

Council

Tabled Documents

26 October 2017

Item 7	Mayor's Schedule Manawatu Gorge alternative routes
Item 8	Portfolio updates
Item 11	Local Government Excellence Programme
Item 12	Traffic and Parking Bylaw
Item 13	Developing the 2018-28 Long Term Plan – progress update, October 2017

TABLED DOCUMENT

Mayors Meetings and Engagements

October 2017

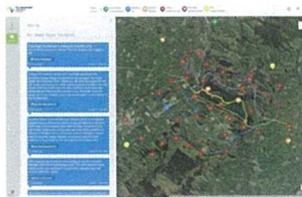
Tabled at Council Item 7
on 26 October 2017

Date	Event
2	Attended Hunterville Rural Water Supply meeting
3	With the CE, met with New Zealand Force re the LTP - Wellington Met with LGNZ to discuss the Local Government Excellence Programme results for RDC - Wellington
4	Attended Duddings Trust meeting Attended the LGNZ Roadshow at Council
5	Attended Supplementary Council workshop – LTP Attended Turakina Reserve Management Committee and Turakina Community Committee meetings
10	Attended Te Roopu Ahi Kaa Committee meeting Attended Bulls Community Attended Ratana Community Board meeting
11	Met with Bulls business owner
12	Attended Council meeting Attended Assets/Infrastructure Committee meeting Attended Policy/Planning Committee meeting
13	Met with Marton residents Met with Bulls Business Owner
14	Attended the Bulls Volunteer Fire Brigade Honours Evening
17	Met with Marton Business owner Attended Taihape Public meeting - Consultation on identification of priority areas for Earthquake-Prone buildings
18	Was based in Taihape most of the day – Met with Taihape residents Met with Gloria Campbell the Regional Commissioner of the Ministry of Social Development re local developments and the job market in the district
19	Attended Council workshop – LTP
20	Met with Taihape residents
21	Attended Powhiri of Bulls School 150 year celebration
24	Attended LTP Stakeholder meeting with the Bulls and District Community Development Trust Attended Project Open Arm review meeting - Palmerston North
26	To attend Finance/Performance Committee meeting To attend Council meeting

27	To meet with local Business Owner/Operators
28	To attend the Hunterville Shemozzle
30	To attend the Tutaenui Rural Water Supply Governance Group meeting
31	To attend meeting with Powerco re July Snow Event - Taihape



Social Pinpoint provides an easy, accessible and effective new way for stakeholders, communities and residents to engage with the project to provide their feedback and comments.



Social pinpoint allows people to place virtual 'pins' onto a map illustrating the different alternative route options. The 'pin' then allows the user to provide their details and feedback on the specific area they have highlighted.

The Transport Agency hope this will encourage more people to engage in the process, so that the Transport Agency can collect feedback, comments and suggestions from as many people as possible for review and consideration.

www.nzta.govt.nz/manawatu-gorge

HOW YOUR FEEDBACK WILL BE USED

Once we have your feedback, all options will be assessed against a range of factors, including:

- Transport
- Resilience
- Natural environment
- Cultural and Heritage
- Social
- Landscape/visual
- Infrastructure and property
- Human Health
- Cost
- Implementability/construction

Your feedback will be used to help us assess the options against these criteria. Your feedback will also be used to further develop the options and assist us to identify the best option to progress to detailed design.

Please feel free to contact us if you have any questions or concerns:

0800 4 HIGHWAYS
manawatu_gorge@nzta.govt.nz
www.nzta.govt.nz/manawatu-gorge
www.facebook.com/hztaacni
www.twitter.com/nztaacni



NEXT STEPS

We are now looking for your feedback on the short-listed options, and how these may connect with the existing network. We will use your feedback and comments as we continue to work towards a best performing, preferred option. We will continue to meet with key stakeholder groups as part of this process.

We expect to announce the preferred option in mid December 2017. This is currently anticipated to be followed by another round of public engagement.

The long-term solution will support economic development and growth for the central and lower North Island through a safe, efficient and resilient state highway network. Work with us to ensure we get the best possible transport solution for our regions.

PUBLIC OPEN DAYS

October 2017



OPTIONS ASSESSMENT



PREFERRED OPTION IDENTIFIED

December 2017



FINAL DETAILED BUSINESS CASE

Mid 2018



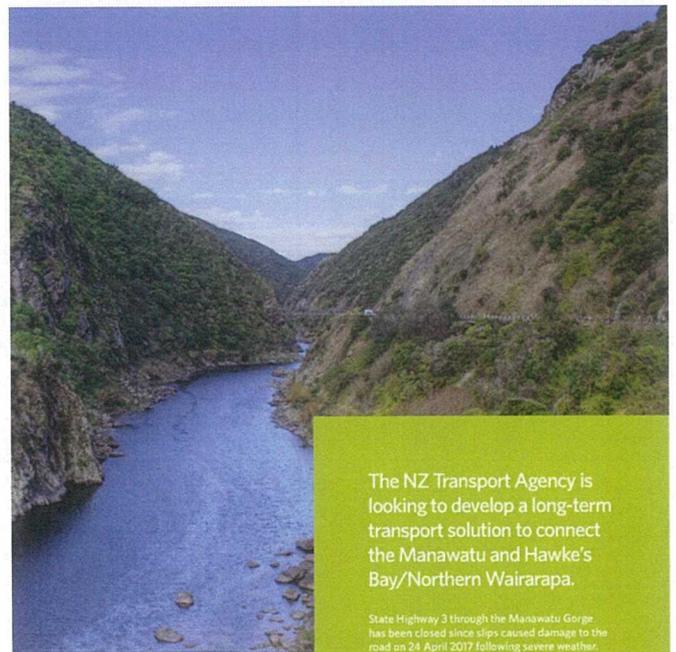
DETAILED DESIGN



CONSENTING



CONSTRUCTION



The NZ Transport Agency is looking to develop a long-term transport solution to connect the Manawatu and Hawke's Bay/Northern Wairarapa.

State Highway 3 through the Manawatu Gorge has been closed since slips caused damage to the road on 24 April 2017 following severe weather. Traffic has been rerouted via the Saddle Road and the Pahiatua Track. To minimise the disruption to state highway traffic and local communities, we are working quickly to come up with a recommended option.

We have received extensive feedback from the community and key stakeholders on the initial 13 options presented to the public. This feedback has been used to help reduce the number of options for further consideration. Our ongoing work has shown that some of the initial 13 options are not feasible for a variety of reasons. Other options, however, are worth investigating more closely, and will be taken forward for further consideration.

Manawatu Gorge Alternatives Short-list Corridors



New Zealand Government

TABLED DOCUMENT

Tabled at Council Item 7
 on 26 October 2017

MAP LEGEND

-  **Option 1:** Indicative Corridor
-  **Option 2:** Indicative Corridor
-  **Option 3:** Indicative Corridor
-  **Option 4:** Indicative Corridor
-  Northern options link to SH3
-  Rail line

Indicative corridors shown represent area that will be taken forward for a more detailed investigation.

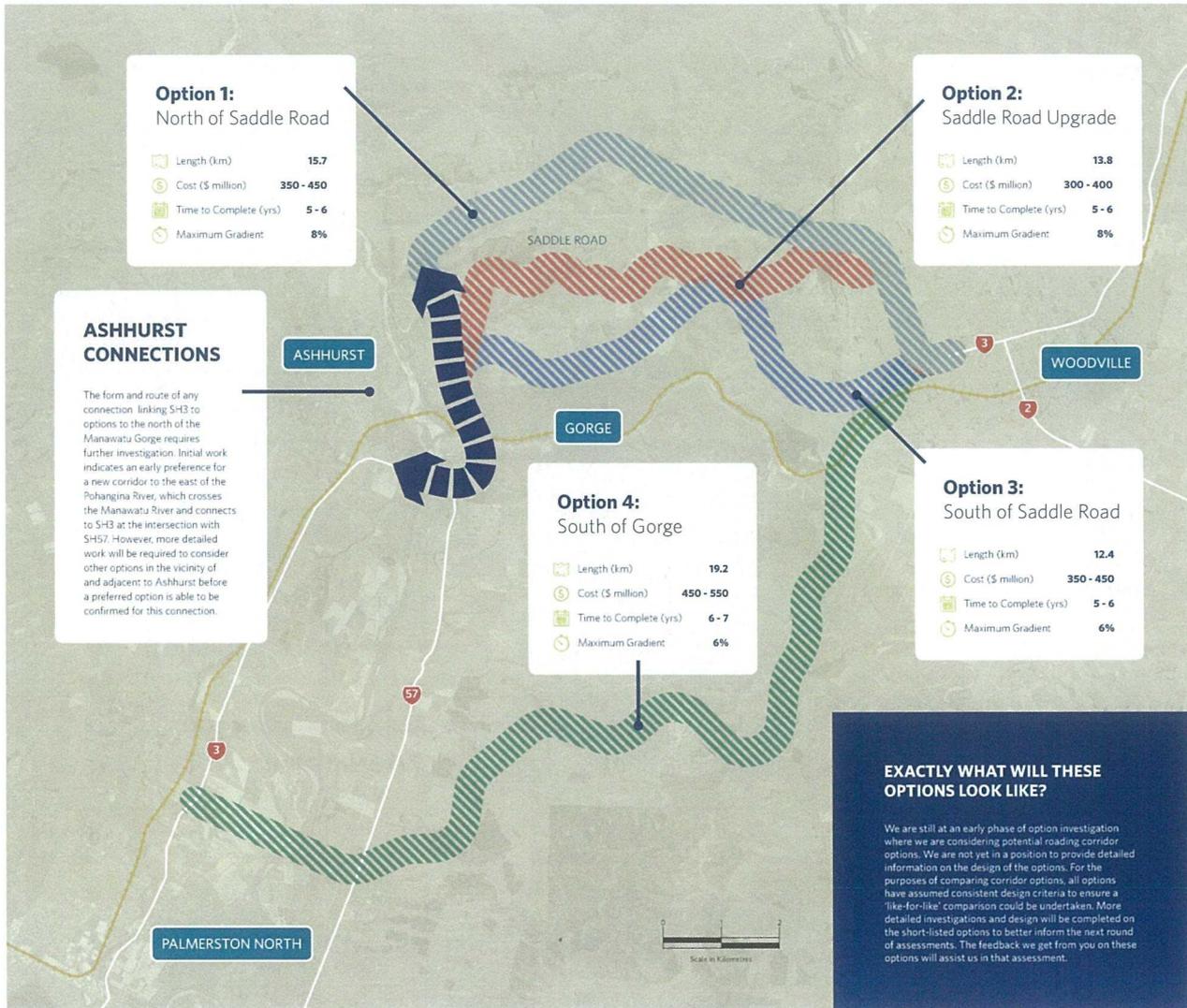
TRANSPORT PERFORMANCE

Travel times for the options have been estimated for general traffic and freight and are based on estimated journey time from the State Highway 3 (Napier Road) and Stone Creek Road intersection to the State Highway 2 / State Highway 3 intersection at Woodville.

	Travel Distance (km)	Estimated Travel Time (mins)
Existing Saddle Road	24	24-27
SH3 Manawatu Gorge	20	18-20
Option 1	25	15-18
Option 2	23	14-17
Option 3	22	13-16
Option 4	21	13-16

All reasonable efforts have been taken by NZTA to ensure the quality and accuracy of the information on this map. NZTA cannot guarantee the completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. The information is not legal or professional advice and may contain information provided by other information providers. Information may be changed or deleted without notice.

10/10/2017



Option 1:
North of Saddle Road

-  Length (km) **15.7**
-  Cost (\$ million) **350 - 450**
-  Time to Complete (yrs) **5 - 6**
-  Maximum Gradient: **8%**

Option 2:
Saddle Road Upgrade

-  Length (km) **13.8**
-  Cost (\$ million) **300 - 400**
-  Time to Complete (yrs) **5 - 6**
-  Maximum Gradient: **8%**

ASHHURST CONNECTIONS

The form and route of any connection linking SH3 to options to the north of the Manawatu Gorge requires further investigation. Initial work indicates an early preference for a new corridor to the east of the Pohangina River, which crosses the Manawatu River and connects to SH3 at the intersection with SH57. However, more detailed work will be required to consider other options in the vicinity of and adjacent to Ashhurst before a preferred option is able to be confirmed for this connection.

Option 4:
South of Gorge

-  Length (km) **19.2**
-  Cost (\$ million) **450 - 550**
-  Time to Complete (yrs) **6 - 7**
-  Maximum Gradient **6%**

Option 3:
South of Saddle Road

-  Length (km) **12.4**
-  Cost (\$ million) **350 - 450**
-  Time to Complete (yrs) **5 - 6**
-  Maximum Gradient **6%**

EXACTLY WHAT WILL THESE OPTIONS LOOK LIKE?

We are still at an early phase of option investigation where we are considering potential roading corridor options. We are not yet in a position to provide detailed information on the design of the options. For the purposes of comparing corridor options, all options have assumed consistent design criteria to ensure a 'like-for-like' comparison could be undertaken. More detailed investigations and design will be completed on the short-listed options to better inform the next round of assessments. The feedback we get from you on these options will assist us in that assessment.

Press release

EMBARGOED UNTIL 3pm 11 October 2017

Shortlist for Manawatū Gorge alternative route released

The NZ Transport Agency has today released a shortlist of four potential options for a new state highway route to connect the Manawatū, Hawke's Bay and northern Wairarapa.

State Highway 3 through the Manawatū Gorge has been closed since large slips caused major damage to the road on 24 April 2017 following severe weather. Geotechnical investigations and long-term monitoring have established that the hillsides in parts of the gorge are highly unstable, and the gorge road is no longer viable as a safe long-term transport route for the region.

The Transport Agency has been working with the community and other key stakeholders in recent weeks to evaluate an initial long-list of 13 alternative options.

"We've been gathering valuable feedback on the initial long-list, and we're pleased to be taking the next step today, with the release of a short list of four options that will be further investigated," says Ross l'Anson, NZTA Regional Transport System Manager.

"The people of this region need a safe, resilient and reliable transport link between the east and the west of the central North Island. It's essential for the economic wellbeing of New Zealand and our communities, and with the gorge route no longer a safe option we're working with urgency to make it happen."

The Transport Agency will be gathering public feedback on the short-list until 25 October, with a preferred approach to be announced in December.

Mr l'Anson says the Transport Agency is encouraging people to provide their ideas and perspectives on the short-listed options.

"We know how important this connection is to local communities, and a very important part of the process is working with our communities to make sure we get the best possible transport solution for the region and the whole of New Zealand."

The shortlisted options are detailed below. Information on costs, length and construction times are approximate.

Option 1: North of Saddle Road

This option would provide a new road corridor across the Ruahine Range north of Saddle Road and the Te Apiti wind farm.

Cost: \$350 m – \$450 m
Length: 15.7 km
Time to complete: 5-6 years

Option 2: Saddle Road upgrade

This option involves a major upgrade of the existing Saddle Road corridor to bring the route up to state highway standard.

Cost: \$300 m – \$400 m
Length: 13.8 km
Time to complete: 5-6 years

Option 3: South of Saddle Road

This option would provide a new road corridor across the Ruahine Range south of Saddle Road.

Cost: \$350 m – \$450 m
Length: 12.4 km
Time to complete: 5-6 years

Option 4: South of the Gorge

A new option for a route south of the Manawatū Gorge providing a new road corridor which offers the most direct connection for travel to or from the southwest.

Cost: \$450 m - \$550 m
Length: 19.2 km
Time to complete: 6-7 years

Mr l'Anson said a number of other options had been ruled out for a variety of reasons.

Option		Reason for exclusion
Deep Box Cut	Cost: \$1,900 m – \$2,500 m Length: 12.6 km Time to complete: 15+ years	Construction duration, cost, unacceptable impacts on landscape, ecology and sites of cultural significance
Gorge Viaduct	Cost: \$1,100 m – \$1,400 m Length: 14.2 km Time to complete: 6-7 years	High impacts on landscape, ecology and sites of cultural significance (piles in river would interfere with river flow; substantial ecological habitat loss). High risk of delay due to consenting difficulties. Residual risk of slips in gorge.
Tunnel options (long tunnel and short tunnel)	Cost: \$1,700 m – \$2,200 m (long tunnel), \$1,200 m - \$1,500 m (short tunnel) Length: 12.7 km (long tunnel), 14.1 km (short tunnel) Time to complete: 8-10 years (long tunnel), 6-7 years (short tunnel)	Options do not meet required levels of resilience. Fault lines across long tunnel, risk of slips on short tunnel route. Large capital and operational costs.
Manawatū Gorge South Bank	Cost: \$800 m – \$1,000 m Length: 14.3 km Time to complete: 8-9 years	Does not meet required level of resilience (numerous high risk slip sites). High impacts on landscape, ecology; unable to avoid known cultural sites of significance.
Various Southern options	Cost: \$550 m – \$1,250 m Length: 14.3 km – 18.8 km Time to complete: 8-12 years	All options have high construction costs and/or unacceptable delivery timeframes, primarily associated with large amounts of earthworks. Options also impact on windfarms and ecologically sensitive areas.

Mr l'Anson says the Transport Agency is holding three open days in Palmerston North (today), Woodville (tomorrow) and Ashhurst (Friday) to discuss the shortlist with the community. This will include information on the options no longer under consideration and the reason for removing them from further consideration at this stage. People can also comment on the proposed shortlist through an online 'Social Pinpoint' tool, or via email.

More information:

Please call Andy Knackstedt xxxxxx

- Our website: www.nzta.govt.nz/Manawatu-gorge
- Tweet: @NZTACNI
- Facebook: www.facebook.com/nztacni
- Email contact: Manawatugorge@nzta.govt.nz

Northern sport and Taihape buildings report.

Cr A. Gordon and R. Rainey.

Interviews with key user groups have been progressing well, with a lot of very valuable feedback being obtained. The actual use numbers in some cases have been very surprising, as has the extent that some groups have gone to in order to provide for themselves. Currently we plan finish this part of the process in the next couple of weeks.

Good data and valuable feedback has been relatively easy to obtain, and some comments by some key users have been invaluable.

One comment that has been reinforced is the uniqueness of the memorial park and the way in which multiple codes are able to utilise the grounds without obstructing each other.

We both feel quite strongly that more information is required about the realistic costs around maintaining and strengthening the grandstand as a viewing facility only.

Angus and Ruth.

TABLED DOCUMENT

Tabled at Canal Item 8

on 26 October 2017

TABLED DOCUMENT

Portfolio Update Heritage and Tourism - Cr Richard Aslett - Oct 2017

1) Update on the Rangitikei Heritage Group Recent Activity –
Tabled at Council Item 8
on 26 October 2017.

Last Meeting - Tues 10th Oct 2017 - 3.30 p.m. Hunters Cafe, Hunterville.

Stakeholder engagement for the Long Term Plan 'Workshop' saw ideas put together for a submission to the LTP consultation process. This is now completed and has been sent in to the LTP team for consideration and possible workshopping by Council before the draft LTP is put together. Obviously **Earthquake Prone Buildings** is of concern to all involved with Heritage, yet with the recent **change of Central Government**, there could be changes again (?) to future management of this. We will **keep watching that space**.

2) UPDATE on Tourism

The Enjoying Life in the Rangitikei next meeting still to be scheduled.

Rangitikei.com Website

Have had enquiries from operators wanting to be listed, or having their listings updated, which is encouraging. **Two Videos** which **Bronwyn Meads has been arranging** are on now **up on the web-site**, one for Mangaweka, and one for Marton (click 'Live' and scroll down to Videos). Bronwyn has done a lot of updating of the database for the website in the last couple of months and has added a many of photos, and updated the Motorhome information. On that note, **sad to see** (at 11.4 - Management Report – Staffing) that **Bronwyn has resigned** her role as Community Programmes Co-ordinator; effective from yesterday, 25 October 2017 - though will be retained for the capacity of fund raising for the new Bulls Community Centre.

Myself, and I believe everyone else, **would like to thank Bronwyn** for her valuable contributions over the last few months.

Website Stats are now coming through from Melanie on a monthly basis. Quick veiw; Number of visits for September was an admirable **25498 - up from 16312** in August. This is only part of the story though. Happy to forward full stats etc to anyone interested.

There is a great **Six monthly Regional Economic Report** for the (as named) Manawatū-Wanganui Region (of which we are part). All makes positive and motivating reading; **If interested go to:** <https://www.pncc.govt.nz/media/3130329/u-cityfuture-peter-crawford-temp-regional-economic-report-manawatu-whanganui-horizons-region-june-2017.pdf>

Finally remember to **support your local and district events**, with a reminder that Fakes & Forgeries, Irene's Xmas Fayre, a mega Book Fair, and a Mexican themed Art exhibition will all be happening in Mangaweka, from 10am on Sat 4th of Nov. Hopefully see you there!

Many Thanks, Cr Richard Aslett : e-mail - mangawekagallery@xtra.co.nz



LG Excellence Programme (LGEP) Final Report

Rangitikei District Council has met the challenge of being a small but geographically dispersed community through its well-considered strategies, careful financial management, and a commitment to service improvement. It recognises that it must continue to develop options for cost-effective shared services and improve its capital expenditure and project delivery capability, and it is well-placed for further progress.

Overall Summary

- THE COUNCIL HAS DEVELOPED A WELL-CONSIDERED VISION FOR THE DISTRICT, WITH THEIR GOALS AND CHALLENGES IN ACHIEVING THOSE GOALS CLEARLY AND COMPELLINGLY PRESENTED.
- THE COUNCIL MANAGEMENT TEAM IS PROVIDING ASTUTE LEADERSHIP OF THE DISTRICT’S FINANCES.
- ALL THE COUNCIL’S SERVICES DEMONSTRATE A STRONG COMMITMENT TO PERFORMANCE ACCOUNTABILITY AND COST-EFFICIENCY, INCLUDING THROUGH SHARED-SERVICE ARRANGEMENTS.



3

Overview of Key Areas (1)

Governance, Leadership & Strategy	Competent	The Council has developed a strong “big picture” vision, but the manner in which it is expressed in the LTP could be sharpened and simplified to better resonate with the community . Both councillors and staff are working well towards their community goals, but there are opportunities for them to work in better synchronisation.
Financial Decision-making & Transparency	Performing well	The Council’s management team shows strong financial capability, and the financial strategy is well-expressed and well-executed. The Council has put itself in a sound financial position without compromising appropriate re-investment in its infrastructure assets. Its future challenges rest on the extent to which it will reinvest in its community facilities, and the potential impact of further regulatory requirements which may affect some infrastructure schemes.

4

Overview of Key Areas (2)

Service Delivery & Asset Management	Competent	The Council operates lean service teams, with a strong focus on accountability and cost-effective results. They willingly engage with teams in other councils to deliver results for the community. The quality of day-to-day service delivery could, however, be enhanced by complementary improvements to some of their documentation, including business cases, operational strategic and service reviews.
Communicating & Engaging with the Public and Business	Competent	As a small organisation covering many communities across a large district, the Council does an admirable job of engaging actively and frequently with its residents. The “human touch” would benefit from being complemented by investment in online services and other forms of digital engagement to enable faster, more frequent and cost effective communication and engagement.

5

	Leading locally Governance, Leadership and strategy	Investing money well Financial decision-making and transparency	Delivering what's Important Service delivery and asset management	Listening and responding Communicating / engaging with the public & business
Rating	Competent	Performing Well	Competent	Competent
Areas of Strength	<p>Comprehensive, well reasoned analysis of challenges facing the district and responses required.</p> <p>Organisational structure positive and cohesive.</p> <p>Relationships between staff and elected members are constructive.</p>	<p>Financial strategy is clear and compelling.</p> <p>Council in a financially sound position.</p> <p>Strong capability in financial management.</p> <p>Rates managed prudently without compromising investment in critical infrastructure.</p> <p>Detailed risk management processes in place</p>	<p>Infrastructure team well resourced/technically competent.</p> <p>Infrastructure strategy well considered, taking account of local needs / challenges.</p> <p>Innovative and community driven approach to provision of services and facilities.</p> <p>Commitment to effective measurement of performance and public accountability.</p> <p>Aware of implications of ONRC for local roads.</p>	<p>Council engages directly, widely and often.</p> <p>Strong leadership from Mayor and Chief Executive.</p> <p>Publications communicate directly and use plain language.</p> <p>Elected members/ staff share a strong culture of community accessibility/ responsiveness.</p>

6

	Governance, leadership and strategy	Financial decision-making and transparency	Service delivery and asset management	Communicating / engaging with the public & business
Rating	Competent	Performing Well	Competent	Competent
Areas for Improvement	<p>Future LTPs more succinctly presented to community with one page strategy diagram.</p> <p>More formal definition of management and governance roles.</p> <p>Elected members more engaged in strategic risk issues.</p> <p>Council reports need to be more Governance-focused</p>	<p>Provide simpler, more comprehensive summaries of financial reports.</p> <p>Explain current debt levels and intentions for future expenditure.</p> <p>Legal/peer review of current risk assessments.</p>	<p>17a reviews more analytical and better prioritised (address internal capacity/capability).</p> <p>Better reporting on outcomes of major projects.</p> <p>Develop robust business cases for major projects.</p> <p>Major projects need robust structures for management, governance & reporting.</p> <p>Enforcement strategy for regulatory activities.</p>	<p>Develop online and other digital forms of communication and engagement.</p> <p>Comprehensive media and communications strategy needed.</p> <p>Relationship with Iwi move to the next level (economic development)</p> <p>Accountability documents more accessible to community through key messaging, charts and infographics.</p>
7				

	Governance, leadership and strategy	Financial decision-making and transparency	Service delivery and asset management	Communicating / engaging with the public & business
Rating	Competent	Performing Well	Competent	Competent
Areas for Improvement	<p>Future LTPs more succinctly presented to community with one page strategy diagram.</p> <p>More formal definition of management and governance roles.</p> <p>Elected members more engaged in strategic risk issues.</p> <p>Council reports need to be more Governance-focused</p>	<p>Provide simpler, more comprehensive summaries of financial reports.</p> <p>Explain current debt levels and intentions for future expenditure.</p> <p>Legal/peer review of current risk assessments.</p>	<p>17a reviews more analytical and better prioritised (address internal capacity/capability).</p> <p>Better reporting on outcomes of major projects.</p> <p>Develop robust business cases for major projects.</p> <p>Major projects need robust structures for management, governance & reporting.</p> <p>Enforcement strategy for regulatory activities.</p>	<p>Develop online and other digital forms of communication and engagement.</p> <p>Comprehensive media and communications strategy needed.</p> <p>Relationship with Iwi move to the next level (economic development)</p> <p>Accountability documents more accessible to community through key messaging, charts and infographics.</p>
8				

New Zealand Transport Agency
Instrument of Delegation

Delegation to *Rangitikei District Council*

PURSUANT to SECTION 62(1) OF THE Government Roading Powers Act 1989, the Chief Executive of the New Zealand Transport Agency, acting under the specific delegated authority in the resolution of the Board of the New Zealand Transport Agency, and with the consent of the Minister of Transport given on the 25 February 2008,

DELEGATES to the *Rangitikei District Council* the functions and powers set out in the Schedules of this Instrument,

SUBJECT to the terms and conditions set out in Part II, and any specific conditions specified in any of the Schedules.

THIS INSTRUMENT TAKES EFFECT on and from and expires, unless earlier revoked in whole or in part, on

All previous delegations of the functions and powers specified in this Instrument and its Schedules made by or on behalf of the Board of the New Zealand Transport Agency are revoked.

Signed at)
On the day of 201...)
By Fergus Gammie)
Chief Executive)
NEW ZEALAND TRANSPORT AGENCY)
FERGUS GAMMIE

TABLED DOCUMENT

Tabled at Council Item 12
on 26 October 2017

PART 1 – RECITALS

- I) The NZ Transport Agency may delegate any of the functions and powers of the Agency, either generally or specifically, to any person approved by the Agency's Minister. On 25 February 2008 the Minister of Transport approved all delegations of functions and powers to any local authority.
- II) The *Rangitikei District Council* has requested that the NZ Transport Agency delegate its powers to control various activities in the *Rangitikei District Council* area and within the State highway reserve where the permanent speed limit is 70 km/h or less.
- III) The *Rangitikei District Council* and the NZ Transport Agency agree it would be advantageous for the management and public use of their respective transport networks if the delegations are made.
- IV) The *Rangitikei District Council* has undertaken to carry out the delegated powers at their own cost.
- V) The NZ Transport Agency considers that the *Rangitikei District Council* has the resources and capacity to exercise the delegation,
- VI) The functions, duties and powers have not been delegated to any other territorial authority and the NZ Transport Agency is satisfied that they ought not to be so delegated.

PART 2 – GENERAL TERMS AND CONDITIONS

- 1) General exercise of powers: The NZ Transport Agency agrees not to exercise any of the powers so delegated during the period of the delegation.
- 2) Future Changes: Any changes to this Instrument may only be made by the NZ Transport Agency in consultation with the ***Rangitikei District Council***. Any such changes will need to be recorded as an amendment to this Instrument, and be approved by the Chief Executive of the NZ Transport Agency.
- 3) State Highway Policy: The NZ Transport Agency retains the full power and control over State highway policy and the ***Rangitikei District Council*** will comply with such policy as is communicated to it by the NZ Transport Agency from time to time.
- 4) Payment: The NZ Transport Agency shall pay the whole cost of the construction and maintenance of the State highway which is the subject of the delegation, being the costs included in the National Land Transport Programme, provided that if the ***Rangitikei District Council*** elects to undertake any work of construction or maintenance that is of a higher standard than the standard prescribed by the NZ Transport Agency or is in addition to the works required to be undertaken in order to comply with that standard, then the NZ Transport Agency shall contribute only such costs for the above standard or extra work, if any, as the NZ Transport Agency thinks fit.
- 5) Engineering and Administration Costs: The ***Rangitikei District Council*** is responsible for all engineering and administration fees associated with the delegation of powers in this Instrument.
- 6) Liability: The ***Rangitikei District Council*** shall exercise the delegated powers in its own name and shall be liable to third parties accordingly; neither the NZ Transport Agency nor the Crown shall be answerable to any third party for any act or default of the ***Rangitikei District Council*** in the course of the delegation.
- 7) Compliance with Legislation: In exercising the delegation the ***Rangitikei District Council*** shall comply with all relevant legislation and Bylaws.
- 8) Compliance with NZ Transport Agency Manuals: : In exercising the delegation the ***Rangitikei District Council*** shall comply with all relevant NZ Transport Agency manuals and any other manuals notified to the ***Rangitikei District Council*** by the NZ Transport Agency during the course of the delegation. Such manuals shall be provided to the ***Rangitikei District Council*** by the NZ Transport Agency on request and the NZ Transport Agency shall notify the ***Rangitikei District Council*** of any amendment it makes to the manuals.

- 9) Compliance with Competitive Pricing Procedures: In letting any contracts required under the delegation, the ***Rangitikei District Council*** shall comply with the relevant Competitive Pricing Procedures approved by the NZ Transport Agency.
- 10) Reporting: The ***Rangitikei District Council*** shall report to the NZ Transport Agency at such times on request from the NZ Transport Agency.
- 11) Guidance from the NZ Transport Agency: In exercising the delegation, the ***Rangitikei District Council*** may seek guidance from the NZ Transport Agency but any guidance provided by the NZ Transport Agency is provided on the basis that the ***Rangitikei District Council*** will not rely on such guidance but will take such professional and other advice as is appropriate in the circumstances and, in reaching any decision required to be made in the course of the delegation, will rely on its own skill and judgement.
- 12) Surrender by the ***Rangitikei District Council***: Should the ***Rangitikei District Council*** wish to surrender the delegation it shall give notice in writing to such effect not later than six months before the end of the financial year of the NZ Transport Agency and any such notice shall take effect on the commencement of the following financial year.
- 13) Revocation by the NZ Transport Agency: Should the NZ Transport Agency consider that the delegation results in an increase in cost to the NZ Transport Agency, or that the ***Rangitikei District Council*** no longer has the resources and capacity to exercise the delegation, or that the delegation should be to some other territorial authority, then the NZ Transport Agency shall advise the ***Rangitikei District Council*** of any proposed action and invite comment. Following consideration of the ***Rangitikei District Council***'s comments the NZ Transport Agency may revoke or vary the delegation and any such revocation or variation shall be notified as soon as possible to the ***Rangitikei District Council***. In any case, this delegation is revocable at will by the New Zealand Transport Agency.
- 14) Property: On the surrender or revocation of the delegation the ***Rangitikei District Council*** shall as soon as reasonably practicable transfer and, if deliverable, deliver to the NZ Transport Agency all property (including, but not limited to, all real property and all intellectual property) obtained by the ***Rangitikei District Council*** as a result of the delegation or created by it, its agents or employees, in the course of the delegation.
- 15) Notices: Any notice or request to be given under this Agreement shall be in writing addressed to the party to whom it is sent at the following address or at the address as from at time to time designated by that party in writing to the other.
- 16) Existing Restrictions: All No Stopping, No Parking and signage restrictions, existing at the date of this Instrument of Delegation, on the sections of State highway covered by this delegation shall continue in effect unless amended, replaced or revoked by the ***Rangitikei District Council***.

- 17) Existing Authorised Road Side Facilities: All authorised roadside furniture, structures, vendors or car sales existing at the date of this Instrument of Delegation, on the sections of State highway covered by this delegation shall continue in effect unless amended, replaced or revoked by the ***Rangitikei District Council***.

The NZ Transport Agency:

Regional Office address
Regional Office contact numbers

The ***Rangitikei District Council***:

Council Office address
Council Office contact numbers

SCHEDULE 1

The ***Rangitikei District Council*** is DELEGATED the following powers that may only be exercised in respect of the sections of State highway listed in the table below, and subject to the conditions listed below:

Areas of State highway to which this Delegation Applies						
SH	Location	From RS/RP		To RS/RP		Permanent Speed Limit Zone
003	Turakina	0415- B	7365	0415	6079	70km/h
01N	Mangaweka	0855- B	9519	0855- B	8717	70km/h
01N	Bulls	0925- B	1271	0925- B	9	70km/h and 50km/h
003	Bulls	0432- B	11238	0432- B	10184	50km/h
01N	Bulls	0925- B	9	0914- B	9391	50km/h
01N	Taihape	0842- B	1810	0828	14243	70km/h and 50km/h
01N	Hunterville	0885- B	6650	0855- B	5934	50km/h

Conditions of Delegation	
Functions/Powers	Condition
1. To impose and enforce No Stopping and No Parking restrictions, and Parking Restrictions and Limits, in accordance with the <i>Traffic and Parking Bylaw 2017</i> or the Land Transport Act 1998 including any applicable rules and regulations made under that Act	<p>a. The NZTA reserves the right to comment on any changes, prior to <i>Rangitikei District Council</i> approval, including the erection of any new signs</p> <p>b. The <i>Rangitikei District Council</i> will keep and maintain a schedule of all No Stopping and No Parking restrictions, and Parking Restrictions and Limits, and will supply the schedule at least every 12 months (or otherwise upon the reasonable request of the NZTA)</p>
2. To control furniture or structures on all parts of the State highways listed in the table above other than the trafficked lanes or flush medians, in accordance with the Government Roadway Powers Act 1989	<p>a. The NZTA reserves the right to comment on any changes, prior to <i>Rangitikei District Council</i> approval</p> <p>b. During the term of this delegation the NZTA reserves the right to continue to:</p> <ul style="list-style-type: none"> • Maintain and install regulatory and warning signs, including electronic and destination signs • Install, maintain and replace street

	<p>lights including poles</p> <ul style="list-style-type: none"> • Install, maintain and replace all VMS and any equipment associated with VMS <p>c. This delegation applies only to the berm outside of the road kerb or side drain where there is no kerbing</p> <p>d. This delegation does not include the authority to consent to the following:</p> <ol style="list-style-type: none"> i. Signs in road reserve outside of 50 km/h permanent speed limit zones; ii. Utility service installations, alterations or maintenance thereof; iii. New private drainage lines from adjacent properties or alterations to existing drainage; iv. Attachments of any kind to NZTA lighting columns; v. New structures in the berm that could impact on road user safety or the integrity of the State highway pavement or on other NZTA assets situated in the berm.
<p>3. To control roadside vendors in accordance with NZTA Bylaw 1993/2 (Roadside Vendors), or any Bylaw made by Rangitikei District Council in respect of the same matter, the Government Roding Powers Act 1989, the Land Transport Act 1998 including any applicable rules and regulations made under that Act</p>	<p>The NZTA reserves the right to be informed of any licences issued</p>
<p>4. To control car sales on road reserves in accordance with NZTA Bylaw 1999/15 (Sale of Vehicles on State Highways) or any Bylaw made by Rangitikei District Council in respect of the same matter, the Government Roding Powers Act 1989, the Land Transport Act 1998 including any regulations made under that Act</p>	<p>The NZTA reserves the right to comment on any changes, prior to Rangitikei District Council approval</p>
<p>5. To control nuisances and offensive or dangerous activities on the sections of State highway listed in the table above in accordance with the Government Roding Powers Act 1989 or any Bylaw made by Rangitikei District Council in respect of the same matter</p>	
<p>6. Manage utility service installations, alterations or maintenance only to the footpath and berm outside of the road kerb, where there is</p>	<p>Removing current confusion and allowing Councils to better manage their footpath maintenance and reinstatement</p>

<p>a kerb, in accordance with the Electricity Act 1992, Gas Act 1992, Telecommunications Act 2001 or Government Roding Powers Act 1989 and recover their costs direct from the applicants (with subsequent changes to 2 above)</p>	
<p>7. Management of stray animals on State highways</p>	<p>Allows for improved response in areas where wandering stock is a significant issue, using the local rangers who are granted higher powers of control.</p>

ACCEPTANCE OF DELEGATION

This Instrument of Delegation is the formal record of the New Zealand Transport Agency's intention to delegate certain functions and powers to the *Rangitikei District Council*.

the *Rangitikei District Council* acknowledges that, in accordance with section 62(1) of the Government Rounding Powers Act 1989, the Chief Executive of the New Zealand Transport Agency, acting under the specific delegated authority in the resolution of the Board of the New Zealand Transport Agency, and with the consent of the Minister of Transport given on the 25 February 2008, has delegated to the *Rangitikei District Council* the functions and powers set out in this Instrument, subject to the terms and conditions set out in Part II, and acknowledges that the delegation is revocable at will by the New Zealand Transport Agency.

Signed at)

On the day of 201...)

Name)

Position)

Rangitikei *District* *Council*)



Rangitikei
UNESPOILT...

Memorandum

TABLED DOCUMENT

To: Council
From: Katrina Gray
Date: 24 October 2017
Subject: Review of eighth workshop (19 October 2017)
File: 1-LTP-4-7

Tabled at Council Item 13
on 26 October 2017

The new topics covered during this workshop were:

- a) Review of last workshop
- b) Waste Management and Minimisation Plan
- c) Community Well-being
- d) Community Leadership

a) Review of last workshop

There were no requested changes to the notes from the last workshop. However, it was requested that the improvement areas from the Local Government Excellence Programme are considered to see if changes need to be implemented in the Long Term Plan.

b) Waste Management and Minimisation Plan

Council was open to considering providing kerbside refuse collection and recycling as part of an assessment of options - if they are cost effective/affordable when considering wider rating implications.

When considering implementing kerbside collection of recycling, all recycling should be included.

Mixed views on which communities should be included, but in the first instance all local communities (including Ratana) should be included in an options assessment.

The next steps will be:

- Staff will provide the costs of providing kerbside recycling only.
- Further information needs to be provided on the implications on local employment if Council was to provide a kerbside refuse collection service.
- Advertising of the breakdown in recyclables need to be advertised e.g. Rangitikei Line.

c) Community Well-Being

Youth

It is important moving forward that a Youth Strategy is developed which focuses on doing less, but better.

Funding was discussed, with a general feeling that there should be slightly more funding than currently in the youth space (perhaps \$20,000), but that any funding is targeted with specific outcomes to be achieved. Working with stakeholders should be a priority to maximise outcomes.

It was agreed that a youth space should be included in Council's future buildings.

Key programmes which should be included in a future strategy should include:

- Collaboration and building relationships - with business, schools, agencies. Increasing co-ordination with those working in the youth sector to offer youth better opportunities.
- A centralised youth space
- Weekly events (held one night per week)

Other programmes which were considered to be important, but come secondary include:

- Clubs – music, art, computer
- Computer skills
- Life skills
- Holiday programmes

The next steps:

- Develop a Youth Strategy
- Develop strategic partnerships for Youth Development
- Identify the gaps where Council could have an impact
- Investigate current spending in the youth space (including scholarships).

Community Partnerships

Council was generally comfortable (although had mixed views) that the current funding of community partnerships was a suitable approach.

There was significant discussion about the effectiveness of the trusts and the level of Council/community committee/board oversight. There was recognition that the money Council gives to these groups is only a small portion of the money they are able to (and do) receive as an independent trust. Council was supportive of ensuring community committees/boards have increased Involvement with MOU work programmes. Council would need to act as a facilitator in these discussions. The first step will be re-drafting the MOU's.

Funding of the trusts was discussed, with no firm position received. The subject should be re-visited following discussion with the trusts.

d) Community Leadership

There was discussion about the need to increase delegations for community committees and boards. These increased delegations could include responsibility for considering Community Initiatives Funding applications (the Events Sponsorship Grant should stay with Council so that a District-wide approach could be taken).

Next steps:

- A discussion paper will be provided to the Policy/Planning Committee in November outlining potential options for increasing delegations to community committees/boards.