction	Complete	Contractor

Taihapa: Robin Street	Design - 100% complete (length 70m)	Contract 1007		Being considered for the 17/18 year	Crimpy's
Marton: Lower High Street	Design - 100% complete (length 30m)	Contract 1008	completed	Completed May	Loader's
Taihapa: Hautapu Street	Design - 100% complete (length 73m)	Contract 1007	completed	Completed Sept.	Crimpy's
Taihapa: Hawk Street	Design - 100% complete (length 25m)	Contract 1007	completed	Completed Sept.	Crimpy's
Taihapa: Kaka Road	Design - 100% complete (length 160m)	Contract 1007	completed	Completed Oct.	Crimpy's
Monitor upgrades of footpaths in Turakina including the laying of chipseal					
New Footpaths	Design/ Scoping	Tender/Contract docs	Under construction	Complete	Contractor
Bulls: Hammond Street	Design - 100% complete (length 190m)	Contract 1008	completed	Completed May	Loader's
Ratana: Taihauauru Street	Design - 100% complete (length 76m)	Contract 1008	completed	Completed May	Loader's
Ratana: Tairawhiti Street	Design - 100% complete (length 100m)	Contract 1008	completed	Completed May	Loader's
Ratana: Rangatahi Road	Design - 100% complete (length 75m)	Contract 1008	completed	Completed May	Loader's
Footpath Programme for 16/17.	The footpath programme for the 16/17 year is on hold due to lack of funding.				
Bulls: 136-160 High Street (investigate costs only)		Investigation ongoing			
Taihapa: SH1 to Dixon Way (investigate costs only)	This particular project is a major one running from the town to Dixon way heading south and potentially will traverse along side the SH. Discussions have been held with NZTA who are not receptive in giving approval. Decision at the March A&I committee meeting was that the mayor was to approach NZTA to discuss.				
Ratana: Te Taitokerau and Seamer Streets (investigate costs only)	\$42,000 Te Taitokerau length approx 230m - 1.4wide - 10 driveways. Seamer street was identified to have a footpath on the opposite side of the street, but the recommendation is not to proceed as a lot of parking of buses takes place along here. This matter was brought to Council's meeting on 3 November 2016 for consideration. Investigation ongoing.				
Minor safety improvements	Design/ Scoping	Tender/Contract docs	Under construction	Complete	Planned for the next two months
Orchard Road	Design completed	Roading contract	Construction commenced November 16	Completed December 16	
Turakina Valley 3 - widening Majuba Bluff RP 9450-9660 (in conjunction with flood damage repair work)	Design completed.	Tender closed. Approval to proceed given by Council 1/12/16. \$400k EW, \$300 MI, and 15k drainage.	Construction commenced January 17	late May.	On track to complete project late May. Subject to weather.
Parewanui Road seal widening	This site is currently under investigation and is part of the AWPT programme.	Roading Contract	Planning to commence April 17	Aiming to complete a section by June 17	Construction as part of a section of the AWPT site.
Other major programmes of work carried out during 2016/17					
Projects	Design/ Scoping	Tender/Contract docs	Under construction	Complete	Planned for the next two months
Makirikiri Road seal widening RP 8500-8820 (in conjunction with new milk tanker entranceway @ McCarthy's)	Second coat seal in conjunction with reseal programme planned for 16/17	Roading contract.		Now complete	Second coat seal has now been applied.
Note At Ratana, Two sets of speed humps have been constructed with a third in Rangitahi Street about to be placed. Barriers and bollards have been placed on the grass verges to stop people by passing the speed humps.				Third speed hump has been placed.	

RDC ROADING REPORT: APRIL 2017

1. MAINTENANCE, OPERATIONS AND RENEWALS

- This year's resealing programme is 100% complete.
- Next year's chip reseals programme, repairs are 80% complete.
- Footpath works resulted in 1100m of renewal plus 65m of new footpaths.
- Street Lighting: 267 LED lights have been purchased for installation in Marton to alleviate circuit over loading issues. The cost is \$100k and is part of a bulk purchase with MDC and HDC. This work is programmed for June 2017.

2. CAPITAL PROGRAMME 2016/17

The wet weather in April has delayed most projects by 2-3 weeks.

Area Wide Treatment sites

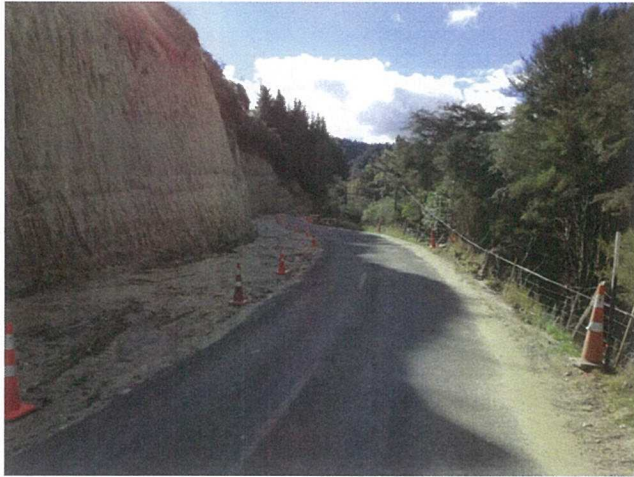
Location	Length	Start construction	Completed
Griffins Road	960m	12-Sep-16	15-Dec-16
Franklin Road	130m	4-Jan-17	20-Jan-17
Okirae Road	350m	7-Nov-16	16-Dec-16
Taihape Napier Road 1	900m	16-Jan-17	20 Mar-17
Te Moehau Road	460m	14-Nov 16	9-Dec-17
Bond/Skerman Structural AC	75m	20-Feb-17	24-Feb-17
Skerman/Wanganui Structural AC	75m	5-Dec-16	21-Dec-16
Parewanui Road 1	540m	10-Apr-17	May-17
Parewanui Road 2	660m	17-Apr-17	May 17
Jeffersons Line	575m	Apr-17 (prog)	May-17 (prog)
Mangatipona Road (earthworks only)	2600m	Apr-17 (prog)	May-17 (prog)

Projects

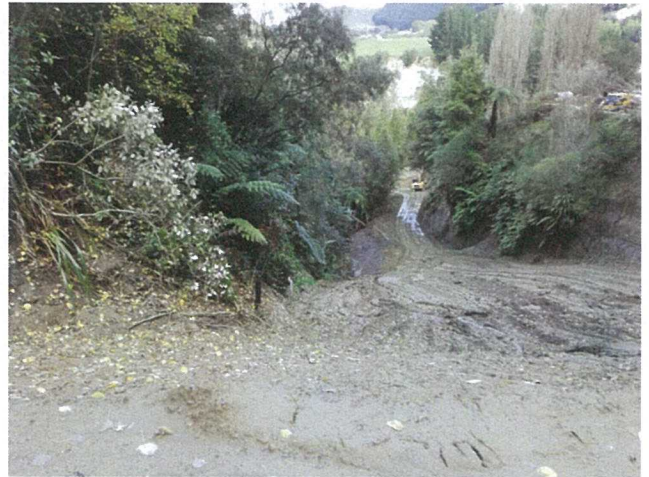
Turakina Valley – Majuba Bluff Project

Turakina Valley Road at Majuba is project that is the result of emergency works and minor improvements being combined to achieve a better result for the road network.

Drysdale earthworks is complete and pavement construction will be completed during May.



Majuba Bluff: as at 18 Apr 17



Majuba In Bend: as at 18 Apr 17

Minor safety improvements:

- Parewanui Road Bulls: A route study of Parewanui Road is currently being undertaken to address all the issues from near Raumai Road to Dalrymles Road which will lead a programme of works. .
- Makokomiko Road geometry improvement at the bridge started 7 February 2017 and is completed.
- Investigation of safety issues on Mokia Road has identified the existing guardrail installations on bridge approaches needs completing in order to comply with the design standards.

Mangaweka Bridge

An Indicative Business Case is expected to be completed by 30th June 2017. The Indicative Business Case will then be submitted to the Transport Agency for its consideration. If the recommendations are accepted a request will be made to the Regional Land Transport Committee to vary the 2017//18 Land Transport Programme to allow the project to proceed through the subsequent phases.

3. EMERGENCY WORKS

The total cost of restoring the flood damage caused by the June 2015 storm event is estimated to be \$12.7 million. Expenditure at the end of the financial year was on track at \$6.32 million.







- Mangahoe Road culvert suffered damage during the June storm event resulting in the last 4 pipes being washed off the end of the culvert, causing the very steep bank to slump back to the road. The repair involves reinstating the culvert pipes, construct a discharge flume using rock and concrete, then reinstate the embankment. Photo as at 20 Apr 17

4. OTHER PROJECTS

Council is involved in the investigation and implementation of the following projects:

- The 3 km unsealed section of Turakina Valley Road 2 between McLeay's Bridge and near Mangahoe Road has been approved for seal extension. Sealing this section of road would provide an alternative sealed road to SH3. A 1km section starting at McLeay's bridge is being designed in preparation for construction that is anticipated to be completed by 30 June 17 weather permitting.

5. HEALTH AND SAFETY

<div>    </div> <div>RDC - ZERO HARM REPORTING</div> <div>  </div>													
LEAD INDICATORS													
Type	Explanation	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Drug and Alcohol Tests	LEAD: Total number of drug and alcohol tests completed in the period for pre-employment and	2	0	2	0	2	2	4	0	3			
Positive Drug and Alcohol Tests	The total number of positive Drug and Alcohol test results in the period	0	0	0	0	0	0	0	0	0			
Site H&S Conversations	The total number of site H&S Conversations completed in the period by Contractors or site	3	3	2	4	4	4	4		4			
Site Health and Safety Audits	The total number of site Health and Safety Audits completed in the period by the Contractors or site	12	13	12	8	12	11	9	11	12			
Safety Briefing	The total number of Safety Briefings completed in the month including pre-starts, toolbox meetings,	1	1	1	1	5	5	5	5	5			
Near Miss (Close call)	The total number of Near Misses submitted in the month by the site team	2	1	0	2	2	0	3	0	2			
Traffic Management Inspection	Total number of audits completed by the designated Site Traffic Manager Supervisor (STMS)	0	0	0	0	0	0	2	2	5			
Sub Contractor Review	Number of Sub Contract Reviews completed by the main Contractor in the period	0	0	0	0	0	0	0	1	0			
Stop Work Action	The number of occasions when work is suspended proactively due to a member of the site team	0	0	0	0	0	0	0	0	0			
Positive Reinforcement	The number of occasions the site team have been congratulated of a proactive action or safety	0	0	0	0	0	0		0	0			
LAG INDICATORS													
Type	Explanation	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Fatal Injuries	Any incidents resulting the loss of life of a transport agency, contractor or Sub Contractor or member of	0	0	0	0	0	0	0	0	0			
Notifiable Injuries	Any incident required under H&S Legislation to be reported to a Statutory Authority e.g. Worksafe NZ,	0	0	0	0	0	0	0	0	0			
Lost Time Injuries	Any work related injury or illness certified by a Medical Practitioner and compensable under worker	0	0	0	0	0	0	0	0	0			
Medical Treatment Injuries	The Management and care of a patient to effect Medical Treatment or combat disease or disorder	0	0	0	0	0	0	0	0	0			
First Aid Injuries	Treatment administered by and within the qualifications of a trained first aid attendant or	0	0	0	1	0	0	1	0	0			
Recordable Injuries	NO NOT COMPLETE	0	0	0	0	0	0	0	0	0			
Serious Environmental Incidents	Environmental controls absent or construction of a device is so poor that it is likely to or has led to	0	0	0	0	0	0	0	0	0			
Service Strikes	Contact with an above ground or buried service resulting in damage or potential damage to the	1	0	0	0	0	0	0	0	0			
Property Damage	Contact with third party property resulting in damage	0	0	0	0	1	0	0	0	2			

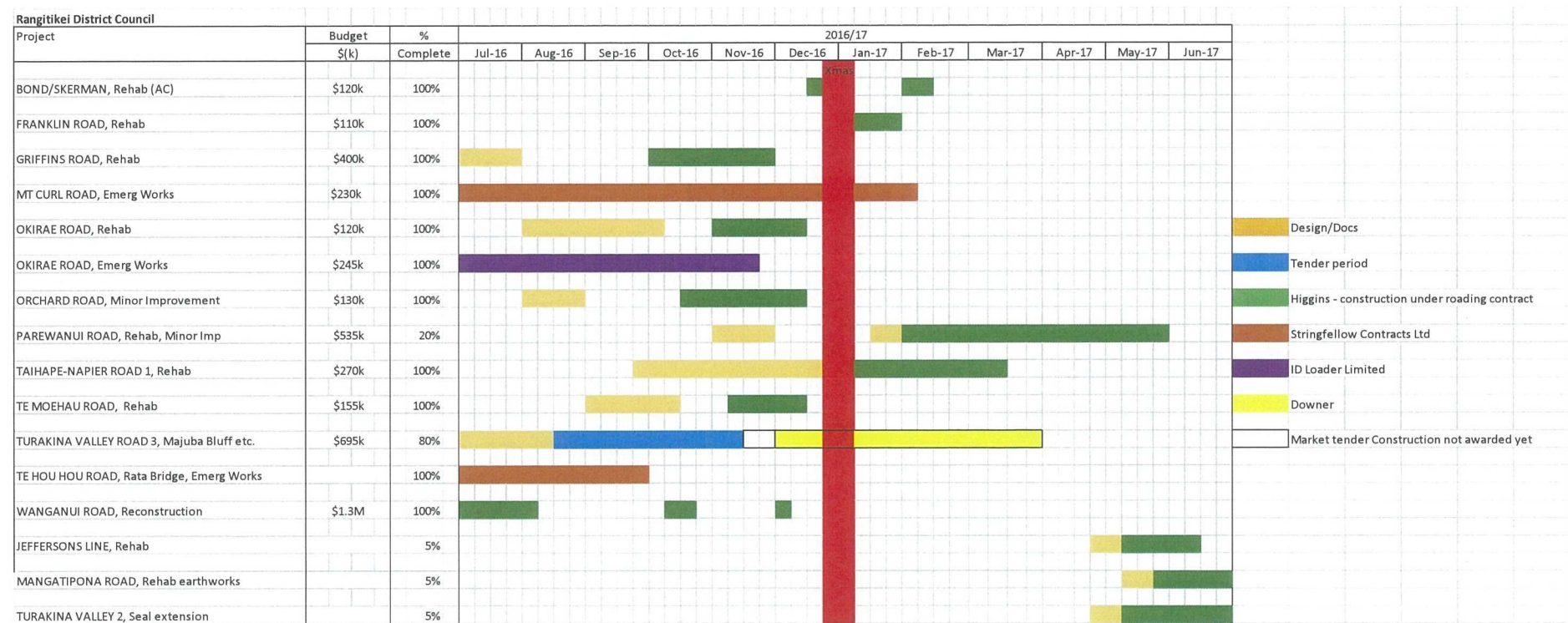
Near Miss –

- Close call with an agriculture Tractor on a blind corner on Pungatawa Road.
 - Discussed at tool box meeting about awareness when driving on skinny roads
- Identified a seal on the refueling tank with minor leak.
 - Booked into workshop for repair ASAP.

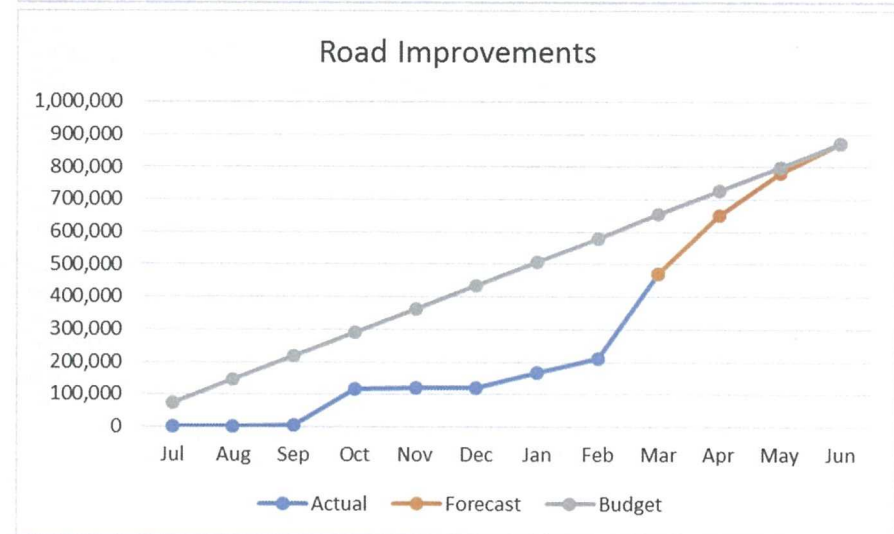
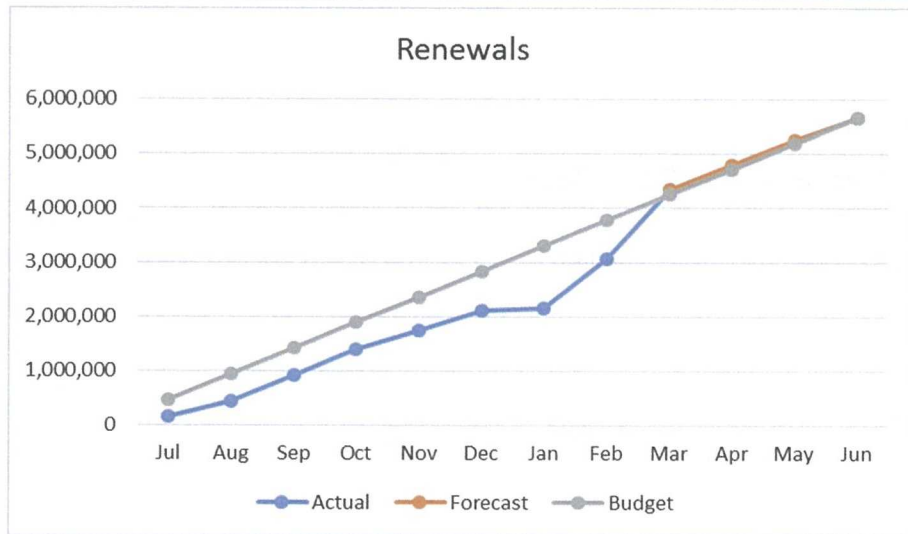
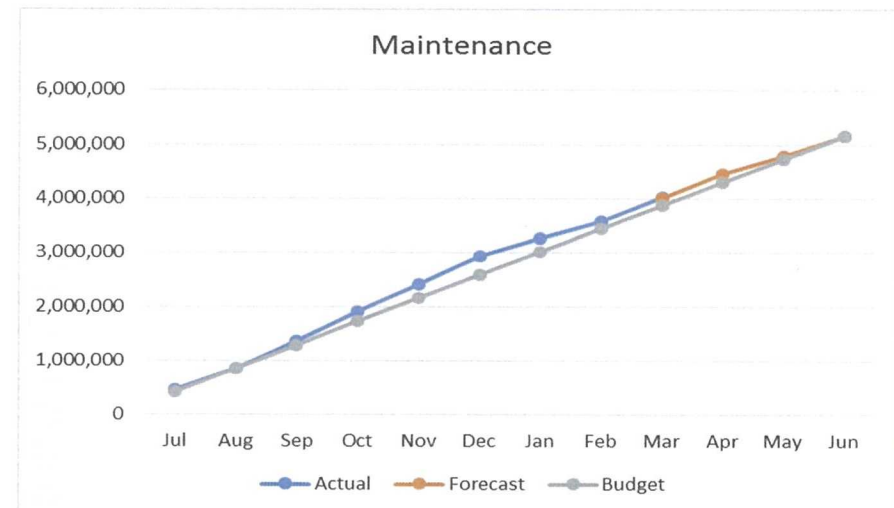
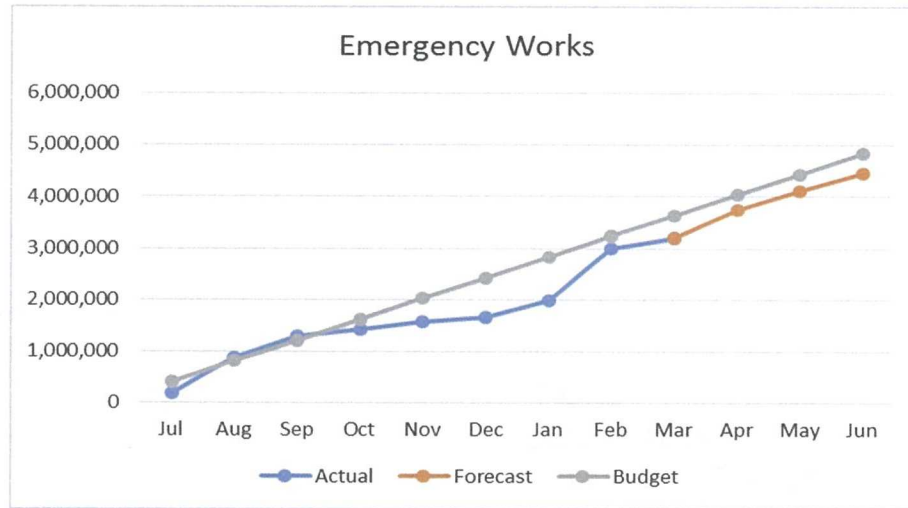
Property Damage –

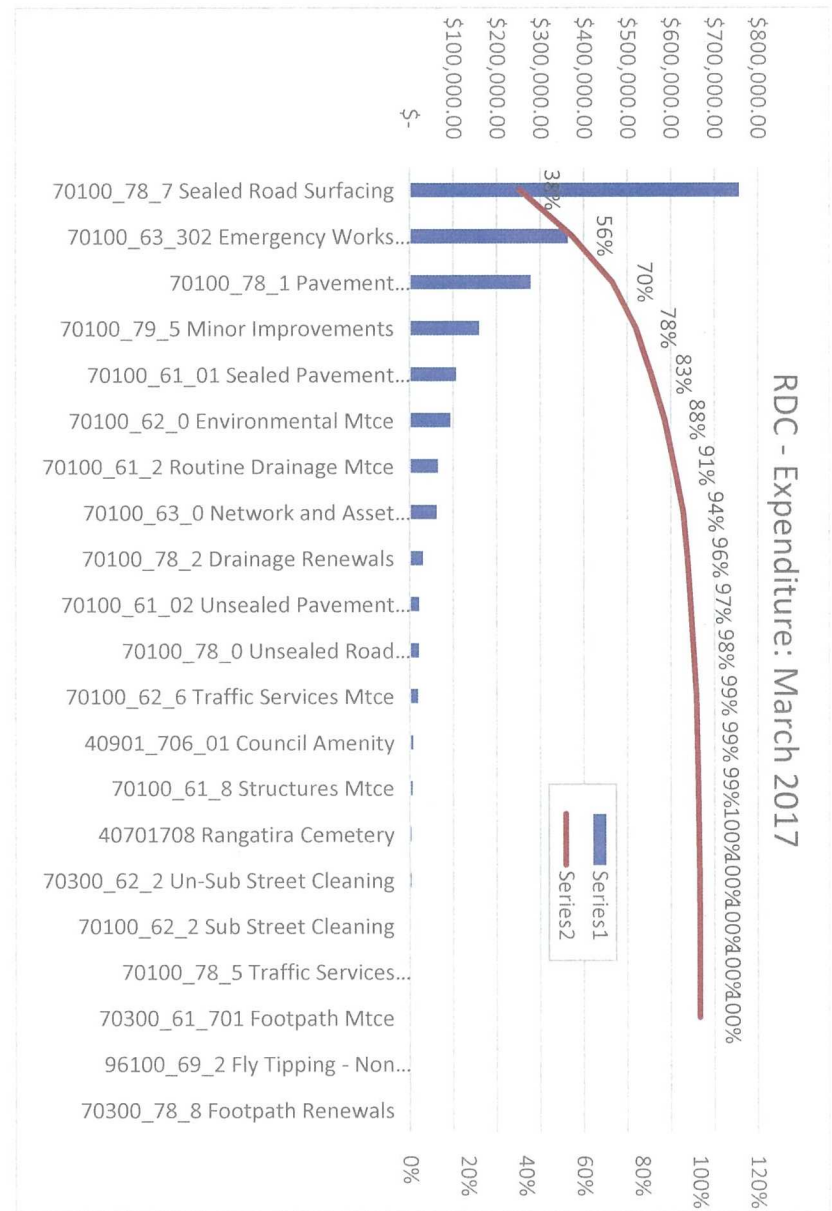
- Whilst reversing into dump site, mudflaps caught up and tore off.
 - OFI – there is no way of hooking mudflaps up, workshop is aware and hooks will be installed when mudflaps are replaced.
- Vehicle pulled over to side of road to allow traffic to pass, clipped the side step on the cutting and tore off.
 - Discussed at tool box meeting to only pull over where the surrounding environment is clear.

6. PROGRAMME GANTT CHART



7. EXPENDITURE S CURVES





WATER SUPPLY GROUP OF ACTIVITIES 2016/17				Apr-17
Major programmes of work outlined in the LTP/Annual Plan 2016/17				
Projects	Design/ Scoping	Tender/Contract docs	Under construction	Complete
Marton: WTP Seismic assessment of Clarifier & strengthening (\$300k)	Detailed seismic investigation underway.	Tender awarded to Calibre	Investigation only	
Marton: Complete replacement of line from Calico Line bore and commence design for replacement of Tutaenui Road falling main from Jeffersons Line to Town (\$748k 2017/18)	These projects were advanced from Years 4 and 5 when Broadway High to Follett was placed on hold due to CBD reconstruction. They were then deferred back to Years 4 and 5 when Roding indicated an urgent need to renew kerb and channel on Broadway Follett to Signal, and it made sense to renew the water main at the same time.			
Taihape: Water Treatment Plant structural renewals and various reticulation renewals including design and preparation work for renewals of 1.2km of trunk main (\$1.91M 2017/18)	Reservoir deemed earthquake prone requiring \$200-\$300k of earthquake strengthening. Reservoir is also in need of new roof supporting structure. Investigate option of a new reservoir to replace existing and report by 30 September 2016. Work may be required over two years. Falling main design (only) underway. Physical works deferred to 17/18 as part of revised 16/17 budget allocation	1) Reservoir earthquake Strengthening assessment - tender awarded to Calibre 2) Falling main design undertaken in-house.		
Taihape: Reticulation upgrade for Dixon Way and Mangaone Valley Road (\$104k)	Investigation followed by capital works; level of upgrade to be determined; investigate Rauma Rd school connection; need to report back to Council on options i.e. on demand, trickle feed, complete ring main. Replacement of small diameter mains with 50mm NB mains (JS). Brief already issued for investigation.			Complete
Bulls: Renewals to reservoirs and lift pumps. Improved treatment storage, filtration, backwash and river pump station (\$757k)	New reservoir at Trickers, seismic strengthening of Concrete building and filter at Bridge St (est. \$100-\$200k) and possible strengthening of mushroom at Bulls. New reservoir to be minimum 900m³, preferably 1200m³, with new access track on legal title. Seismic assessment of mushroom indicates \$300-\$400k of strengthening work required. Money available will depend on cost of new reservoir and a requirement for the mushroom to remain as a feature of Bulls. Annual Plan budget - renewals to reservoirs and lift pumps (\$757,000 for seismic strengthening). Physical works (\$933k) deferred to 17/18 as part of revised 16/17 budget allocation	Investigation underway, in discussions with landowner for reservoir, Access and easements required. Road design underway, Seismic analysis will be handled as part of larger contract. Lift pump options being investigated.		

Mangaweka: WTP Structural improvements to reservoir, river pump station, renewal of mains in Weka Street, Mangawharariki Road and Broadway (\$820k)	Seismic assessment shows reservoir needs approx \$200-\$300k of strengthening. Investigate options for a new reservoir with an increased height and size. Investigate condition of river pump station and intake structures to enable renewal of consent for abstraction. Physical works for seismic strengthening (\$558k) carried forward to 17/18 because of revised budget in 16/17.	1) Reservoir earthquake Strengthening assessment - tender awarded to Calibre 2) watermain renewals design underway by Calibre.		
Huntermville: Treatment and reticulation upgrades (rural & urban schemes), Erewhon and Omatane rural schemes (\$475k)	Operations carrying out initial investigation & prioritisation. HRWS intake replacement no longer required as river has moved - pump impellers and wear rings being replaced. No upgrades planned for ERWS, ORWS; only renewals.	Works underway		Thompson's Tee significant renewal for ERWS completed.
Major projects Carry-forwards 2015/16				
Projects	Design/Scoping	Tender/Contract docs	Under construction	Complete
Marion: Broadway duplication (\$140k)	Programme was for 2015-2016 ahead of major Roadwork; approx. 460 m between High St and Signal St; duplicate existing 150 mm AC on east side with new 150 mm on west side. Design only and defer to year 6 or later to align with replacement of AC main. Stage 1- Follett to Signal block, upsizing from 150 mm to 200 mm to align with 2017/2018 roadwork programme.	1) Broadway watermain designed and being prepared for tender. Project works will include three waters and carriageway.		
Taihape: WTP Structural repairs as a result of seismic assessment (\$129k)	Reservoir deemed earthquake prone requiring \$200-\$300k of earthquake strengthening. Reservoir is also in need of new roof supporting structure. Investigate option of a new reservoir to replace existing and report by 30 September 2016. Work may be required over two years.	Tender awarded to Calibre		
Taihape: Complete installation of lamella clarifier (\$70k)	Complete installation of lamella plate clarifier; will need pad for it to sit on and reinstatement of ladders and handrails. Allow \$50k for removal of old clarifier, \$20k for I&E.	Design complete, tender awarded to Andrew Morriss Construction	Foundation works underway, encountered design issues and proposed location of pad. Working through issues with Contractor.	
Taihape: Reticulation upgrade for Dixon Way & Mangaone Valley Road (\$70k)	Investigation followed by capital works; level of upgrade to be determined; investigate Rauma Rd school connection; need to report back to Council on options i.e. on demand, trickle feed, complete ring main. Replacement of small diameter mains with 50mm NB mains (JS). Brief already issued for investigation. Design complete, Tender issued, closes		Works completed by Blackley Contractors	Completed
Bulls: Design and construction of new reservoir as a result of seismic assessment (\$633k)	In conjunction with above.	Design underway and looking through options for access track and proposed tank.		
Mangaweka: Structural repairs as a result of seismic assessment (\$80k)	In conjunction with above.			

Ratana; water supply upgrade - new reservoir, bore and treatment system. (Est \$1.6M)	Water treatment system under design	Water treatment building Tender awarded to Kiwispan Ltd. (est\$130k) Water treatment processing awarded to Filtec. (est \$630k). Application made to Ministry for extension of time to complete works June 2016. Approved.	Loaders have completed civil works, sewer connection still to be done. Filtec have started filtration works and should be completed mid April.	Water reticulation network completed. Reservoir completed. Bore installation completed. Land Entry (easement) no longer required as power supply will be running through road reserve. Kiwi Span have completed the installation of the treatment plant building apart from minor fixings and have handed building across to Filtec. Filtec has begun installation of plant process equipment. Commissioning of treatment plant Mid to late April 2017.
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SEWERAGE AND THE TREATMENT AND DISPOSAL OF SEWAGE GROUP OF ACTIVITIES 2016/17				Apr-17
Major programmes of work outlined in the LTP/Annual Plan 2016/17				
Projects	Design/ Scoping	Tender/Contract docs	Under construction	Complete
Bulls: WWTP Aeration improvements and installation of infiltration galleries and treatment plant upgrades (\$1.2M)	Dependent on Consent renewal - consent lodged 2015			
Marton: WTP Upgrades or changes to treatment system to improve effluent quality, solids removal etc.	Refer to Marton WWTP monthly report - most work on hold pending results of treatment at landfill.	Project on hold pending on outcome of steering group		
Marton: WWTP Anaerobic pond desludging	Desludging of pond on hold until leachate from landfill is no longer discharged to Marton.			
Taihapa: Improvements to reticulation, particularly sewer main renewals in Linnet Street and Paradise Terrace (\$304k)	Design underway. 21-33 Linnet St Sewer and 7-8 Linnet St Sewer have been assessed as being in Condition 5 (Very Poor) and requires either re-lining or spot repairs. This is a 98 m length of 150 mm diameter earthenware gravity main. 12-15 Paradise Tce Sewer and 30 Paradise Tce Sewer have been assessed as being in Condition 5 (Very Poor) and requires either re-lining or spot repairs. This is a 46 m length of 150 mm diameter earthenware gravity main.	Relining contract awarded to Pipetech 450k per annum. Hotspots identified through condition assessment (CCTV) and schedule of works provided by Pipetech.	Work started in April.	
Taihapa: WWTP Improvements at treatment plant including clarifier to protect membrane filters (\$301k)	Complete installation of lamella plate clarifier. Joint Project with WTP Clarifier.		Lamella clarifier in place and connected, treatment process being optimised.	Complete
Huntermville Sewer renewals	Sewers for renewal being surveyed ready for lining.	Relining contract awarded to Pipetech 450k per annum. Hotspots identified through condition assessment (CCTV) and schedule of works provided by Pipetech.	Work started in April.	

Ratana: Upgraded treatment plant and reticulation (\$1.9M)	Additional treatment processes needed to treat ammonia and DRP. To be investigated. Operations to investigate and report on options.	On hold pending resource consent		
Koitiata: Upgraded reticulation (subject to consultation) (\$119k)	Operations/assets completing investigation works	Septic disposal field installed.		completed
Other major programmes of work carried out during 2016/17				
Projects	Design/ Scoping	Tender/Contract docs	Under construction	Complete
Marton WWTP - essential renewals prior to full assessment and drafting of consent application (\$302k)	Works needed to assist with Consent renewal (subject to successful treatment of leachate and advice from Advisory Group) to prepare for consent renewal in 2018. Sucker truck dump site required.	1) Assets team is responsible for consent. 2) Design of road is completed in negotiation with roading maintenance contractor (Higgins).		
Huntermville WWTP - desludging (\$80k)	Sludge removed from forebays in 2015/16 year. Remaining sludge to be removed from amongst reeds weather permitting.	Sludge removal to be re-evaluated.		

STORMWATER GROUP OF ACTIVITIES 2016/17

Apr-17

Major programmes of work outlined in the LTP/Annual Plan 2016/17				
Projects	Design/ Scoping	Tender/Contract docs	Under construction	Complete
Marton: Hammond Street Stormwater Renewal	Historic flooding at rugby grounds etc.; design work carried over to 2014-2015. Stage 1 of construction, from the Tutaenui Stream to Hair St, was programmed for 2015-2016. Stage 2 follows, from Hair St to the roundabout at the intersection with Broadway. Work must be completed ASAP in 2016-2017 so that Roothing can hotmix in the vicinity of the roundabout. Refer to existing brief for further details. Retic network under investigation and design. (est \$225k)	Stage 1. Contract awarded to Blackley Construction 30/4/16 Stage 2. design underway	Stage 1 - Works programmed to commence late May. Construction Works commenced. Outlet to Tutaenui Stream on hold pending "dry" conditions in accordance with resource consent conditions.	Stage 1 - Outlet design complete. Discharge consent granted from Horizons. Stg1 works completed.
Marton: Pukepapa Road Stormwater renewal	Replacement of steel mains from Wilson Pl to Pukepapa Rd.	CCTV contract awarded to Vidpro		
Marton: Harris Street Stormwater renewal	Condition rating of stormwater and programme replacement / relining options.	CCTV contract awarded to Vidpro		
Marton: Wanganui Road Stormwater renewal	Joint project with roading			Work completed in 2015-16
Upgraded culverts, drains and inlet protection - Taihape, Mangaweka, Hunterville and Bulls	Various minor inlet improvements underway in Taihape, Mangaweka, Hunterville and Bulls.	Taihape stormwater outfall improvements - 900mm pipe behind swimming pool - fence to be investigated between Utilities and Parks.		
Upgrades to mitigate future flooding in Marton and Bulls	Hot spots investigation and design mitigation underway.	Most projects on hold pending modelling information from Horizons on Tutaenui water levels. Skerman/Milne St price accepted and programmed for construction by Shane Gribbon.	operations team to supervise work.	
Taihape: Paradise Terrace Stormwater renewal	Gravity main to be replaced.	Design underway, looking at options to upgrade watermain and footpath under one contract		
Other major programmes of work carried out during 2016/17				
Projects	Design/ Scoping	Tender/Contract docs	Under construction	Complete

1. CAPITAL PROGRAMME 2016/17

Watermain Renewals

Location	Budget	YTD	Progress %	Comments
Taihape – Dixon Way water pressure upgrade	\$176,460	\$183,875	100%	Completed
Marton – Broadway Watermain duplication	\$20,000		10%	Contract will be tendered as a joint roading and utilities project end of May 2017.
Marton - BOND Street	\$260,487		10%	Under design (internal)
Mangaweka - Broadway/Kawakawa St Water Main Renewal	\$67,330		10%	Under design by Caliber Consultants. Currently reviewing draft documents
Mangaweka - Raumaewa Rd Water Main Renewal	\$91,570		10%	Under design by Caliber Consultants. Currently reviewing draft documents
Mangaweka - Reservoir Rd Rising Main Renewal	\$46,395		10%	Under design by Caliber Consultants. Currently reviewing draft documents
Taihape - Hautapu St Water Main Renewal	\$231,580	\$20,000	15%	Package 1 Tender - Hautapu and Kereru Street watermain Tender closes 12 May 2017.
Location	Budget	YTD	Progress %	Comments

Taihape - Linnet St Water Main Renewal	\$65,643	\$20,000	15%	Package 2 Tender – Linnet, Toroa, Robin & Tui street watermain Tender closes 12 May 2017.
Taihape - Moa St and Kereru Street Water Main Renewal	\$94,191	\$20,000	15%	Moa Street deferred to new financial year, Package 1 Tender - Hautapu and Kereru Street watermain Tender closes 12 May 2017.
Taihape - Robin St and Tui St Water Main Renewal	\$19,206	\$20,000	15%	Package 2 Tender – Linnet, Toroa, Robin & Tui watermain Tender closes 12 May 2017.

Stormwater Renewals

Location	Budget	YTD	Progress %	Comments
Marton - Skerman St and Milne St Stormwater	\$30,000		10%	Tendered, awarded and waiting for contractor to start
Marton - 297-305 Broadway Stormwater Main Upgrade	\$20,000		10%	Design almost complete (internal)
Marton - Grey Street Stormwater Re-lining	\$23,701		10%	Looking at relining option as base of culvert rusted (internal)
Marton - Hammond St (STAGE 2)	\$293,776		10%	Design almost complete (internal)
Taihape - Paradise Tce Accessway Stormwater Renewal	\$15,750		10%	Under design by GHD

Sewer Renewals

Location	Budget	YTD	Progress %	Comments
Taihape – Kiwi Road Eagle Street sewer realignment	\$138,311	\$138,311	Complete	
Marton	\$140,000		10%	Contract awarded to Pipetech
Hunternville	\$130,000		10%	Contract awarded to Pipetech
Taihape	\$180,000		10%	Contract awarded to Pipetech
Bulls	\$0			

Special Projects

Location	Budget	YTD	Progress %	Comments
Taihape WWTP - Complete installation of lamella plant	\$60,000	\$60,000	100%	Complete
Taihape WTP - Complete installation of lamella plant	\$70,000		50%	Construction underway by Andrew Morris
Marton - WWTP Septage Facility	\$145,000		10%	Design complete, negotiating with roading maintenance contractors to undertake project
Ratana - Water Supply Upgrade	\$375,000	\$200,000	90%	WIP
Taihape - PRV Chamber Renewal	\$200,000		10%	Design underway by GHD
Bulls – Trickers Hill Rising main (Stage 1)	\$167,556		10%	Design underway (internal). Negotiation on land purchase due to reservoir encroachment and access route process underway with landowner.

Location	Budget	YTD	Progress %	Comments
Bulls – New Reservoir at Trickers	\$342,615		10%	Design underway (internal) Negotiation on land purchase due to reservoir encroachment and access route process underway with landowner.
Taihape – Falling Main	\$50,000		10%	Design underway (internal)
Mangaweka - WTP Renewals	\$62,041		10%	Design underway by Caliber Consultants
Marton - WTP Seismic Strengthening of Clarifier	\$25,000		10%	Design underway by Caliber Consultants

Special Projects:

Ratana

Scope of works

Project involves the design and construction of a new 350 m³/day water treatment plant (WTP) including all process, mechanical and electrical works.

The WTP is adjacent to the new reservoir at the WTP site. The site is located at 106 Ratana Road which is approximately 1 km to the south of SH3 between Bulls and Wanganui.



Access to the new WTP site is from Ratana Road.

Progress to date

- Storage shed to house treatment process has been built by Kiwi Span.
- Brine tank has been installed

- Hazardous goods shed installed (for storage of chlorine bottles)
- Filtec has finished installing process equipment.
- Alf Downs are in the process of installing all the electrical and telemetry equipment.

Next Stage

- Installation of waste water system
- Installation of security fence and new vehicle crossing.
- Tidy up site and other odds and end.
- Commissioning of the plant (Approximately 3rd week of May)
- Bring plant online. (Beginning of June)

Taihape – PRV Chamber

Scope of works

Project involves the design and construction of a PRV chamber behind the motel at 27 Mataroa Rd, Taihape. The current setup consists of an open top concrete block work chamber containing a 200mm Bermad 720 fire duty PRV, 100mm Bermad 720 PRV on the bypass, an 80mm Bermad 730 quick relief valve, metering strainers and isolation valves.

The critical valves and chamber are deteriorating and in need of replacement. The location of the chamber is close to the stream and less than ideal.



Condition of existing chamber looking towards stream



Side view of chamber looking downstream



Condition of existing valves and PRV



Proposed location of new PRV chamber

Progress to date

- Met with key stakeholders to discuss options
- Determined site for new PRV chamber
- Undertake survey to determine location of existing watermain, easements and boundary for RDC paper road.

Next Stage

- Finalise design and tender contract to construct the PRV Chamber.

Relining – PipeTech



Scope of works:

Project involves the relining of sewer pipes in Marton, Hunterville and Taihape. Pipes to be relined have been identified after the review and scoring of the CCTV log sheets provided by Council (less than 10 year-old). The proposed schedule over the next two years is as follows:

RANGITIKEI DISTRICT COUNCIL LINING PROGRAMME 2017					
Location	Street	Diameter	Upstream ID	Downstream ID	Length
Marton	Mill	150	ML2MH05200	ML2MH05170	89
Marton	Wellington	300	ML2MH03390	ML2MH03380	70
Marton	Pukepapa	150	ML2MH05900	Un Plotted	82
Marton	William	150	ML2MH04490	ML2MH04500	57
Marton	Bell	150	ML2MH04780	ML2MH04600	49
Marton	Beaven	150	ML2MH0420	ML2MH4920	40
Marton	Hunia	150	ML2MH05060	ML2MH5070	49
Marton	Bell	150	ML2MH04620	ML2MH04660	112
Taihape	Moa	150	TA2MH0300	TA2MH0290	97
Taihape	Hautapu	150	TA2MH1460	TA2MH1470	58
Taihape	Goldfinch	150	TA2MH0450	TA2MH0440	57
Taihape	Moa	150	TA2MH0270	TA2MH0280	82
Taihape	Kuku	150	TA2MH2640	TA2MH2630	181
Taihape	Kotare	225	TA2MH0900	TA2MH0910	18
Taihape	Eagle	225	TA2MH1880	TA2MH1850	119
Taihape	Goldfinch	200	TA2MH0410	TA2MH0270	46
Hunterville	Onga	150	HU2MH0610	HU2MH0600	43
Hunterville	Onga	150	HU2MH0520	HU2MH0510	87
Hunterville	Bruce	150	HU2MH0430	HU2MH0420	38
Hunterville	Milne	150	HU2MH0790	HU2MH0820	77
Hunterville	Bruce	150	HU2MH0460	HU2MH0470	32
Hunterville	Onga	150	B	A	37
Hunterville	Onga	150	A	HU2MH0640	25
Hunterville	Panaekaretu	150	HU2MH0860	HU2MH0870	83
Hunterville	Panaekaretu	150	HU2MH0870	HU2MH0440	80

A number of those jobs require enabling work from the Reticulation team. The programme is flexible and depends on additional investigations and enabling works.

Budget:

The 2016/17 lining contract for sewer renewals has been allocated according to the table below:

	Lining Contract value
Reticulation - Marton Contractor	\$140,000
Reticulation - Taihape Contractor	\$180,000
Reticulation - Bulls Contractor	0
Reticulation - Hunterville Contractor	\$130,000
Total	\$450,000

Progress to date:

Location	Street	B	Upstream ID	Downstream ID	Material	Date relining	Comments	PTL Job number	Number of LJR's installed	Remaining work
Marton	Ross	150	ML2MH05060	ML2MH05070	GEW+relining+LJR	Apr-17	Moved forward as no enabling work required	MA41	3	No further work required
Marton	Hendersons	150	ML2MH06070	ML2MH06080	AC+relining+LJR	Apr-17	Moved forward as no enabling work required	MA51	1	No further work required
Taihape	Goldfinch	150	TA2MH0450	TA2MH0440	GEW+relining+LJR	Apr-17	-	TA19	3	No further work required
Taihape	Kotare	225	TA2MH0900	TA2MH0910	GEW+relining+no LJR required	Apr-17	-	TA22	0	No further work required
Taihape	Goldfinch	200	TA2MH0410	TA2MH0270	GEW+relining+no LJR required	Apr-17	-	TA18	0	No further work required
Hunterville	36 Onga Rd	150	HU2MH0610	HU2MH0600	GEW+relining+no LJR required	Mar-17	-	HT4	0	No further work required
Hunterville	20 Onga Rd	150	HU2MH0520	HU2MH0510	GEW+relining	Apr-17	-	HT10	0	LJR's to be installed (planned for June 2017)
Hunterville	19 Bruce St	150	HU2MH0430	HU2MH0420	GEW+relining+no LJR required	Apr-17	-	HT15	0	No further work required
Hunterville	Panaekaretu	150	HU2MH0860	HU2MH0870	GEW+relining (no LJR yet)	Apr-17	-	HT40 3	0	LJR to be installed if required (June 2017)
Hunterville	Panaekaretu	150	HU2MH0870	HU2MH0440	GEW+relining+no LJR required	Mar-17	-	HT40 4	0	No further work required

Amount to be claimed (April 2017): **\$176,002.39 ex. GST**

Next steps:

- CCTV post relining to receive
- Complete LJR's installation on April's jobs
- Relining work in Feilding (May 2017)
- Enabling work in Rangitikei for relining in June 2017.

RUBBISH AND RECYCLING GROUP OF ACTIVITIES 2016/17			Apr-17
Major programmes of work outlined in the LTP/Annual Plan			
What are they:	Targets	Progress to date	Work planned for next three months
Waste management	Bulls Waste Transfer Station - trial recycle shop	Container on site. Safety fencing needs scoping first.	Erect safety fencing at Bulls WTS.
	Marton Waste Transfer Station - trial recycle shop	Shop container moved due to overflow scrap	Sign to be installed
Waste minimisation	Waste Education NZ visits.	Mangaweka School visited in April	Not yet known. Acceptance of programme by schools is voluntary.
	Horizons Enviroschools programme.	Term one cluster workshop held March 29th Opportunity to learn basic skills of eco building using old pallets. Nga Tawa - New Envirogroup formed South Makirikiri - Developed their yearly plan which includes aspects of sustainability in everything they are doing. Marton Childcare - Starting to look more at their recycling systems and water conservation. Pukeokahu - launched their Enviroschool journey .	Visit all schools who have embraced the Enviroschools programme.(12 month plan).
Other projects			
What they are:	Targets:	Progress to Date	Work planned for next three months
Scope of review of the Waste Management and Minimisation Plan	Review of WMMP	Data collated.	Scope waste assessment options, review due in 2018.
Review of options for the continuing operation of the Marton Waste Transfer Station	Investigate the land value of site	Ross Mc Neil enquiry to LIMS.	Parks and Property section in association with R McNeil to investigate this further.

COMMUNITY AND LEISURE ASSETS GROUP OF ACTIVITIES 2016/17				Apr-17
Major programmes of work outlined in the LTP/Annual Plan 2016/17				
Parks and Open Spaces	Design/ Scoping	Progress to date	Progress for this period	Planned for the next two months
Turf Regeneration in Parks		Centennial Park irrigation installation, and turf renovation was carried out in August. Taihape Irrigation project is complete.		Fertiliser will be spread on Memorial (Taihape), Centennial (Marton), and Marton Parks, and Hunterville and Bulls Domain. The fields will be vertidraind in May.
Tree Management in Parks		Tree management was carried out in Queens Park, Hunterville, and at Marton Park, along Follett Street. Trees in Broadway, Marton, were reduced. Remedial work was required on some trees at Centennial Park, Marton, following high winds.	The Urban Tree Plan is being presented to the May meeting of Assets/Infrastructure as a separate item.	
Establish Wasp Control Programme		Training undertaken for two members of the Parks & Reserves team to become approved handlers. Taihape Area School and Ministry of Heath notified of intention to carry out this work. Environmental assessment and lwi consultation carried out as part of the DoC required process to conduct this programme.	This was conducted with great success. No new RFS for wasps were received.	Programme is complete for this season.
Parks Upgrade Partnership		\$6,000 is tagged for a gas BBQ at Sir James Wilson Park, Marton. \$14,226.00 has been tagged for Friends of Mt Stewart for a new lookout tower.	No applications have been received. \$12,177.22 available. Potential application for drinking fountains in parks, but shortfall in required amount of external funding (Separate memo on agenda).	Supplementary external funding to be sought for the drinking fountains proposal
Community Buildings	Design/ Scoping	Progress to date	Progress for this period	Planned for the next two months
Complete Multi-purpose Facility in Bulls - dispose of surplus sites and re-develop Library site	Draft preliminary estimate has been received for the new multi-purpose facility in Bulls. Public meeting held 8 August, with an opportunity to provide feedback in the following week. The present Bulls Information Centre site is the only property that has no constraints affecting disposal of the site. Legal advice is being sought on other properties identified for disposal in Bulls.	Value Management workshop was held to identify areas where costs could be reduced e.g. substitution of materials. A funding application has been submitted to Four Regions.	Consultation on the altered funding model and the sale of surplus property as part of the 2017/18 Annual Plan process.	Council has agreed to proceed with the current proposal for the new Bulls Community Centre on Criterion Street and with additional property sales, taking into account legal advice and issues raised by the community over the Willis Redoubt and Haylock Park.
Re-Roof Marton Plunket Rooms		Assessment will be carried out.	Roof has been assessed and does not need replacing at this time. There are no slit tiles and the ridge and hip cap mortar is sound and not falling out.	No further action required.

Renovations at Rural Halls	Work programmes identified;	<p>Kitchen renovation, and preparation & painting of windows has been completed at Mataroa Hall; Heat pumps were installed at Tutaenui Hall; Weather-proofing, painting, and structural repairs undertaken at Ohutu Hall and Rifle Range. Vinyl was installed at Koitiata Hall and exterior of hall was painted. Liaison with Taoroa and Whangaehu Hall Committees re projects on their halls. Floors were stained at Mataroa Hall.</p> <p>Work is completed at Koitiata, Makuhou, Moawhango, Ohutu, Otairi, Poukiore, Tutaenui Halls</p>	<p>Mangaweka Hall re-roofing was completed. Prices are being sought for aluminium inserts on the bathroom windows at Mataroa Hall.</p> <p>The Whangaehu Hall project is underway. This involves improvements to bathroom facilities, electrical and plumbing work, replacing the iron on the back wall, replacing rotten weatherboards etc.</p>	<p>Interior renovations (painting, staining and building repairs) will be carried out at Taoroa Hall during the winter months.</p> <p>Work projects for rest of 2017: Omatane - flashings , spouting, painting, new zip Ohingaiti - still finalising priorities Tiriraukawa - Exterior paint Wainui - Interior paint Rata - Exterior paint</p>
Re-paint Marton Memorial Hall		Painting specification completed.	Painting contract awarded to Programmed Property Services, Palmerston North.	Colour scheme to be finalised: Council as referred matter back to Marton Community Committee. Exterior painting to be completed.
Demolish Conference Hall in Taihape		TCB recommended resolved that they do not support the demolition of this hall. Taihape Drama Group have verbally expressed interest in occupying/maintaining this building.	Taihape Drama Group have been seeking quotes from local contractors around the work that needs to be completed to ensure it passes a building warrant of fitness, sealing the blockwork, etc. They expect to have all requested information by mid May.	Taihape Drama Club to be asked either submit a written expression of interest or withdraw their verbal expression of interest.
Construct new Amenity Block on Taihape Memorial Park		Draft drawings prepared based on Playford Park	Site consulted on as part of 2017/18 Annual Plan consultation.	Council has agreed to set aside the outcome of last year's Annual Plan for a new amenity block on Taihape Memorial Park and conduct an intensive consultation process focussed on Taihape residents, to encompass a range of design and location options for amenity/grandstand/recreational facilities on that
Re-paint Jubilee Pavilion at Marton Park	Preliminary work underway - estimate obtained, specification to be finalised. Awaiting confirmation of Heritage colours for paintwork.			Colour scheme to be finalised. Council has referred matter back to Marton Community Committee.
Re-paint Hunterville Grandstand	Preliminary work underway - estimate obtained, specification to be finalised	Item was discussed at HCC and a meeting was held with identified working group. Final paint colours confirmed at end of February.	Painting contract awarded to Programmed Property Services, Palmerston North.	Grandstand to be painted.
Replace Ablution Block Roof at Dudding Lake				This work has been completed.
Swimming Pools	Design/ Scoping	Progress to date	Progress for this period	Planned for the next two months
Fit Solar-Heating at Marton Swim Centre		This project has been overtaken this year, in terms of time and resourcing, by the necessity to build a new chemical/plant shed and arrange works required to meet H&S and Poolsafe requirements. Conversations have been held with Trevor Nicholls and a local plumber about the solar heating and they both believed that the cost/benefit ratio may be very small (if anything).		

Chemical Shed at Marton Swim Centre	Order has been issued for this work.	Building Consent was issued.	Swim Centre closed at end of April. Building work has now commenced.	Construction will be completed.
Filtration & Heating at Taihape Swim Centre	Estimated costs are in the vicinity of \$446,000 for the following works: a required upgrade to the main power switchboard, upgrading of lighting to meet the Code, new heat pumps for all pools, a new plant room, separate chlorine systems for all pools, upgrading the DE backwash system, and upgrading treatment and filtration for the toddlers, and learners pools. This cost does not include any building code requirements that may arise as a result of a building consent being applied for, or for upgrading the filtration to the main pool. The filtration for the main pool is considered adequate, although it does not meet NZS 4441, which is not a mandatory standard. TCDT has committed \$100,000 towards. This leaves a shortfall of \$200,000.		Decision for Council to fund the upgrade using reserves, or defer the upgrade until the funding gap is covered by sources other than Council was consulted on as part of the 2017/18 Annual Plan process. Specification prepared and loaded on Tenderlink. A separate report to award the tender to be considered at the May meeting of Assets/Infrastructure Committee.	Tender to be let and work commence.
Install Space-Heating at Taihape Swim Centre				No action to be taken on this project. Space heating would be inefficient due to lack of insulation.
Community Housing	Design/ Scoping	Progress to date	Progress for this period	Planned for the next two months
Community Housing Management and Upgrades	The incoming Council to consider this item.	Presentation by Manawatu Community Trust to February Council meeting. 100% tenancy obtained. Workshop held with Council.		High level 10-year strategy to be developed.
Property	Design/ Scoping	Progress to date	Progress for this period	Planned for the next two months
Purchase Cobbler/Davenport/Abraham & Williams Properties as site for Council's Administration and Library Services, and undertake initial Heritage and Development Concept		Purchase of this property has been finalised. Opus was engaged to prepare a heritage assessment and concept development design. They undertook preliminary site investigations in mid-November.	Consultation on the extent of the present buildings to be preserved was consulted on as part of the 2017/18 Annual Plan process.	Council has agreed to do further work to clarify costs between heritage preservation and a new build for the proposed Marton Civic Centre on the corner of Broadway and High Street.
Other major programmes of work carried out during 2016/17				
Projects	Design/ Scoping	Progress to date	Progress for this period	Planned for the next two months
Contribute to Multi-Purpose Turf Facility in Marton			Construction underway.	
Mangaweka Camp Ground Ablution Block	Version II Concept plans have been received from the architect. Architect held discussions with Infrastructure staff. Architect has met with Council's planner and building officer.	Discussions held	Building consent lodged. Request for Tender placed on TenderLink.	Appropriate consents will be issued. Tender let.
Painting of Marton Library		Painting and signwriting completed. Discussion has been held with Julie Oliver regarding options for painting the mural on a medium that will allow it to be relocated at a future date.		This will be re-addressed in May.
Huntermere Cemetery Roadway		Order has been issued for this work.	Stage I of this work has commenced.	Stage I will be completed.

Attachment 8

REPORT

SUBJECT: **Consent Compliance – April 2017**

TO: Assets/Infrastructure Committee

FROM:

DATE: 1 May 2017

FILE: 5-EX-3

1 Introduction

- 1.1 This report is a summary of Rangitikei District Council's compliance with resource consent conditions from Horizons Regional Council, for the April 2017 period. Information on compliance has been derived from our Water Outlook system, and where applicable, communications with compliance monitoring officers at Horizons.
- 1.2 Note that in 2016/2017 compliance reports have been forwarded to Greg Bevin, Horizons Regulatory Manager, to keep Horizons informed of progress towards full compliance. Greg Bevin has requested specific progress reporting on agreed compliance actions for Hunterville and Taihape Wastewater Treatment Plants. The specific detail requested is included as an appendix to this consent compliance report.

2 Water Supply

- 2.1 Table 1 shows the compliance of each water supply scheme against consent conditions. Only those schemes for which Rangitikei District Council is the consent holder have been shown.

Table 1: Consent Compliance – Water Supply

Scheme	Compliance April 2017	Comments	Actions
Marton	Water abstraction consents. Compliant	-	-
	WTP discharge consent. Consent Renewal Application lodged	The volume of the combined filter backwash & alum sludge discharge to the settling ponds is used as a surrogate measure for flow discharged from the ponds as actual outflow cannot be measured. There is an issue with a flowmeter on one of the pumps and therefore the full flow is not showing on Water Outlook. It is expected that consent limit continues to be exceeded on a daily basis.	A consent renewal application was lodged on 12 August 2016. The renewal application has sought an optimisation of the activity authorised by the existing consent, rather than a change in activity, as this has been identified as being appropriate to address environmental effects.
Taihape	Compliant	-	-
Bulls	Compliant	-	-
Mangaweka	Compliant	-	-
Ratana	Not assessed	Abstraction rate monitoring not in place at existing bore. Consent to use new bore for production has been acquired.	Design and construction of treatment plant underway. Plant operation not expected to commence until 2017.
Erewhon Rural	Compliant	-	-
Hunternville Rural	Compliant	-	-
Omatane Rural	Noncompliant	Noncompliant on 29/04 for flow rate, however, daily total volume remained compliant on all dates during the reporting period	-

3 Wastewater

3.1 Compliance against consents is shown per wastewater treatment plant (WWTP) in the table below.

Table 2: Consent Compliance – Wastewater Treatment Plants

Scheme	Compliance April 2017	Comments	Actions
Marton	Compliant	-	-
Taihapa	Non-compliant	Non-compliant with respect to flow volume and rate in April 2017.	A compliance pathway for this treatment plant has been agreed with Horizons Regulatory Manager. Reporting requirements from this agreement are included as appendix to this report.
Bulls	Not Assessed	A consent renewal application has been lodged with Horizons, and responses have been supplied to all Horizons requests for further information	On 22 November 2016 Horizons advised RDC staff that they are still unable to provide a on their intended approach and timeframes for processing this consent. No progress since this time.
Mangaweka	Compliant	-	-
Huntermville	Non-compliant	Regular exceedances of the maximum daily discharge volume have been recorded in April 2017. However despite the above, RDC ecological monitoring upstream and downstream of the Wastewater treatment Plant in April 2017 demonstrates no adverse effects.	A draft consent variation was lodged on 1 December 2016 in order that the consent will reflect the accurate maximum daily discharge volume. This action is part of the compliance pathway for this treatment plant that has been agreed with Horizons Regulatory Manager. Reporting requirements from this agreement are included as appendix to this report.

Scheme	Compliance April 2017	Comments	Actions
Ratana	Compliant	Compliant for April 2017 based on a sample taken in April 2017. End of period statistics show that numerical standards that apply to five RDC effluent sampling parameters have been achieved.	-
Koitiata	Compliant	Compliant with respect to sampling requirements, however flow cannot currently be assessed due to issues with the flowmeter	Operations are working to restore the flowmeter at Koitiata

4 Recommendation

4.1 That the report 'Consent compliance – April 2017' be received.

Appendix 1

Appendix – Hunterville and Taihape WWTP Agreed Compliance Pathway Progress Reporting

Purpose

This appendix reports RDC's progress against the compliance pathway agreed with Horizons Regional Council for Hunterville and Taihape Wastewater Treatment Plants, and as set out in the letter delivered by Ross McNeil to Michael McCartney at the Horizons Environment Committee Meeting of 11 May 2016.

It has been agreed that monthly progress reports will continue to be provided to Greg Bevin, Horizons Regulatory Manager.

Progress for Reporting Period 1 April 2017 to 1 May 2017

Progress for the reporting period is set out in Table 3.

Table 3: Progress for Reporting Period 1 April 2017 to 1 May 2017

Horizons Requested Progress Reporting Categories	Hunterville Wastewater Treatment Plant	Taihape Wastewater Treatment Plant
Actions completed in reporting period	Final documentation for a variation to the consent has been forwarded to Horizons	A high level memorandum of understanding is being prepared jointly by executive management at Horizons and RDC.