

# ORDER PAPER

## ORDINARY COUNCIL MEETING

**Date:** Thursday, 26 May 2022  
**Time:** 1.00 pm  
**Venue:** Council Chamber  
Rangitikei District Council  
46 High Street  
Marton

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**Chair:** HWTM Andy Watson

**Deputy Chair:** Cr Nigel Belsham

**Membership:** Cr Brian Carter  
Cr Fi Dalgety  
Cr Gill Duncan  
Cr Angus Gordon  
Cr Richard Lambert  
Cr Tracey Hiroa  
Cr Waru Panapa  
Cr Dave Wilson  
Cr Cath Ash  
Cr Coral Raukawa

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**Notice is hereby given that an Ordinary Meeting of Council of the Rangitikei District Council will be held in the Council Chamber, Rangitikei District Council, 46 High Street, Marton on Thursday, 26 May 2022 at 1.00 pm.**

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## **AGENDA**

### **1 Welcome**

### **2 Apologies**

#### **Recommendation**

That the apology for Cr Raukawa be received.

### **3 Public Forum**

Mr Mark McCoard and Mr Daryl O'Hara, representing the Taihape Squash Club.

### **4 Conflict of Interest Declarations**

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, [enter item number](#) be with dealt as a late item at this meeting.



## 6 Confirmation of Minutes

### 6.1 Confirmation of Council Minutes

**Author:** Ash Garstang, Governance Advisor

#### 1. Reason for Report

- 1.1 The minutes from the Ordinary Council meeting held on 28 April 2022 are attached.

#### Attachments

1. Council 28 Apr 22 - Minutes [↓](#)

#### Recommendation

That the minutes of the Ordinary Council meeting held on 28 April 2022, **[as amended/without amendment]**, be taken as read and verified as an accurate and correct record of the meeting, and that the Mayor's electronic signature be added to the official minutes document as a formal record.

# MINUTES



## UNCONFIRMED: ORDINARY COUNCIL MEETING

**Date:** Thursday, 28 April 2022  
**Time:** 1.00 pm  
**Venue:** Council Chamber  
Rangitikei District Council  
46 High Street  
Marton

**Present**

HWTM Andy Watson  
Cr Nigel Belsham  
Cr Brian Carter  
Cr Fi Dalgety  
Cr Gill Duncan  
Cr Angus Gordon  
Cr Richard Lambert  
Cr Waru Panapa  
Cr Dave Wilson  
Cr Coral Raukawa [via Zoom]

**In attendance**

Mr Peter Beggs, Chief Executive  
Mr Arno Benadie, Chief Operating Officer  
Mrs Carol Gordon, Group Manager – Democracy and Planning  
Mr Dave Tombs, Group Manager – Corporate Services  
Ms Gaylene Prince, Group Manager – Community Services  
Mrs Sharon Grant, Group Manager – People and Culture  
Ms Adina Foley, Senior Project Manager  
Mr Graeme Pointon, Strategic Property Advisor [via Zoom]  
Ms Anne McLeod, Acting Manager – Community Development  
Ms Jen Britton, Strategic Advisor – District Promotions  
Mr Ash Garstang, Governance Advisor

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## Ordinary Council Meeting Minutes

28 April 2022

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## 1 Welcome

The Mayor opened the meeting at 1.01 pm and held a moments silence to acknowledge the recent passing of Mr Robert Gray and Mr Mark Gray.

## 2 Apologies

**Resolved minute number 22/RDC/116**

That the apologies for Cr Hiroa and Cr Ash, and Cr Raukawa's apology for her absence from 2.30 – 3.00 pm, be received.

Cr B Carter/Cr A Gordon. Carried

## 3 Public Forum

Mr Bruce Cameron presented to Council on behalf of the Putorino water scheme and advised that the pipes are over 100 years old. The scheme is now at the stage where they need to spend money on capital works to maintain the system. All pipes are gravity fed (no pumps are installed), and it is not used for human consumption.

The Mayor advised that the scheme is rated and attracts revenue to Council of \$6,000 - \$7,000 per year.

In response to queries, Mr Cameron advised that he has received a quote for \$27,000 + GST to replace 700 - 800 metres of pipe. The total length of the scheme is 2,500 metres, and he cannot be certain of the condition of the remaining 1,700 – 1,800 metres of pipe that is not currently in scope for replacement.

Cr Raukawa joined the meeting at 1.07 pm.

Staff have been following-up on this issue at an operational level and will continue to communicate with Mr Cameron.

## 4 Conflict of Interest Declarations

No conflicts of interest were declared.

## 5 Confirmation of Order of Business

A late item (item 10.4) "Local Government New Zealand (LGNZ) Remit" was addressed as part of the meeting agenda.

## 6 Confirmation of Minutes

### 6.1 Confirmation of Council Minutes

#### Resolved minute number 22/RDC/117

That the minutes of the Ordinary Council meeting held on 31 March 2022, without amendment, be taken as read and verified as an accurate and correct record of the meeting, and that the Mayor's electronic signature be added to the official minutes document as a formal record.

Cr N Belsham/Cr B Carter. Carried

## 7 Follow-up Action Items from Previous Meetings

### 7.1 Follow-up Action Items from Council Meetings

In response to a query about action item 18, Ms Prince advised that staff will attend the Taihape Heritage Group's AGM on Sunday, 01 May 22.

Regarding the disability access to the Hunterville Town Hall (action item 32), Mr Benadie advised that a wider programme on this is going to be initiated and should hopefully be included in the next Long Term Plan.

Cr Panapa advised that action item 29 can be closed as both shops in Rātana have keys to the toilet block.

#### Resolved minute number 22/RDC/118

That the report 'Follow-up Action Items from Council Meetings' be received.

Cr D Wilson/Cr A Gordon. Carried

## 8 Mayor's Report

### 8.1 Mayor's Report - April 2022

The Mayor advised that he had approached Horizons Regional Council (HRC) around the concerns with the ongoing lagoon issues at Koitiata. HRC have committed to putting a report together and will subsequently make a formal decision around whether they meet with Council and provide any funding assistance.

The Mayor noted that he had held a public meeting on the 26<sup>th</sup> Apr 22 in Marton on the Three Waters Reforms that have been mandated by central government. He thanked the councillors that were in attendance. The next public meeting on this topic will be held in Bulls.

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The Mayor advised that the Impact Collective Governance Group Charitable Trust was seeking nominations for trustees.

Regarding the Mayor's engagement schedule, he advised that he also attended an ANZAC ceremony in Bulls on 25 Apr 22, and that the Marton Rail Hub board meeting scheduled for 26 Apr 22 was postponed.

**Resolved minute number 22/RDC/119**

That the Mayor's Report – April 2022 be received.

HWTM/Cr B Carter. Carried

**Resolved minute number 22/RDC/120**

That Council recommends that Councillor Duncan be appointed as a trustee to the Impact Collective Governance Group Charitable Trust.

Cr F Dalgety/Cr R Lambert. Carried

## 9 Chief Executive's Report

### 9.1 Chief Executive's Report - April 2022

It was queried whether the low rate of near misses and events could be due to any under-reporting. Mrs Grant advised that emphasis is placed on making staff aware of the need to report these.

In response to a query, Mrs Grant advised that the driver ratings data points are extracted from the 'e-roads' system that is installed in Council vehicles, which records speeding and breaking. She further advised that future reporting will likely include data around driver fatigue training. Mr Beggs noted that he was pleased with staff's response and honesty around driver fatigue.

**Resolved minute number 22/RDC/121**

That the Chief Executive's Report – April 2022 be received.

Cr B Carter/Cr G Duncan. Carried

## 10 Reports for Decision

### 10.1 Remuneration - Te Roopuu Ahi Kaa Komiti

Council supported remunerating Te Roopuu Ahi Kaa komiti members, noting that the engagement they provide is very important.

**Resolved minute number 22/RDC/122**

That the report 'Remuneration – Te Roopuu Ahi Kaa Komiti' be received.

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Cr N Belsham/Cr D Wilson. Carried

**Resolved minute number 22/RDC/123**

That Council agrees to remunerate TRAK member's attendance at meetings, workshops or forums, provided that they are attending at the request of Council or Council staff, at a rate of \$150 per attendance, and to take effect from 01 July 2022.

Cr D Wilson/Cr W Panapa. Carried

**Resolved minute number 22/RDC/124**

That Council agrees to remunerate the appointed TRAK representative on each of the below Committees, at a rate of \$150 per meeting attendance and to take effect from 01 July 2022:

- Assets/Infrastructure Committee
- Finance/Performance Committee
- Policy/Planning Committee

Cr N Belsham/Cr A Gordon. Carried

**Resolved minute number 22/RDC/125**

That any extra costings to Council are submitted to the Annual Plan 2022/23 (via an internal submission).

Cr N Belsham/Cr R Lambert. Carried

**10.2 Remuneration - Creative NZ Committee**

In response to a query, the Mayor confirmed that this remuneration cannot be costed from Creative NZ funding – it would need to come out of Council's own budgets.

Although there was some discussion back and forth around the merits of this, Council resolved to approve the funding for Committee members, as per the below resolutions.

**Resolved minute number 22/RDC/126**

That the report 'Remuneration – Creative NZ Committee' be received.

Cr R Lambert/Cr A Gordon. Carried

**Resolved minute number 22/RDC/127**

That Council agrees to remunerate the Creative NZ Committee community members and TRAK representative, for attendance at Committee meetings, at a rate of \$50 per attendance, and to take effect from 01 July 2022.

Cr W Panapa/Cr D Wilson. Carried

**Resolved minute number 22/RDC/128**

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That Council agrees to offer the Creative NZ Committee community members and TRAK representative the ability to claim for mileage for Committee meetings, at a rate of 0.79c per km, and to take effect from 01 July 2022.

Cr W Panapa/Cr D Wilson. Carried

**Resolved minute number 22/RDC/129**

That any extra costings to Council are submitted to the Annual Plan 2022/23 (via an internal submission).

HWTM/Cr R Lambert. Carried

**10.3 Destination Rangitikei - Draft Destination Management Plan**

Ms Britton advised that the next step is to take the document into the public domain via Council's media channels. The main priority for the next two months is to build the implementation plan for the advisory group.

In response to a query, Ms Britton advised that she currently has seven members for the advisory group and this is a mix of tourism-based businesses, other businesses and community members.

**Resolved minute number 22/RDC/130**

That the report 'Destination Rangitikei - Draft Destination Management Plan' be received.

Cr N Belsham/Cr A Gordon. Carried

**Resolved minute number 22/RDC/131**

That Council adopt the Destination Management Plan for Rangitikei district - Destination Rangitikei.

Cr A Gordon/Cr G Duncan. Carried

**10.4 Late Item - Local Government New Zealand (LGNZ) Remit**

Council agreed that they would support this remit, noting that its intention was to provide territorial authorities with more ability to write their own policy with regards to gambling harm.

**Resolved minute number 22/RDC/132**

That the late item "Local Government New Zealand (LGNZ) Remit" be dealt with as part of the agenda for the Council meeting on 28 April 2022, the item cannot be delayed until a subsequent meeting as a decision is needed from Council to decide whether they support the remit. The reason the item is not on the agenda is that the information was received on 27 April 2022, after the agenda had been sent out.

HWTM/Cr N Belsham. Carried

**Resolved minute number 22/RDC/133**

That the Council supports the remit proposed by Gisborne District Council, relating to harm caused by gambling.

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Cr D Wilson/Cr R Lambert. Carried

## 11 Reports for Information

### 11.1 Project Management Office Report - April 2022

#### Undertakings

Mr Beggs will confirm the status of the agreement with the Mangaweka Bridge Historical group regarding the ongoing maintenance and use of the old Mangaweka Cantilever Bridge.

Mr Beggs will provide elected members with an update on the location of the artwork for the Bulls Bus Lane and Town Square.

#### Mangaweka Bridge

Mr Benadie advised that the new bridge will be opened on 20 May 22. Mr Benadie advised that the approach on the Awastone side of the bridge will be completed, but it will not be sealed until 26 May 22. He further advised that the planting and guard rail are not yet finished, and these will be completed by 08 Jul 22.

Mr Benadie will confirm with the roading team that traffic will not be redirected to the old bridge during the sealing of the approach.

In response to a query, Mr Benadie confirmed that trucks will be able to use the new bridge.

#### Marton to Bulls Wastewater Centralisation Project

Cr Lambert noted that the sign on his property has been taken down and he would like staff to put it back up.

In response to a query, Mr Benadie advised that Lowe Environmental are working on the suitable means of disposal for soil.

Cr Raukawa left the meeting at 2.30 pm.

In response to query about the central governments "better off" funding (under the Three Waters Reforms), Mr Beggs advised that it was his recommendation that this project be debt funded, and that the "better off" funding be utilised for social purposes.

In response to a query, Mr Benadie advised that central government has given a postponement for the use of their stimulus funds to 30 Jun 22 due to the COVID lockdowns and delays these have caused.

#### Bulls Bus Lane and Town Square

In response to a query, Mr Benadie advised that the agreement with the property owners is in the process of being formalised. Mr Beggs advised that the owner is happy to lease it to Council for 99 years at \$1 per annum, provided that Council do not charge rates on it.

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In response to a query, Ms Foley advised that the bus lane now has green road markings to make it clear that it is for buses only.

The Mayor noted that the sale of properties in Bulls that are surplus to requirements will lower the cost of the project.

Ms Foley provided an update on the artwork, which is currently in production and the next step will be installation. She hopes that the artwork will be installed within the next three months.

In response to a query, the Mayor advised that he has raised the possibility of constructing an underpass or elevated bridge across SH1 several times in the past, as properties for sale have become available. He advised that Waka Kotahi have never expressed interest in this concept, and in his opinion there is no benefit to retaining old Council buildings in the hope of using the land for this purpose.

Mr Pointon advised that the sale of the properties will follow a closed-tender process, which will close 22 Jun 22. Once offers have been considered by Council staff, a recommendation will come to the Council meeting in June.

Taihape Amenities Building

Ms Foley advised that twelve metre long floor panels will arrive shortly for installation. Mrs Gordon advised that staff are in contact with the Project Management Office to ensure that progress is communicated out to the community.

Taihape Grandstand

The Mayor noted that the cost of the whole project exceeds Council's \$1 million contribution, and that this was perhaps not clear enough to the community. Mr Benadie advised that he will re-word this part of future Project Management Office reports to try and make it clearer.

Mr Prince stated that staff have advised the Taihape Heritage Group to hold off seeking community funding until the detailed design for the project had been completed, so that they know exactly how much to fundraise for.

The meeting was adjourned at 3.01 pm and re-convened at 3.14 pm. Item 11.2 (Mangaweka Bridge – Road to Completion) was addressed before completing the remainder of item 11.1 (PMO), below.

Marton Water Strategy

In response to a query, Mr Benadie advised that the tender process normally takes four weeks, and that there are three large players in the district that he would expect to submit tenders.

Marton Memorial Hall

In response to a query, Ms Foley advised that the toilets are available for use while the upgrading work continues.

**Resolved minute number 22/RDC/134**

That the Project Management Office Report – April 2022 be **received**.

Cr N Belsham/Cr R Lambert. Carried

**11.2 Mangaweka Bridge - Road to Completion**

Cr Raukawa re-joined the meeting at 3.15 pm.

Council noted that this project was being completed ahead of schedule.

**Resolved minute number 22/RDC/135**

That the report Mangaweka Bridge – Road to Completion be **received**.

Cr F Dalgety/Cr G Duncan. Carried

**12 Discussion Items**

Nil

**13 Minutes from Committees****13.1 Minutes from Committees**

Taken as read.

**Resolved minute number 22/RDC/136**

That the following minutes are received:

- Erehon Rural Water Supply Sub-Committee, 08 March 2022
- Finance/Performance Committee, 31 March 2022
- Hunterville Rural Water Supply Sub-Committee, 28 March 2022
- Turakina Community Committee, 07 April 2022

Cr D Wilson/Cr W Panapa. Carried

**14 Recommendations from Committees****14.1 Recommendations from the Assets/Infrastructure Committee 14 April 2022**

Taken as read.

**Resolved minute number 22/RDC/137**

That Council approves the below recommendation from the Assets/Infrastructure Committee meeting on 14 April 2022:

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- a. That the Council approves additional expenditure of up to \$1,820,000 (plus GST) for roading emergency works. Waka Kotahi's funding assistance rate is still to be confirmed. The remainder of the cost will be covered by the Council local share as unbudgeted expenditure.

Cr N Belsham/Cr D Wilson. Carried

**Resolved minute number 22/RDC/138**

That Council approves the below recommendation from the Assets/Infrastructure Committee meeting on 14 April 2022:

- a. That the Council approves additional expenditure of up to \$341,000 (plus GST) for roading emergency works. Waka Kotahi's funding assistance rate is still to be confirmed. The remainder of the cost will be covered by the Council local share as unbudgeted expenditure.

Cr N Belsham/Cr A Gordon. Carried

**15 Public Excluded**

The meeting went into public excluded session 3.27 pm.

**Resolution to Exclude the Public****Resolved minute number 22/RDC/139**

That the public be excluded from the following parts of the proceedings of this meeting.

1. Confirmation of Council Minutes (Public Excluded) – 31 March 2022
2. Follow-up Action Items from Council (Public Excluded) Meetings
3. Sharepoint Upgrade Project
4. Rating Sale

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the *Local Government Official Information and Meetings Act 1987* for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<b>15.1 – Confirmation of Council Minutes (Public Excluded) – 31 March 2022</b>	s7(2)(a) - Privacy s7(2)(b)(i) - Trade secret s7(2)(b)(ii) - Commercial position s7(2)(c)(ii) - Public interest s7(2)(f)(i) - Free and frank expression of opinions s7(2)(h) - Commercial activities s7(2)(i) - Negotiations	s48(1)(a)(i)

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	s7(2)(j) - Improper gain or improper advantage	
<b>15.2 – Follow-up Action Items from Council (Public Excluded) Meetings</b>	s7(2)(a) - Privacy s7(2)(b)(ii) - Commercial position s7(2)(c)(ii) - Public interest s7(2)(f)(i) - Free and frank expression of opinions s7(2)(h) - Commercial activities s7(2)(i) - Negotiations	s48(1)(a)(i)
<b>15.3 – Sharepoint Upgrade Project</b>	s7(2)(h) - Commercial activities	s48(1)(a)(i)
<b>15.4 – Rating Sale</b>	s7(2)(a) - Privacy s7(2)(f)(i) - Free and frank expression of opinions	s48(1)(a)(i)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding or the whole or the relevant part of the proceedings of the meeting in public as specified above.

Cr B Carter/Cr D Wilson. Carried

## 16 Open Meeting

The meeting went into open session 4.07 pm.

**Resolved minute number 22/RDC/140**

That the public excluded meeting move into an open meeting, and the below recommendations be confirmed in the open meeting:

22/RDC/140 - 22/RDC/146

Cr A Gordon/Cr B Carter. Carried

**The meeting closed at 4.07 pm.**

**The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 26 May 2022.**

.....  
Chairperson

## 7 Follow-up Action Items from Previous Meetings

### 7.1 Follow-up Action Items from Council Meetings

**Author:** Ash Garstang, Governance Advisor

#### 1. Reason for Report

- 1.1 On the list attached are items raised at previous Council meetings. Items indicate who is responsible for each follow up, and a brief status comment.

#### 2. Decision Making Process

- 2.1 Staff have assessed the requirements of the Local Government Act 2002 in relation to this item and have concluded that, as this report is for information only, the decision-making provisions do not apply.

#### Attachments

1. Follow-up Actions Register [↓](#)

#### Recommendation

That the report 'Follow-up Action Items from Council Meetings' be received.

## Current Follow-up Actions

Item	From Meeting Date	Details	Person Assigned	Status Comments	Status
1	28-Apr-22	As per resolution <b>22/RDC/138</b> : Council approved the below recommendation from the A/I Committee meeting 14 Apr 22. Staff to progress. <i>That the Council approves additional expenditure of up to \$341,000 (plus GST) for roading emergency works. Waka Kotahi's funding assistance rate is still to be confirmed. The remainder of the cost will be covered by the Council local share as unbudgeted expenditure.</i>	Philip Gifford	Waka Kotahi still have not approved the official emergency works claim. When its approved Waka Kotahi will state the Funding Assistance Rate.	In progress
2	28-Apr-22	As per resolution <b>22/RDC/137</b> : Council approved the below recommendation from the A/I Committee meeting 14 Apr 22. Staff to progress. <i>That the Council approves additional expenditure of up to \$1,820,000 (plus GST) for roading emergency works. Waka Kotahi's funding assistance rate is still to be confirmed. The remainder of the cost will be covered by the Council local share as unbudgeted expenditure.</i>	Philip Gifford	Waka Kotahi still have not approved the official emergency works claim. When its approved Waka Kotahi will state the Funding Assistance Rate.	In progress
3	28-Apr-22	Regarding the Mangaweka Bridge: As per the Mayor's request, staff to invite former councillors and other VIPs to the opening ceremony (the Mayor has had a discussion with Ms Foley on this).	Tiana Nepe	Tiana Nepe is Council's main liaison for the opening event and is working closely with staff from Manawatu District Council, invites were sent to those requested by the Mayor.	Closed
4	28-Apr-22	Regarding the Taihape Grandstand: As per the Mayor's request, staff to re-word this section of the PMO report so that it was clearer that Council is only funding \$1 million, and that this is not the whole cost of the overall project.	Clare John	Financial table was changed according to feedback.	Closed
5	28-Apr-22	Regarding the Taihape Amenities Building: As per the Mayor's request, staff to advise him when this construction is happening (e.g., the floor panels) as he would like to see it.	Adina Foley	The Mayor and elected members were invited to join the project manager for a site walk, Tuesday 10/05/22	Closed
6	28-Apr-22	Regarding the Marton to Bulls Wastewater Centralisation Project: As per Cr Dalgety's query, staff to provide to elected members the "lessons learned" information that MDC received from their own wastewater centralisation project (reference p. 79 of the Order Paper).	Arno Benadie	Staff approached MDC regarding the lessons learnt with their centralisation project. MDC staff will investigate and report back.	In progress
7	28-Apr-22	Regarding the Marton to Bulls Wastewater Centralisation Project: As per Cr Lambert's query, he would like staff to put the sign back up on his property (this was taken down recently).	Arno Benadie	Engineer to contract has been in touch with Cr Lambert in regards to this sign. It will not be reinstated due to resource consent restrictions.	Closed

## ITEM 7.1

## ATTACHMENT 1

8	28-Apr-22	Regarding the Mangaweka Bridge: As per the Mayor's query, staff will confirm with the roading team that traffic will not be redirected to the old bridge during the sealing of the approach.	Arno Benadie	We can confirm that traffic will not be redirected to the old bridge during sealing of the approach	Closed
9	28-Apr-22	Mr Beggs will provide elected members with an update on the location of the artwork for the Bulls Bus Lane and Town Square.	Adina Foley	Adina Foley presented this to Council on 28 April.	Closed
10	28-Apr-22	Mr Beggs will confirm the status of the agreement with the Mangaweka Bridge Historical group regarding the ongoing maintenance and use of the old Mangaweka Cantilever Bridge.	Peter Beggs	An MOU dated 31 March 2021 has been forwarded to Council's Strategic Property Advisor to ensure the provisions are undertaken.	In progress
11	28-Apr-22	As per resolution <b>22/RDC/133</b> : Staff to make contact with the Gisborne District Council regarding RDC's support of their remit, relating to harm caused by gambling.	Carol Gordon	An email was sent to Gisborne District Council on 29 April advising of Council's support.	Closed
12	28-Apr-22	As per Cr Raukawa's advice: Staff to proof read the Rangitikei Destination Management Plan and correct some of the place names which are currently incorrect.	Jen Britton / Lequan Meihana	This work is underway.	In progress
13	28-Apr-22	As per resolution <b>22/RDC/129</b> : Staff to make an internal submission to the Annual Plan 2022/23 for any extra costings associated with the Creative Communities Committee remuneration for members.	Carol Gordon	these costs will be included in the staff submission to the annual plan	Closed
14	28-Apr-22	As per resolution <b>22/RDC/125</b> : Staff to make an internal submission to the Annual Plan 2022/23 for any extra costings associated with TRAK remuneration for members.	Carol Gordon	these costs will be included in the staff submission to the annual plan	Closed
15	28-Apr-22	As per resolutions <b>22/RDC/127 - 128</b> : Staff to advise Creative Community Committee members of the increased provisions, and corresponding processes, for their remuneration.	Ash Garstang	Emailed Committee members 13 May 22.	Closed
16	28-Apr-22	As per resolutions <b>22/RDC/123 - 124</b> : Staff to advise TRAK members of the increased provisions, and corresponding processes, for their remuneration.	Ash Garstang	Staff are finalising the details of this and the komiti will then be advised.	In progress
17	31-Mar-22	As per resolutions <b>22/RDC/094 - 095</b> : Staff to progress with the manufacture and installation of a scooter rack for Te Matapihi, to be completed at cost to Council and placed at the front of the building next to the main entrance.	Arno Benadie	Update May 2022 - an item is included in the CE Report to the May Council meeting. The Bulls Community Committee changed the design of the scooter rack. The existing Council resolution will be rectified to accommodate the new design. The cost of the new design has increased and Council will fund the scooter rack to a maximum of \$1000.	In progress



18	31-Mar-22	As per resolutions <b>22/RDC/089 - 090</b> : Staff to progress with the reroofing and insulation for the Wellington Road Council flats.	Clare John	The reroofing and insulation of the Wellington Road flats has been approved and the work is expected to be completed by the end of June 2022.	In progress
19	31-Mar-22	As per resolution <b>22/RDC/085</b> : The CE has been authorised to expend the approved Waka Kotahi budget of \$4,953,345 for the construction phase of the Mangaweka Bridge project. Staff to progress any required action from this.	Arno Benadie (formerly Jess McIlroy)	The purchase orders have been amended to reflect the full approved Waka Kotahi budget of \$4,953,345	Closed
20	31-Mar-22	As per resolution <b>22/RDC/083</b> : Staff to <b>defer</b> the decision made 28 October 2021 (resolution 21/RDC/375) until a further subsequent report on functional and costing options is available.  21/RDC/375 was the decision to endorse Options 3 and 5a and proceed with detailed designs for the changing rooms at Te Matapihi.	Adina Foley	Staff have approached three consultants for cost estimates for the feasibility study as discussed in the March Council meeting. So far one decline in pricing and two no-responses were received. Staff will continue to follow up with the no-responses and report back any updates. Staff have continued to communicate with Community members on this.	In progress
21	31-Mar-22	As per resolution <b>22/RDC/070</b> : Staff to action the approved loan to the Bulls Historical Society for \$159,000 (plus GST), to undertake earthquake strengthening on the old Bulls Library Building.	Dave Tombs	Bulls Historical Society have advised that they are in the process of signing and returning the loan document.	In progress
22	31-Mar-22	Regarding the loan to the Bulls Historical Society: The Chief Executive is to provide the terms and conditions of the loan to elected members via email, for their information.	Peter Beggs	Loan document has been forwarded to Bulls Historical Society and signed copy expected back shortly.	In progress
23	31-Mar-22	The Mayor is going to hold public meetings in Bulls, Marton and Taihape, in order to update people on what is happening with the Three Waters reforms legislatively, what Council's position is, and the Department of Internal Affairs' current work in this space.	HWTM	Meetings have concluded and common Q&As are to be loaded on website.	In progress
24	31-Mar-22	Staff to provide a report to the April Council meeting on the Putorino Water Supply Scheme.	Arno Benadie	RDC staff and MDC network maintenance staff are working with the Putorino Rural Water Scheme farmers to assist them with the proposed replacements. A report will be produced once we have agreement on the cost of the replacement and how it will be funded.	In progress

ITEM 7.1

ATTACHMENT 1

25	24-Feb-22	As per resolution <b>22/RDC/046</b> : Staff to check that cardboard and paper recycling is being/has been considered for the Hunterville Refuse Centre.	Arno Benadie	The section 17A review of the provision of solid waste management in the district include an option to expand recycling facilities across the district, including Hunterville.	In progress
26	24-Feb-22	As per resolution <b>22/RDC/031</b> : The Mayor and Deputy Mayor will present Rangitikei District Council's position to the next available Horizons Regional Council Public Forum (regarding Horizon's unwillingness to contribute to costs).	HWTM / Karen Cowper (with Arno & Jess)	HWTM attended Public Forum at HRC on 27 April with Arno Benadie and presented on the Historical Landfill at Putorino and the Koitiata Lagoon. Horizons are to report to their next meeting with a response.	In progress
27	24-Feb-22	Regarding the old landfill on Putorino Road: the Chief Executive will provide the Mayor with a briefing document, regarding the current situation around the landfill on Putorino Road and Horizon's unwillingness to contribute to the additional costs that have been imposed by them.	CE / Karen Cowper	HWTM attended Public Forum at HRC on 27 April with Arno Benadie and presented on the Historical Landfill at Putorino and the Koitiata Lagoon.	Closed
28	16-Dec-21	As per resolution 21/RDC/469 the surplus land in Taihape be offered to the owner of the adjacent saleyards.	Graeme Pointon	May 2022 - no further update at this stage. The owner submitted a tentative offer for consideration	In progress
29	24-Nov-21	As per resolution <b>21/RDC/417</b> : That staff are requested to engage with the Taihape Heritage Group, Grandstand subcommittee, as the focal group for Community Fundraising for the Grandstand.	Clare John	Staff have met with Taihape Heritage Group representative. Further meetings with continue with this Group, once detailed design is completed.	Closed
30	24-Nov-21	As per resolution <b>21/RDC/415</b> : That staff are requested to bring a further report to Council at the end of detailed design of the chosen option, including cost estimates and additional external funding options to cover the cost of the project (for the Taihape Grandstand).	Clare John	Detailed Design is almost complete. Once received, staff will get revised costings and then report back to Council.	In progress

31	28-Oct-21	With regards to the request from the Bulls Community Committee, and as per resolution <b>21/RDC/384</b> : Staff to contact Wallace Development and request that they supply more bins and arrange for more regular disposal of the contents.	Murray Phillips / Russell Smith	The shopping centre is administered by Morgan's Property Advisors. Staff have passed on the Committee's request to MPA, and they've responded with the below advice: 1. There are sufficient bins to accommodate the waste generated by patrons purchasing from the various tenants within the complex, and it is additional rubbish being brought to the site that is causing the bins to become overloaded (e.g., rubbish from people utilising the public toilets). 2. As the complex is private property, the cost of more bins would fall on the owner and tenants by default. 3. Any additional bins would need to be at the expense of the Committee.	Closed
32	28-Oct-21	With regards to the recommendation from the Bulls Community Committee for rubbish bin/s at the picnic area at the Bulls river: A recommendation by Council to approve this request was lost, and Cr Gordon instead requested that staff contact Horizons Regional Council and request that they investigate this further as this area of land lies under their responsibility.	Arno Benadie / Murray Phillips	Council staff together with HRC will investigate future long term solutions to resolve this permanently. Work in progress.	In progress
33	28-Oct-21	With regards to the PMO report: Cr Gordon noted that staff should consider involving Ngāti Paki (POC: Jordan Winiata-Haines) and <b>Ngāti Hinemanu</b> in future hui's for the Taihape Wastewater Treatment Plant.	Arno Benadie (formerly Jess McIlroy)	This has been completed with an offer to participate in the process extended to Ngāti Paki and Ngāti Hinemanu	In progress
34	30-Sep-21	As per resolutions <b>21/RDC/291</b> and <b>21/RDC/292</b> : Staff to progress the sale of the stopped road at the front boundary of 66 Kiwi Road, Taihape, noting that Council's costs of road stopping are to be paid by the purchasers through a non-refundable deposit.	Arno Benadie	Survey work to start in May 2022.	In progress

ITEM 7.1 ATTACHMENT 1

35	30-Sep-21	As per resolutions <b>21/RDC/301</b> through to <b>21/RDC/307</b> : Staff to liaise with the Bulls & District Historical Society regarding Councils approval of their request to obtain a lease for the former Bulls Library.	Gaylene Prince	Lease documentation has been reviewed by Bulls & District Historical Society legal representatives and returned to Council representatives on 19 April 2022. Graeme Pointon review the feedback from Museum representatives and the document was returned to Bulls & District Historical Society. Mr Sharland advised on 12 May that the Committee had resolved to execute the document, which is still with the Society's legal representative.	In progress
36	26-Aug-21	Council requested staff to investigate having yellow broken lines at the intersection of Holland Crescent and Bridge Street for no parking either side of the intersection to inhibit vehicles parking there.	Arno Benadie	The yellow lines has now been painted as requested.	Closed
37	27-May-21	At the meeting on 27 May 21, Council resolved that the Parks and Reserves Team work with the Marton Rugby Club to install a seat and plaque at an appropriate location in Marton Park, provided the maximum cost does not exceed \$2,000 and noting that this is an unbudgeted expense.	Murray Phillips	Seat design finalised with Marton Rugby club. Arrangements made with Rangitikei College, for their technology students to build the seat as a project during the 2022 year.	In progress
38	25-Mar-21	That regular surveying of Te Matapihi users continues through 2021 and significant feedback themes be presented back to Council.	Gaylene Prince	Noted. Surveys will continue and significant feedback themes feedback to Council.	In progress
39	25-Mar-21	Staff to advise the Hunterville Community Committee on costings and requirements to create disability access to the Hunterville town hall.  <b>Update:</b> Cr Lambert sought an update on this item at the Council meeting 16 Dec 21. Mr Benadie advised that he will follow up on this and provide an update.	Arno Benadie / Jess McIlroy	Consultants engaged to complete a detailed seismic assessment as well as a disability access assessment on the building. Work expected to be completed by June 2022 and will report back to the Community Committee once this has been completed	In progress

40	2020	20/RDC/478 Authority to negotiate and enter into a Licence to Occupy part of the unformed road at the South approach to Mokai Bridge.	Graeme Pointon	<p>The building owner is working with their Lawyer to develop a suitable proposal. Council can take no action until the owner and potential purchaser have developed their agreement further.</p> <p><b>Update May 2022</b> No further advice has been received from the building owner. Update requested; further information will be provided when a response is received.</p>	In progress
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## 8 Mayor's Report

### 8.1 Mayor's Report - May 2022

**Author:** His Worship the Mayor, Andy Watson

Last week and over the weekend I attended the tangi at Ratana for Harerangi Meihana, known as Harry Mason. Harry was the Tumuaki, or leader, of the Ratana faith and his passing was always going to be reflected in huge numbers of people arriving from throughout the country and Australia to celebrate his life and to think about the future. It was an honour for me to sit on the paepae and to be treated as “mana whenua” or accepted as one of the Ratana community.

This week Council sits to hear the submissions on our Annual Plan. These cover a wide range of subjects including housing, forestry differentials etc. Thank you to all those people who have submitted either in person or by way of written submission. Council tries incredibly hard to arrange public meetings to engage and sometimes the number of people attending is disappointing. Recently, as part of that engagement process, I held public meetings in Bulls, Marton and Taihape around the Three Waters. These meetings were to update people around the Government process and how it is being viewed by a number of different groups. The Marton meeting was difficult with activist groups trying to dominate the meeting with their own agenda, which was that Government has no mandate to rule NZ. These people are entitled to their own view but it was disappointing that others turned up to listen and ask questions only to leave feeling as though they were intimidated.

Onto more cheerful news, on Friday 20 May we will open the new Mangaweka Bridge, a month ahead of schedule. My thanks to Manawatu District Council as project lead, the builders, Iwi and all of the staff involved. There have been sensitivities around the opening process which were resolved by respectful discussion involving all parties.

The Dudding Trust applications are now open and I invite people to make applications now before the closing date of 8 July. The Trust gives out literally hundreds of thousands of dollars annually and every year we get late application requests that we have to decline.

Recently Councillors went to Taihape to look at the progress of the new Amenity Block build on Memorial Park. In spite of covid, it is on track and already looks amazing. Memorial Park will become ‘fit for use’ as visiting sports teams and equestrians have questioned coming because of the inadequate facilities. I have also had the chance to catch up with Darryl and Tyson around where the Squash Club expansion is at. Their leadership is outstanding and with a club membership of, I believe, over 150 members their future is incredibly bright. I have purchased a new squash racquet and shoes this year and I intend to get back on court, even if only at the level to give my granddaughters a hit.

At the time of writing this report Government has not released the budget, which will have impacts on our priorities within this Annual Plan as I am sure there will be further demands of Councils to provide information or associated funding in support of such things as climate change and Three Waters legislation. These processes are incredibly demanding on staff time and resources for a rural council.

#### **Remit – NZTA Funding Review**

Following Mayor Holdom's (New Plymouth District Council) email on 4 May seeking support from Councils, I advised that I would support the remit for consideration at the LGNZ AGM (copy attached). I am seeking Council support on this.

Recently I attended the Horizons Regional Council Public Forum meeting where I took the concerns that our Council has over the process that we have had to go through for consenting for the Historic Landfill on Putorino Rd. I also used the opportunity to once again voice the concerns of the Koitiata community around the lagoon. The Turakina Beach Community feel very strongly that the recent land reforming by farming companies has resulted in significant run-off issues impacting on the community. Horizons acknowledged my concerns and said they will provide a report for their Councillors' consideration. I await their determination on these matters and attach the letters that I presented at that meeting.

It is important that we also acknowledge the very fine work that Horizons have done at Taihape. They have worked with locals to take all of the willows out of the Hautapu River between the two bridges and treat the stumps with hormone to stop regrowth. This has been a considerable project and will result in an enhanced walkway for the large number of users. A copy of the letter of thanks to Horizons is attached.

## Mayors Engagement

May 2022

2	Attended Federated Farmers AGM Attended Hunterville Community Committee Meeting
3	Attended Regional Transport Matters/Regional Chiefs fortnightly Zoom meeting Attended Executive Leadership Team monthly meeting for Governance Q&A Attended Three Waters Mayoral Meeting in Taihape
4	Attended Live Call from Waka Kotahi Attended weekly catchup with Chief Executive
5	Attended DIA Planning Technical Working Group Hui Attended CouncilMARK debrief with assessors
6	Attended fortnightly discussion on Economic Development Attended fortnightly discussion on Spatial Plan Attended Regional Leadership Group fortnightly meeting
8	Met with new Chair of Youth Committee
9	Attended DIA Planning Technical Advisory Group Hui #3 Attended Te Kotahitanga o Rangitikei Whanau Trust Zoom Meeting
10	Attended Omatane Rural Water Scheme Meeting
11	Attended weekly meeting with Chief Executive Attended Three Waters Zoom Update with Minister Mahuta
12	Attended Ratana Marae for whakaeke for Tumuaki Harerangi Meihana
13	Attended Ratana Marae for whakaeke for Tumuaki Harerangi Meihana
15	Attended Ratana Marae for service and burial for Tumuaki Harerangi Meihana

**ITEM 8.1**

16	Attended breakfast meeting with Mayor Helen Worboys
17	Attended Regional Transport Matters/Regional Chiefs fortnightly Zoom meeting Attended DIA online workshop re Water Services Entity appointment of CEs Attended weekly meeting with Deputy Mayor Attended Welcoming Communities BA5 Event in Marton
18	Met with Kerry from Whanganui Cancer Society to discuss Rangitikei services Met with Pania Winiata – Taihape Community Development Trust
19	Attended Annual Plan – Oral Hearings Attended MDG Meeting in Marton
20	Attended Mangaweka Bridge Opening Ceremony
23	Attended site visit to Ratana wastewater land in Whangaehu
24	Attended Pae Tawhiti Rangitikei Beyond Advisory Group Meeting #7 Attended weekly meeting with Deputy Mayor
25	Attended monthly RDC/Policy update meeting Attended Welcoming Communities BA5 Meeting in Taihape
26	Attended Finance/Performance Committee Meeting Attended Council Meeting Attended Reforms Zoom Update – Mayors, Chairs and CEs
27	To attend Accessing Central NZ Governance Group Zoom Meeting To attend weekly meeting with Chief Executive
29	To attend Suzuki Extreme 4x4 Challenge Event at Turakina
30	To attend weekly meeting with Chief Executive To attend Hunterville Rural Water Supply Sub-Committee Meeting
31	To attend Regional Transport Matters/Regional Chiefs Fortnightly Zoom Meeting To attend meeting with Powerco re new development in Marton To attend DIA Planning Technical Advisory Group Hui #4 To attend weekly meeting with Deputy Mayor To attend Bulls Community Committee Meeting

**Attachments**

1. Remit - NZTA Funding Review [↗](#)
2. Letter to Horizons Regional Council - Historic Landfill at Putorino [↗](#)
3. Letter to Horizons Regional Council - Koitiata Lagoon [↗](#)
4. Letter to Horizons Regional Council - Hautapu River Work [↗](#)



**Recommendation**

That the Mayor's Report – May 2022 be received.

ITEM 8.1

**We are.  
LGNZ.****Annual General Meeting 2022****Remit application**

<b>Council Proposing Remit:</b>	New Plymouth District Council
<b>Contact Name:</b>	Mayor Neil Holdom
<b>Phone:</b>	
<b>Email:</b>	
<b>Fax:</b>	
<b>Remit passed by:</b> (Zone/Sector meeting and/or list five councils as per policy)	
<b>Remit:</b>  That LGNZ call for an independent review into the way in which government, through Waka Kotahi, fund transport investments in Aotearoa. This includes funding of new developments and maintenance programmes.	

**Background information and research:****Nature of the issue**

A key part of the advocacy role of LGNZ includes being involved in discussions with central government on significant issues affecting local government. This is a critical role that is at the core of the work and purpose of LGNZ.

This remit asks that LGNZ work with government to ensure that an independent review into the funding model of Waka Kotahi is undertaken. The current funding model does not fully recognise the costs of maintenance of roads and related infrastructure and does not provide certainty to councils in setting their own budgets. This appears to be related to funding being heavily reliant on the annual budget of the government of the day and income that varies depending on many factors.

Such a review should consider how long-term projects such as roading should not be so reliant on annual fluctuations and more should be funded through long-term debt such as with local government major infrastructure.

**Background to its being raised**

The Government Policy Statement on land transport (GPS) states that “transport investments have long lead times, high costs and leave long legacies. Therefore transport planning and investments need to be guided by a long-term strategic approach, with a clear understanding of the outcomes that government is seeking to achieve”.

Over \$4 billion of New Zealanders' money is spent through the national land transport fund each year, which is supplemented by co-investment from local government and additional funding and financing.

The GPS recognises that as the largest co-funder of National Land Transport Programme (NLTP) projects, local government has an important role in building strong, evidence-based projects and programmes for investment. This shows the appropriateness of LGNZ requesting a review is undertaken.

The Ministry of Transport and Waka Kotahi already look to other financing tools for larger intergenerational projects over \$100 million, the review should consider if this goes far enough and options for fixing the massive hole in existing budgets – such as the \$400 million one recently highlighted in Auckland for road maintenance and public transport projects.

The review should also consider the consistency of government actions across various infrastructure. The 3 Waters Reform programme creates new entities to gain “a greater ability to borrow to fund long-term infrastructure” and aims “to protect consumer interests and drive efficient investment and performance”. Government recognises that 3 waters requires long-term investment, but this review is needed to consider that view in relation to transport infrastructure.

#### **New or confirming existing policy**

This remit meets the existing aims of LGNZ to represent the national interest of councils in Aotearoa, to ‘decode policy’ and to “help local government run better through development, support and advocacy”. By working with government to ensure an independent review of transport funding is undertaken, LGNZ would help fulfil their Whakamana/Advocate role.

#### **How the issue relates to the LGNZ Strategy and work programmes on critical issues**

Transport is, and always has been, a very critical issue for local government. There is a heavy reliance on uncertain Waka Kotahi funding and the need to advocate for investment in our regions. One of the LGNZ priorities is “Ensuring local voice is heard on the important issues – three waters, resource management, housing, transport, climate change and the future for local government”.

#### **What work or action on the issue has been done, and the outcome**

Councils around the country have showed dismay at the challenges related to Waka Kotahi and national transport funding. LGNZ have been involved in previous work around this and will be able to provide more information.

#### **Any existing relevant legislation, policy or practice**

The Land Transport Management Act 2003, Government Policy Statement on land transport and the National Land Transport Programme outline governments position. The LGNZ strategy highlights the importance of transport issues for local government.

#### **Outcome of any prior discussion at a Zone or Sector meeting**

#### **Evidence of support from Zone/Sector meeting or five council**

**ITEM 8.1      ATTACHMENT 1****Suggested course of action envisaged**

It is suggested that LGNZ work with government to ensure an independent review of land transport funding in New Zealand is undertaken. This should include the funding of new transport infrastructure and maintenance and how best to fund these in a realistic, efficient and equitable manner alongside local government.

FROM THE  
OFFICE OF THE MAYOR



27 April 2022

Horizons Regional Council  
Attention Dr Rachel Keedwell

**Landfill Remediation, Putorino Road**

Tēnā koe Rachel,

In response to your letter dated 15 February 2022.

The resource consent for the remediation of the historic landfill on Putorino Road was granted in March 2021 and physical works began on 1 April 2021.

The consent application included a certified erosion and sediment control plan, and the relevant consent condition stated "Ms Whale has stated that the sheet piles are to remain in place until the material is excavated and removed from the site. The application states that the cleanfill will be put in place above the bund level and dirty water from the site will be directed around the earth bund. Ms Whale acknowledges that the sheet piles will be removed from the river bed after this process has been carried out."

We acknowledge that it was a condition of the consent that Horizons written approval was required before any erosion and sediment control measure (being the sheet piling) could be removed.

On 1 July 2021 at a site visit, Horizons personnel indicated they were not willing to allow removal of all of the sheet piling at completion as the flow of the river would wash away existing alluvial deposits and any clean fill replaced at the site. Willow planting was discussed as a means to stabilise the bank, with willows to be provided by Horizons and Horizons to provide methodology for willow stabilisation planting.

Our concern about the sheet piling removal was elevated to Nic Peet. Email from Nic Peet on 5 July 2021:

"... I have spoken to our river management team and our compliance and consents teams. My advice basically remains the same i.e. once the consent for Putorino has been satisfied then the piling can be removed. I understand that there is still rubbish being removed so you may want to check that. Clearly if there is still rubbish being cleared then none of us want that to end up in the river. The piling is attached to the consent to remediate the landfill rather than being a long term erosion control mechanism. I further understand that our river management team think that backfilling as required by the consent may simply end up with the fill being eroded and adding another slug of

*Making this place home.*

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sediment to the river. If that is the case then it would seem pointless to do it. If RDC could confirm this than that would be great. Our river management team have indicated that they do not see value in back filling but do see value in the planned planting. ...”

Physical works were complete on 16 July 2021, and we intended to remove the sheet piles on 26 July 2021.

Horizons consent compliance and river engineer personnel visited the site on 21 July 2021 and were not satisfied that the site was stabilised to allow the removal of the sheet piles – we had not backfilled with clean material as we understood we were in agreement with Dr Peet, that any clean fill would be washed away and wasn’t required. Horizons compliance personnel would not agree to the sheet piling being removed without another form of bank stabilisation.

Our consultants went back and forward with Horizons, and struggled to reach an agreement with them. Willow planting was put forward by our consultants based on previous discussions with Horizons but this was no longer agreed to as a sufficient means of stabilisation.

Eventually the only proposal our consultants could get agreement on was installing rock rip rap on the bed of the river against the bank. A stabilisation plan was put forward to Horizons on 29 July 2021 showing this.

On 4 August Horizons compliance staff stated that they didn’t agree with the timing of the sheet pile removal again. They were referred back to the stabilisation plan from 29 July 2021.

Approval was finally received on 6 August, and required the willows to be planted at the same time as sheet piling would be removed.

Horizons advised on 6 September that the willows were ready to be planted. The rock rip rap was then installed, and then sheet piling was removed in the week ending 24 September 2021. The willows were planted shortly after.

Our view is that Horizons deviated from the consent by refusing to allow the removal of the sheet piling, and providing inconsistent advice for more than a month between July and August.

The willow planting, rock rip rap and other stabilisation methods were required by Horizons when the excavation work was complete, and were not included in the plans that Horizons approved when they issued the consent. This extra work has cost more than \$300,000, not including the costs arising from the delay. As the cost of remediation is an operational expense, it has a negative impact on our debt levels which is challenging for a rural council with a small ratepayer base to manage. We look forward to arriving at a suitable agreement with you.

Yours faithfully



Andy Watson  
**Mayor**

FROM THE  
OFFICE OF THE MAYOR



27 April 2022

Horizons Regional Council  
Attention Dr Rachel Keedwell

### Koitiata Lagoon Presentation

Tēnā koe Rachel,

I wish also to raise formally my concerns around the Koitiata Lagoon. "The Lagoon" has been on the table for discussion from the residents for several years. They and our Council believe that the land reforming and development work to the south-east of Turakina Beach has contributed significantly to water run-off to the lagoon.

For years the sand dunes were breached without consent to alleviate that situation. Like Horizons, we accept that the proper approach would be by way of a resource consent. When I have discussed this with Horizons the answer given was that there was no scheme funding mechanism to support this process. On the advice from Horizons I submitted on behalf of Council the need for Horizons to review their funding principles. Nothing has happened. I am frustrated that continual requests to the Chair, Chief Executive and Councillors to visit the community have by and largely been ignored. The effects on the community are high with the water tables resulting in the campground and playground not being used and the road and surrounding properties being adversely affected.

Surface run-off is an environmental effect and is rightly the function of Horizons who should take responsibility. We and the community believe that Horizons was deficient in allowing the large scale reforming of land without understanding the effects. We ask that Horizons fund a resource consent and work with the community.

Yours faithfully

Andy Watson  
Mayor

*Making this place home.*

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10 May 2022

Chief Executive, Chair and Councillors  
Horizons Regional Council  
Private Bag 11025  
PALMERSTON NORTH

We would like to congratulate Horizons Regional Council on the significant work that has been undertaken around the Hautapu Walkways in Taihape in conjunction with the Hautapu River Volunteer Group. The willows have recently been cleared from the river which involved an extensive amount of work and has transformed the area.

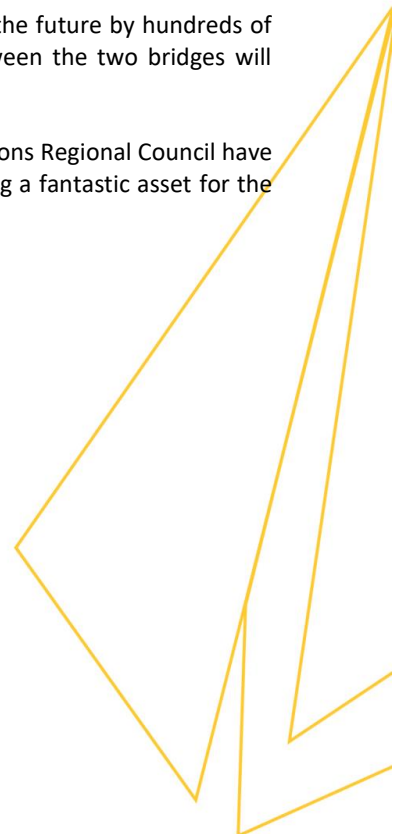
This is a popular recreational reserve currently used extensively and in the future by hundreds of people. The plans that include swing bridges across the Hautapu between the two bridges will further enhance the area.

This project has been one where the Rangitikei District Council and Horizons Regional Council have demonstrated they can work collaboratively to achieve what is becoming a fantastic asset for the region.

Yours sincerely

Peter Beggs  
Chief Executive

Andy Watson  
Mayor



*Making this place home.*



## 9 Chief Executive's Report

### 9.1 Chief Executive's Report - May 2022

**Author:** Peter Beggs, Chief Executive

**Authoriser:** Peter Beggs, Chief Executive

#### Reason for Report

This report provides Elected Members with an update on key activities across the organisation. Items requiring a specific decision are towards the end of this report.

#### 1. Events Held in April

- 2, 9 April - Queens Park, Hunterville - RAT Test Distribution Bus
- 3 April - Memorial Park Taihape - Wanganui Cricket
- 13 April - Village Green Marton - Spatial Plan and Annual Plan
- 23 April - Rugby Season Kicked Off
- 25 April - ANZAC day commemorations at cenotaphs in Marton Park, Bulls, Hunterville and Taihape

#### 2. Health, Safety and Wellbeing Update

- 2.1 The dashboard for April 2022 is attached (Attachment 1).

#### 3. Staff Movements

- 3.1 In April, we welcomed four new team members:

- Georgia Etheridge, Corporate Planning Advisor
- Kayla Hyland, Youth Advisor
- Rhianna Flaherty, Welcoming Communities Officer
- Vi Evans, Casual Cleaner

- 3.2 We also farewelled the following team members:

- Danny Le Mar, Manager Financial Services
- Jan Te Aho, Custodian
- Jess McIlroy, Operations Manager
- Stephen Taylor, Cleaner

#### 4. Engagement and Consultation Schedule – 2021/22

- 4.1 An updated Engagement and Consultation schedule is attached (Attachment 2), for the Council's information.

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**5. Waka Kotahi (NZ Transport Agency) - Technical Investment Audit - Final Report**

- 5.1 Waka Kotahi (NZ Transport Agency) undertook a technical investment audit of Council's transport activity between August and September 2021. This audit sought to provide assurance to Waka Kotahi that its investment in Council's land transport programme is being well managed and delivering value for money.
- 5.2 A copy of the final report is attached (refer to Attachment 3). Mr Matt Busch made the following comments in his covering email to this report:
- *"The cost per kilometre of maintaining the Rangitikei DC roading network is slightly above average compared with the rural districts peer group, for the 2018 – 2020 National Land Transport Programme (NLTP) period. The audit findings indicate that the road network is being well managed and is generally in good condition, with the three key condition indicators remaining relatively stable but slightly below average compared to the rural districts peer group, signalling the need for further data quality checks and field validation of sites with poor condition indices. Rangitikei DC also needs to continue its good work improving rural road drainage, to optimise road asset lifecycles and effectively deliver levels of service.*
  - *Council's focus on improving its data quality/evidence to support good activity management decision making is reflected in the high REG (Road Efficiency Group) Insights data quality score of 91/100 for 2020/21, a slight improvement from the 2019/20 score of 88/100, however, this focus on data quality improvement needs to continue.*
  - *Opportunities for improvement were noted primarily in processes and practices associated with aspects of network condition and management, activity management planning and road safety. The overall number of deaths and serious injuries (DSIs) on Rangitikei DC's roads is low and trending down, based on the CAS (Crash Analysis System) crash data for the seven years ending to July 2021. Rangitikei DC's crash risk per kilometre is higher for arterial roads but similar for all other road classifications compared to Councils in the Manawatū-Whanganui region, the rural districts peer group and nationally.*
  - *The individual Audit Rating Assessments from this audit are:*
    - a. *Network Condition and Management - Some Improvement Needed*
    - b. *Activity Management Planning - Some Improvement Needed*
    - c. *Data Quality – Effective*
    - d. *Road Safety - Some Improvement Needed*
  - *The audit recommendations and an implementation plan have been agreed with Council's Programme Delivery Manager (Allen Geerkens) and Roothing Manager (John Jones), with a copy of the approved audit report attached to this email detailing our audit findings, associated recommendations and Council's roading team responses."*

**6. Taihape Courts Resurfacing**

- 6.1 The Taihape Netball and Tennis courts are programmed to be re-surfaced with an acrylic surface in October/November this year. The supplier is Plexipave, with the supplier and surface decisions being determined jointly by Tennis and Netball. Both Clubs agreed they would each contribute 50% towards the cost of the re-surfacing (approximately \$68,000), along with any costs for netball and tennis poles. Tennis intends to use the funding as committed to them by Council as part of the Long Term Plan resolution (21/RDC/149) “a capital provision of \$100,000 to the Taihape Tennis Club for the upgrading of their facilities (Year 2 of the Long Term Plan), subject to alignment with the Parks, Open Spaces and Sporting Facilities Strategy and Reserve Management Plans”.
- 6.2 Council has had the stormwater pipe beneath the courts cleaned out and this will be relined in June.

**7. Taihape Grandstand, and Mangaweka Cantilever Bridge– Heritage Listing**

Heritage New Zealand Pouhere Taonga have selected the NZ Heritage List application for both the Taihape Grandstand and Mangaweka Cantilever Bridge for progression in their 2022/2023 work programme. Representatives were on-site at both places on 29 April, meeting with the Group Manager Community Services and representatives of Taihape Heritage at the Taihape Grandstand. Joanna Barnes-Wylie, Senior Heritage [Assessment] Advisor, explained that the process can take from a few months to a year depending on several factors, such as whether the proposal is publicly notified for submissions or progressed by owner agreement. This initial stage that Joanna will be completing can take between 1-3 months and involves an on-site visit, consultation, research and assessment, culminating in the preparation of a Listing report. This report goes to the Rārangī Kōrero Committee (a subcommittee of their Board and Māori Heritage Council) for approval to the next stage - either public notification calling for submissions or entry by agreement. Their Board will then make a final decision on whether to confirm the entry of Taihape Grandstand on the List.

**8. Hunterville Sport and Recreation Trust**

- 8.1 Mr Sam Weston, Trustee - Hunterville Sports and Recreation Trust has written to Council advising that there is a desire for the name of the Trust to be changed to “The Hunterville Community Assets Trust” to better reflect the true nature and activities of the trust. As per clause 21a of their trust deed this change must be approved by resolution of the Rangitikei District Council.
- 8.2 A Special General Meeting of Trustees was held on the 12th of April 2022 where the name was agreed and changed (refer to Attachment 4), they now seek formal approval of this name change from Council. *Refer to Recommendation 2 below.*

**9. Fee Waiver – Hunterville Huntaway Festival (Shemozzle 2022)**

- 9.1 A request has been received from the Hunterville Huntaway Festival Committee for a fee waiver of \$250 for the building consent exemption application fee for their event (refer to Attachment 5). This is the same request that is received each year and as noted last year there is a desire to have the ability for groups making the same request each

ITEM 9.1

to be able to submit these for multiple years – this will be considered as part of the delegations register review, currently underway.

- 9.2 As required within the current delegations register any waiver above the allowed threshold can only be authorised by Council, in this instance a waiver of 100% is being sought. Refer to Recommendation 3 below.

## 10. Scooter Rack – Te Matapihi, Bulls

At the Council meeting on 31 March 2022 Council agreed to a design from the Bulls Community Committee for a scooter rack to be installed at Te Matapihi in Bulls, with the cost of approximately \$1,000 to be paid by Council. The Committee have now come back with an alternative design (at a slightly higher cost of \$1,366.20 GST inclusive) and are requesting approval to use this alternative design (refer to Attachment 6).

If the new design is approved the Bulls Community Committee could fund the additional cost from their small projects fund. The Council are now asked to either approve the original design or approve the revised design. Refer to Recommendations 4 and 5 below.

## 11. Decision Making Process

This item is not considered to be a significant decision according to the Council's Policy on Significance and Engagement.

## Attachments

1. Health and Safety Dashboard - April 2022 [↓](#)
2. Engagement and Consultation Schedule - May 2022 [↓](#)
3. Waka Kotahi - Investment Audit Report [↓](#)
4. Hunterville Sports and Recreation Trust - Signed Resolution [↓](#)
5. Hunterville Huntaway Festival (Shemozzle 2022) - Fee Waiver request [↓](#)
6. Scooter Rack [↓](#)

## Recommendation 1

That the Chief Executive's Report – May 2022 be received.

## Recommendation 2

That Council approves the request from the Hunterville Sports and Recreation Trust to change their name from "Hunterville Sports and Recreation Trust" to "The Hunterville Community Assets Trust" to better reflect the true nature and activities of the trust.

**Recommendation 3**

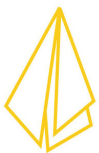
That Council approves / does not approve [**delete one**] a waiver of 100% of the \$250 for the building consent exemption application fee to the Hunterville Huntaway Festival Committee.

**Recommendation 4**

That, in relation to the scooter rack at Te Matapihi, Council approves / does not approve [**delete one**] the revised design.

**Recommendation 5**

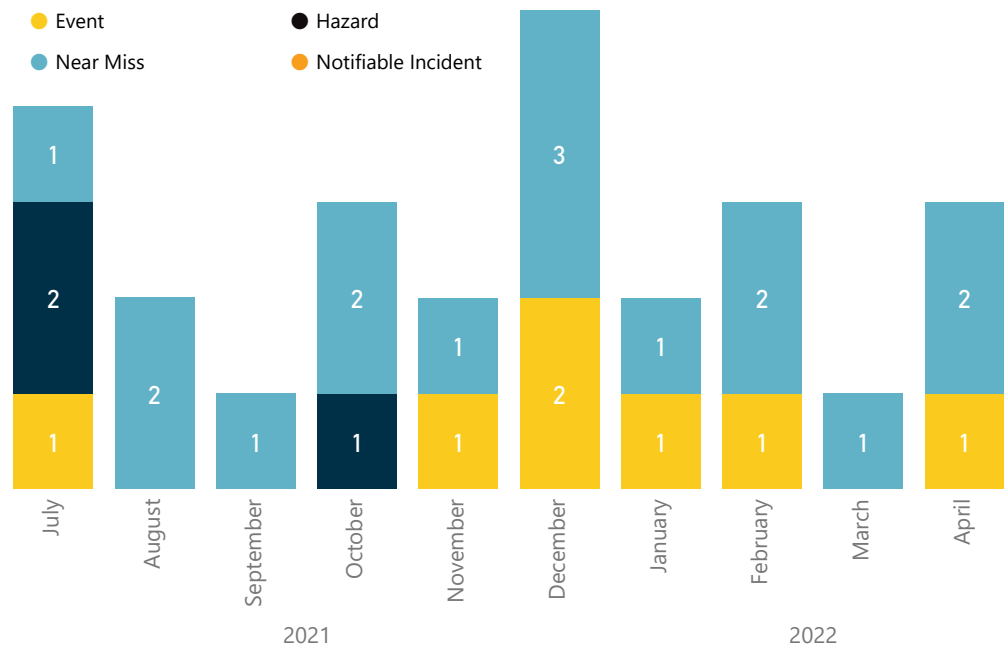
That Council's contribution to the Te Matapihi scooter rack be capped at \$1,000, with any additional costs associated with the manufacture or installation of the Scooter rack be paid from the Bulls Community Committee small projects fund.



# Rangitikei District Council Health & Safety

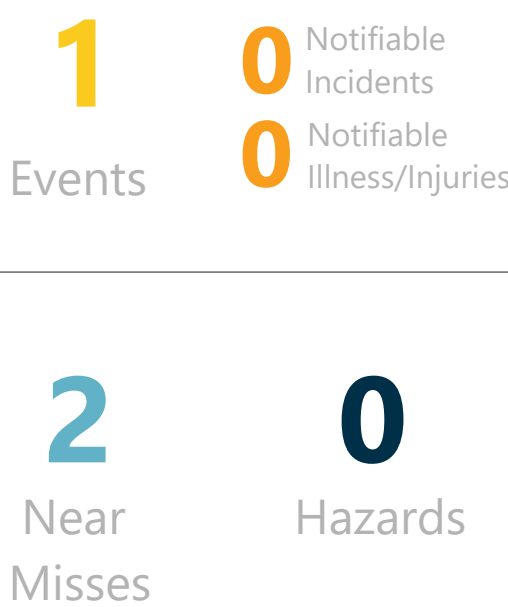
## Events, Hazards and Near Misses

01 July 2021 to date



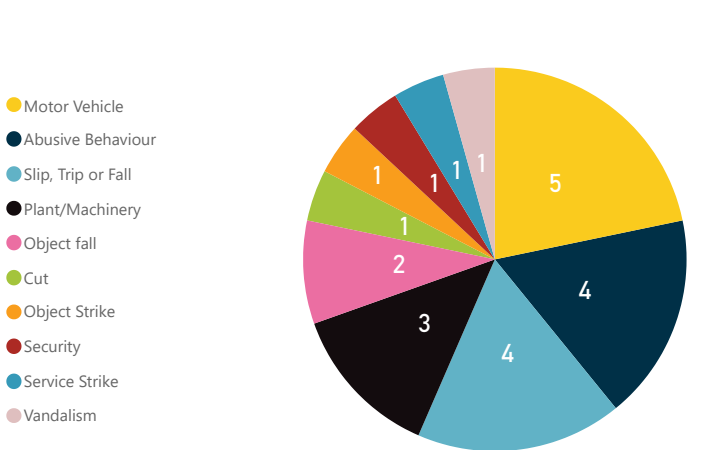
## This month

April 2022



## Event/Near Miss Category

01 July 2021 to date



## Wellbeing News

Welcome back everyone!

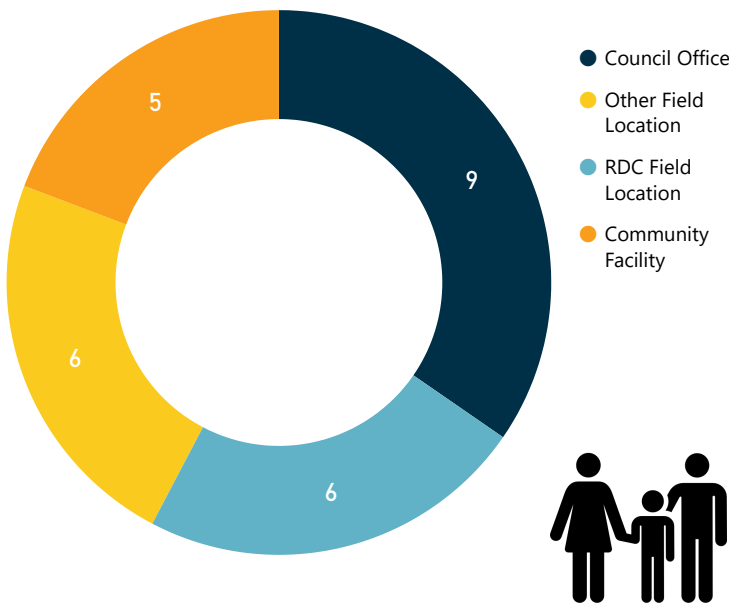
It's great to see many of our team members back in the workplace. We'd like to acknowledge everyone's efforts during the Red Traffic Light Setting and thank you for the support you have provided to each other. We hope you enjoyed your 'welcome back packs'. If you haven't received yours yet, please contact Sharon or Marcelle in the People and Culture Team to arrange delivery.

While there are less restrictions in the Orange Setting, the wellbeing of our people remains our priority, and most of our Covid-19 related safety measures will continue. Importantly, please stay home if you are sick. If you are a confirmed case, or a household contact please isolate according to Ministry of Health requirements. If you are a close contact or think you may have been exposed to Covid-19, please work from home if possible or undertake a Rapid Antigen Test (RAT) before coming in. RATs remain available to all staff who need them and we encourage you to use them if you are concerned.

If you have any questions, concerns or feedback in relation to our Covid-19 response, or return to work plans, please chat to Sharon or Marcelle.

## Location

Events, Hazards and Near Misses



## Driver Ratings

	Feb	Mar	Apr
★★★★★	10	9	9
★★★★	10	11	8
★★★	9	9	10
★★	6	7	7
★	0	0	0

## Coming Up

### Flu Vaccinations and Buccaline Tablets

Flu vaccinations will be provided on-site in Marton on 4 May. Please contact Marcelle to arrange an appointment. If you cant make it on 4th May, you can arrange an alternative time with Stewart Street Surgery, please let them know you are an RDC employee so that they can invoice us. If you live outside of Marton, or if you would prefer to arrange the Flu vaccination through your own provider, please retain your receipt and use our expenses claim process to seek reimbursement.

Buccaline tablets are also available to staff. Please present your staff ID and quote the following purchase order number relevant to the pharmacy that you are visiting:  
Marton Pharmacy - 139455  
Taihape Pharmacy - 133840  
Bulls Pharmacy - 133843  
If you have any questions please contact Marcelle.

### Health & Safety Committee Meeting

The next Health & Safety Committee Meeting is due to be held on Tuesday 17 May at 10am in Chambers.



Engagement / Consultations - 2021/22

RANGITĪKEI DISTRICT COUNCIL

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ATTACHMENT 2

TOPIC	Staff (Lead)	Elected Member (Lead)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT
Marton Buildings	Adina	Cr Wilson															Public Consultation	
Pae Tawhiti Rangitikei Beyond - Spatial Plan	Katrina	Cr Gordon									Public Engagement				Public Consultation			
Future of Local Government	Peter	Cr Dalgety	Stakeholder Engagement								Stakeholder Engagement						Public Consultation	
Three Waters	Arno				Stakeholder Engagement													
2022/23 Annual Plan	Carol																	
Forestry Differentials	Dave	Cr Belsham																
Destination Management Plan	Gaylene				Public Engagement						Public Consultation							
RMA Reforms			Stakeholder Engagement															
Bylaws/Policies																		
• Annual Residents Survey	Georgia		Public Consultation															
• Local Easter Sunday Trading Policy	Georgia						Public Consultation											
• Food Business Grading Bylaw	Georgia				Public Consultation													
• Rates Remission For Māori Freehold Land Policy	Georgia					Stakeholder Engagement						Public Consultation						
• Rates Remission Policy	Dave	Cr Belsham					Stakeholder Engagement					Public Consultation						
• Traffic and Parking Bylaw	Georgia												CONSULTATION PERIOD TO BE CONFIRMED					
• TAB Policy	Georgia												CONSULTATION PERIOD TO BE CONFIRMED					
• Gambling Venue (Class 4) Policy	Georgia												CONSULTATION PERIOD TO BE CONFIRMED					
• Control of Advertising Signage Bylaw	Georgia												CONSULTATION PERIOD TO BE CONFIRMED					
• Public Places Bylaw	Georgia												CONSULTATION PERIOD TO BE CONFIRMED					
• Trading in Public Places Bylaw	Georgia												CONSULTATION PERIOD TO BE CONFIRMED					

Key

Stakeholder Engagement (by other orgs)

Stakeholder Engagement (RDC)

Public Consultation

Public Engagement

Anticipated public Engagement will be required


Local and national campaign - Enrolment, Standing for Council, Voting

Election Day

**ITEM 9.1 ATTACHMENT 2**

[illegible]

### Key

- Stakeholder Engagement (by other orgs)
 ● Public Engagement
- Stakeholder Engagement (RDC)
 ● Anticipated Public Engagement will be required
- Public Consultation
 ● Local and National campaign - Enrolment, Standing for Council, Voting
-  Election Day





# INVESTMENT AUDIT REPORT

## Technical Audit of Rangitīkei District Council

### Monitoring Investment Performance

Report of the investment audit carried out under Section 95(1)(e)(ii) of the Land Transport Management Act 2003.

Matt Busch

21 September 2021

FINAL

Report Number: RAMBT-2166

Audit: Rangitikei District Council

<b>Approved Organisation (AO):</b>	Rangitikei District Council
<b>Waka Kotahi NZ Transport Agency Investment (2021 – 2024 NLTP):</b>	\$ 29,863,740 (budgeted programme value)
<b>Date of Investment Audit:</b>	16 August - 21 September 2021
<b>Auditor Team:</b>	Matt Busch - Senior Investment Auditor (Lead) Robert Moffat – Roading Manager, Waimate DC Rob Service - Senior Investment Advisor
<b>Report No:</b>	RAMBT-2166

**AUTHORITY SIGNATURES**

Prepared by:



Matt Busch, Senior Investment Auditor

Approved by:



Yuliya Gultekin, Practice Manager Audit &amp; Assurance

4/05/2022

Date

**DISCLAIMER**

WHILE EVERY EFFORT HAS BEEN MADE TO ENSURE THE ACCURACY OF THIS REPORT, THE FINDINGS, OPINIONS, AND RECOMMENDATIONS ARE BASED ON AN EXAMINATION OF A SAMPLE ONLY AND MAY NOT ADDRESS ALL ISSUES EXISTING AT THE TIME OF THE AUDIT. THE REPORT IS MADE AVAILABLE STRICTLY ON THE BASIS THAT ANYONE RELYING ON IT DOES SO AT THEIR OWN RISK, THEREFORE READERS ARE ADVISED TO SEEK ADVICE ON SPECIFIC CONTENT.

Report Number: RAMBT-2166

Audit: Rangitikei District Council

## EXECUTIVE SUMMARY

Rangitikei District Council's (hereafter Rangitikei DC) road network is generally in good condition. We acknowledge that Council may be unable to action all the audit recommendations immediately due to the 2021-24 NLTP allocation and that further optimisation of work programmes will assist level of service delivery within NLTP and local investment constraints.

Network index trends for surface Condition Index (CI) is slowly improving, whereas the Pavement Integrity Index (PII) and Smooth Travel Exposure (STE) indices show a declining trend for the ten year period (2011/12 – 2020/21). The condition of Rangitikei sealed road network is slightly below the rural districts peer group average for each of these indices. The declining PII trend is primarily due to the out of context condition data used in the 2019/20 annual achievement return. The declining STE trend is due to a decline in urban STE. These condition indicators signal a need to confirm condition data is correct and to field validate a sample of sites with poor condition to ensure an appropriate response is planned.

In terms of the maintenance expenditure, Rangitikei DC is slightly above the average cost per kilometre when compared with the approved organisations in the rural districts peer group, for the 2018 – 2021 NLTP period. Council's average cost per kilometre for this period is \$7,831/km within the peer group range of \$3,560 to \$12,161/km.

Effective roadside drainage is imperative in order to maximise road pavement and surfacing lifecycles. During the audit field inspections, we observed many rural roads where effective roadside drainage maintenance has been a focus for Rangitikei DC. A continued proactive and risk-based inspection, maintenance and renewal approach for unlined table drains and culverts in advance of high rainfall events is one way to help improve network safety, accessibility, and resilience outcomes.

The number of annual deaths and serious injuries (DSIs) on Rangitikei DC roads is low and gradually trending down at a network level. Rangitikei DC's crash rate per kilometre (collective risk) is higher for arterial road classifications compared to Councils in the Manawatū-Whanganui region, Council's peer group and nationally. The collective risk is similar for all other road classifications when compared to Council's peer group, Councils in the Manawatū-Whanganui region and nationally.

A high proportion (61%) of DSIs occur on the higher classification (arterial, primary collector and secondary collector) roads for the last seven years, which account for 23% of network length and 74% of vehicle kilometres travelled (VKT). Investment in safety improvements accounts for 50% of the 2018-21 NLTP low cost low risk programme, however only 17% of this safety improvement investment is associated with these higher classification roads, where the majority of DSIs occur.

Ensuring regular safety deficiency data collection surveys are undertaken, which include identification of sub-standard and inconsistent practice, applying a risk-based prioritisation methodology will help enable development of a robust safety improvement work programme and contribute toward reducing road deaths and serious injuries.

No Road Safety Audit (RSA) exemption declarations and one design RSA report was provided by Council; however the RSA report recommendations show that the process of addressing RSA concerns are not being followed as no actions relating to the recommendations are documented. This Programme and Investment Knowledge Base (PIKB) funding requirement has therefore not been satisfied.

Rangitikei DC's data quality result, as assessed by the Road Efficiency Group's (REG) Insights at 91/100 is a great achievement and reflects the efforts Council has made to improve asset data quality - a critical component of evidence-based decision making. Areas requiring some further improvement by data category include the maintenance activity and demand/use.

The application of Net Present Value (NPV) analysis is a Waka Kotahi PIKB funding requirement for pavement rehabilitation and bridge renewal work categories, in order to optimise these and related work

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programmes. Rangitikei DC provided examples of pavement rehabilitation NPV analysis, however this is an area of the asset renewal programme development process that would benefit from improvement.

Council's staff advised that the impact of COVID-19 on Rangitikei DC's roading activity has been limited, with only some minor contractor payments for additional costs associated with personal protective equipment and social distancing requirements.

Rangitikei DC personnel who assisted with the audit exhibited good network knowledge and awareness of the challenges facing Council's transport activity.

### AUDIT RATING ASSESSMENT

Subject Areas		Rating Assessment*
1	Previous Audit Issues	N/A
2	Network Condition and Management	Some Improvement Needed
3	Activity Management Planning	Some Improvement Needed
4	Data quality	Effective
5	Road Safety	Some Improvement Needed

\* Please see Introduction for Rating Assessment Classification Definitions

### RECOMMENDATIONS

The table below captures the audit recommendations. Agreed dates are provided for the implementation of recommendations by the approved organisation.

We recommend that Rangitikei District Council:		Implementation Date
R2.1	Develops and implements a risk-based drainage maintenance and renewal work programme for unlined water channels to improve network resilience and maximise pavement and surface asset lifecycles.	31 August 2022
R2.2	Ensures pavement renewal work programme process improvements are implemented including investigation, design, optioneering and economic (NPV) analysis.	28 February 2023
R3.1	Ensures audit recommendations and suggestions are included in the AMP improvement plan and a project plan is developed for each AMP improvement task.	31 March 2023
R3.2	Develops a safety deficiency data collection and risk-based prioritisation methodology to ensure effectiveness of the road safety work programme.	28 February 2023

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We recommend that Rangitikei District Council:		Implementation Date
R3.3	Works towards further optimising the forward work programme, using an improved evidence-base and a refined treatment selection process, with road drainage, pavements, and safety being priorities.	28 February 2023
R3.4	Implements the six key actions from the 2020 RSLCMP report.	31 March 2023
R4.1	Undertakes sealed road condition rating surveys to ensure compliance with PIKB requirements	30 June 2023
R5.1	Develops and implements a risk-based programme of bridge barrier treatment improvements to ensure bridge barrier system compliance with the national guideline (Waka Kotahi M23 - Specification for Road Safety Hardware Systems).	31 August 2022
R5.2	Implements an audit of signs, markings, and delineation to identify inconsistent practice and implement a programme of work to ensure compliance with the national guideline (Traffic Control Devices Manual – Part 5).	31 August 2022
R5.3	Ensures a RSA or exemption declaration (where a RSA is not justified) is completed and resulting actions documented for each improvement and renewal project stage.	31 July 2022

Report Number: RAMBT-2166

Audit: Rangitikei District Council

## INTRODUCTION

### Audit Objective

The objective of this audit is to provide assurance that the Waka Kotahi NZ Transport Agency's (hereafter Waka Kotahi) investment in Council's land transport programme is being well managed and delivering value for money. We also seek assurance that the Council is appropriately managing risk associated with the Waka Kotahi investment. We recommend improvements where appropriate.

### Assessment Ratings Definitions

	Effective	Some Improvement Needed	Significant Improvement Needed	Unsatisfactory
<b>Investment management</b>	Effective systems, processes and management practices used.	Acceptable systems, processes and management practices but opportunities for improvement.	Systems, processes and management practices require improvement.	Inadequate systems, processes and management practices.
<b>Compliance</b>	Waka Kotahi and legislative requirements met.	Some omissions with Waka Kotahi requirements. No known breaches of legislative requirements.	Significant breaches of Waka Kotahi and/or legislative requirements.	Multiple and/or serious breaches of Waka Kotahi or legislative requirements.
<b>Findings/ deficiencies</b>	Opportunities for improvement may be identified for consideration.	Error and omission issues identified which need to be addressed.	Issues and/or breaches must be addressed, or on-going Waka Kotahi funding may be at risk.	Systemic and/or serious issues must be urgently addressed, or on-going Waka Kotahi funding will be at risk.

### Council Comments

Prior to this report being approved, Council was invited to comment on the auditors' findings, recommendations, and suggestions. Where appropriate this report has been amended to reflect this dialogue. Any additional auditee comments are attached in the Appendices.

## ASSESSMENT FINDINGS

Our findings relating to each subject area are presented in the tables below. Where necessary, we have included recommendations and/or suggestions.

### 1. Previous Audit Issues

The previous (2017) technical audit of Rangitikei DC resulted in the following recommendations and suggestions.

Recommend that Rangitikei District Council:

1. Amends business case resurfacing expectations to better align with the AMPs intent to reduce the rate of resurfacing occurring on the network.
2. Considers undertaking 20% sealed road rating surveys at 200m intervals to improve network condition data representation.
3. Resolves data anomalies relating to smooth travel exposure.
4. Actively monitors temporary traffic management on the road network to ensure the safety of road users and workers alike.
5. Reviews bridge approaches and develop a strategy to ensure sufficient safety is afforded to road users from risks posed by steep valleys and watercourses.
6. Ensures edge marker post and line marking application is consistent along routes and over the network and provided in accordance with Council's delineation strategy.
7. Ensures compliance with the Road Safety Audit Procedures for Projects (NZTA, 2013).

Suggest that Rangitikei District Council:

1. Adjusts condition rating survey frequency to match current Transport Agency requirements as per Planning and Investment Knowledge Base.
2. Reviews culvert inspection and maintenance standards in light of network need and confirm whether a more tailored approach is appropriate.
3. Continues to focus on drainage, particularly the removal of high shoulder and roadside drain improvements.
4. Reviews the suitability of the night-time network inspection regime.

A review of Rangitikei DC's response to the 2017 technical audit recommendations and suggestions, completed as part of the 2021 technical audit, confirmed that:

- Rangitikei DC's responses to recommendations 1 - 4 have satisfied audit requirements, however our 2021 technical audit confirms further improvements are required to satisfy recommendations 5 – 7. These previous audit recommendations are discussed further in the *Road Safety* subject area of this report.
- Rangitikei DC's responses to suggestions 1 and 3 have satisfied audit requirements, however our 2021 technical audit confirms further improvements are required to satisfy suggestions 2 and 4. These previous audit suggestions are discussed further in the respective *Network Condition and Management* and *Road Safety* subject areas of this report.

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Rangitikei District Council's comment	<p>Recommendations from 2017 Technical Audit</p> <p>R1 – no further action required</p> <p>R2 – no further action required</p> <p>R3 – no further action required</p> <p>R4 – no further action required</p> <p>R5 – Bridges approaches the have risk associated with steep deep valleys and watercourses. There are 13 bridges identified for compliant guardrail in the current 3 year funding block.</p> <p>R6 – edge marker posts and line marking is accordance with the Councils delineation strategy - agree</p> <p>R7 – Agree and will apply for exemption to RSA where designs comply with geometric standards.</p> <p>Suggestions</p> <p>S1 Adjust rating survey frequency to NZTA requirements – no further action required</p> <p>S2 Reviews culvert inspection and maintenance standards – agree</p> <p>S3 Continues to focus on drainage, particularly high shoulder – no further action required.</p> <p>S4 Reviews the suitability of night inspections - agree</p>
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2. Network Condition and Management	Some Improvement Needed
<p>The Rangitikei District's 4,500km<sup>2</sup> area is characterised by its diverse altitude, topography, geology, and climate, bounded by the Rangitikei and Whangaehu Rivers from the west coast to the Ruahine and Kaweka ranges. Most of the 1,225km local road network carries relatively low traffic volumes, is connected by 135km of state highway (SH1, SH3 &amp; SH54), with some interconnected local roads and includes 249 bridges and large culverts.</p> <p>Rangitikei DC's road network is generally in a good condition and managed through a shared services arrangement with Manawātū District Council. Rangitikei DC has a relatively small in-house roading programme delivery team of four staff, supported by Manawātū DC through data and asset management, corridor management and development engineering and by outsourced professional services providers for specialist services such as structures inspections.</p> <p>Travel demand has been increasing gradually (at an average rate of 1.3%pa) for the last 10 years, with approx. 80M vehicle kilometres travelled (vkt) recorded during 2020/21. Increasing forestry and sustained agricultural activities, together with some minor infill development, observed in and around Marton and Bulls continue to impact condition and consume road pavement assets. Council needs to continue its focus on ensuring effective road drainage to minimise vehicle loading impacts on levels of service and road pavement lifecycles and resilience to high rainfall events.</p>	



Report Number: RAMBT-2166

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Parts of the district (particularly river flats) have a flat to rolling topography, leading to more intensive land use and the higher classification rural roads, having wider carriageways and berms. These areas provide good sight distances, which in turn result in higher speed environments and the need for appropriate road safety interventions, including road barrier systems, consistent warning signage and delineation.

Overall, we consider that Council's roading team are responding well to most challenges associated with delivering the transport activity, within current funding and resource constraints. We observed good network knowledge and technical skills.

Examples of good network management observed during this audit included:

- The roading team (with Manawātū DC support) has complimentary skills, and a good understanding of network needs,
- Good systems/processes for structures maintenance and renewal programme development,
- Focus on drainage performance - delivered through maintenance (mechanical and chemical control) and renewal programmes, rock armouring of table drains susceptible to scour and a high standard of culvert markers,
- Extensive and timely pre-reseal site preparation (including drainage focus),
- Good overall standard of unsealed road maintenance (shape and materials), with some areas requiring increased drainage focus (particularly small slip removal),
- Response to high crash risk areas (e.g. Kakariki Road and level (rail) crossing safety improvements),
- Good use of alternate/fit for purpose emergency reinstatement treatments (e.g. retreat, post & panel wall, engineered fill, and rock revetment/gravity walls),
- Completion of LED upgrade programme,
- Overall consistent signs and markings with good standard of urban and rural 'way-finding' signage,
- Well-presented / tidy and welcoming town centres.

During the audit field inspections, we observed that effective roadside drainage maintenance has been a focus for Rangitikei DC. We commend this practice and reinforce the need for wider application of proactive drainage interventions, as the audit team observed many small slips blocking rural table drains during our network drive over.

A continued proactive and risk-based inspection, maintenance and renewal approach for rural table drains and culverts (as identified in the 2017 technical audit) in advance of high rainfall events is one way to help improve network safety, accessibility, and resilience outcomes. A tailored inspection and maintenance approach could be developed by applying a risk profile for various routes using known inputs such as historical issues, criticality, road classification, topography, geology, and rainfall data.

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*Figure 1: Examples of good drainage and drainage improvement opportunities (Turakina Valley Road). Top left – effective road berm and table drain intervention completed as part of pre-reseal repairs; top right – ineffective table drain in low-lying area requiring clearing to reduce risk of pavement saturation / premature; bottom left – small slips / cut batter fretting blocking table drain; bottom right – inadequate table drain capacity resulting in water sheeting across the road affecting motorist safety and likely cause of historical emergency reinstatement treatment on the opposing roadside.*

The intervention approach described above would complement Rangitikei DC's existing drainage focus. Early identification and clearing of drainage obstructions, will minimise the risk of storm damage (given the high annual rainfall experienced in parts of the network) and extend asset lifecycles, helping Rangitikei DC reduce the overall cost of service and optimise network investment.

The audit entry meeting presentation highlighted that Rangitikei DC's environmental maintenance and renewal cost per kilometre is the highest for the rural districts peer group (refer Figure 4 below). The audit team observed extensive lengths of the rural road network where mature trees encroach into the road corridor, with potential to compromise road safety, network accessibility and resilience. These issues can be the result of fallen trees blocking roads and truck-strike/ vehicle tracking issues associated with a deficient vegetation envelop.

We suggest that Rangitikei DC's response to vegetation issues could be enhanced through a number of initiatives, including:

- Development of a risk-based vegetation management strategy to inform work programme development (such as mature tree and self-seeded seedling removal),
- Reducing the safety and efficiency implications of roadside tree planting through a combination of public education plans, improved corridor management and compliance monitoring.

Council is using specialist technical expertise to support Council's in-house team. An opportunity exists to reassess where this expertise can further enhance decision-making and service delivery across a range of network management activities. These technical inputs could include reseal treatment selection

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and pavement rehabilitation design peer reviews, network safety/deficiency assessments, Road Safety Audits (RSAs), and traffic count programme refinements. Various resourcing options are available to realise these opportunities, including engaging external subject matter experts (consultants) and collaboration/resource sharing across Councils within the Manawātū - Whanganui region.

We noted that development of Rangitikei DC's sealed road pavement renewal programme would benefit from process review / improvements. Documenting and implementing programme development process improvements associated with pavement renewals (e.g. investigation, design, optioneering and (net present value) economic analysis). Ensuring this process is well-planned and analysis completed in time to inform following year's pavement renewal work programme will enable Rangitikei DC to enhance their decision-making process; move closer to achieving optimised pavement, drainage and surfacing maintenance and renewal work programmes, and ensure pavement renewal projects are completed within the construction season.

Some aspects of traffic services maintenance and safety management are areas of network management that would benefit from an increased focus. An opportunity exists for Council to ensure inspection/maintenance cycles respond to incidents of missing or damaged signs and edge marker posts to minimise road-user safety risk. Safety management is discussed further in the *Road Safety* subject area of this report.

Rangitikei DC engaged WSP to complete a Road Structures Lifecycle Management Plan (LCMP) in 2019/20. This Plan has substantially improved the knowledge Rangitikei DC has for the current condition of their bridge stock, details thirty-five data improvement actions for completion by 30 June 2021 and a 30-year work programme to support future investment in structures assets. Detailed and indicative work programmes for short and long-term investments respectively are provided for maintenance, component replacement, barrier improvements and structure replacement activities to address identified issues and achieve level of service requirements. Structures' level of service and investment requirements are discussed further in the *Activity Management Planning* subject area of this report.

A further improvement opportunity for Rangitikei DC to consider as part of their structure's management is inclusion of 'Other Significant Structures' such as retaining walls and river protection structures (refer Waka Kotahi S6) in future inspection/assessments. This will improve understanding of the asset performance and risks, to help identify level of service gaps and investment need. Once an inventory of these structures has been recorded (preferably in RAMM), opportunities exist to improve asset management through condition assessments as part of maintenance and structural inspections, as well as collection of maintenance cost data.

Many Local Authorities have implemented a more interactive web-based customer platform, whereby information (such as road maintenance programmes) are regularly updated and shared by Council and requests for service can be logged for action. Where implemented, these initiatives have enabled transport (and other infrastructure) teams to move their focus from operational matters to higher value organisational tasks, such as activity management planning and implementation.

Rangitikei DC manages the corridor access request (CAR) process using an paper-based approach. An opportunity exists for Council to consider automating CAR management through the use of a web-based system (such as CAR Manager or Submitica), recognised as best practice (as suggested in the 'National Code of Practice for Utility Operators'). The benefit of implementing a web-based CAR management system is that this system provides an effective platform for sharing and storing CAR information, such as applications, plans (incl. traffic management plans), conditions, approvals, and warranty requirements.

Liaison meetings with utility operators will help ensure works being planned in the road corridor by Council (e.g. three waters) and external utility operators are well coordinated. The National Code of Practice for Utility Operators requires the Corridor Manager (Council) to facilitate these liaison meetings.

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The audit team also suggest further efficiencies exist through Council work programme integration (referenced in the *Activity Management Planning* subject area of this report).

### Performance Monitoring

Condition indices are shown in terms of the trend for Rangitikei DC between 2011/12 and 2020/21 and compared with peer group councils (rural districts) for 2020/21 in the graphs below. Rangitikei DC's indices are shown by the red bar compared to their peer group, indicating that the condition of Rangitikei sealed road network is slightly below the peer group average for surface Condition Index (CI), Pavement Integrity Index (PII) and Smooth Travel Exposure (STE)

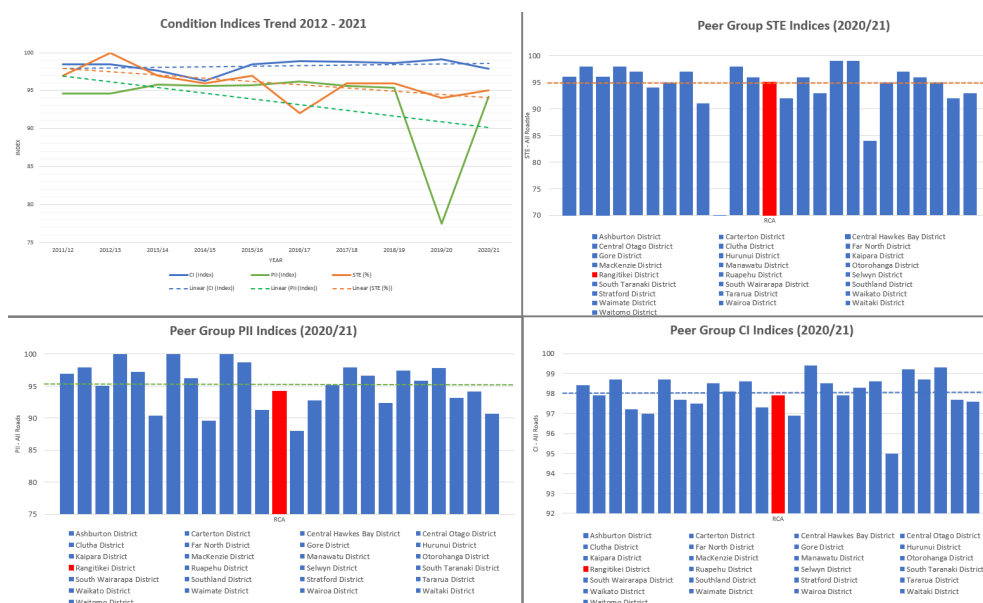


Figure 2: Rangitikei DC network condition indices (2012-2021) and peer group comparison for 2020/21 - source Waka Kotahi AAR Condition Data

Network condition as measured by the key indices of CI, PII and STE show the sealed network is in good condition. The CI index is showing an improving trend over the last 10-years, whereas PII and STE is showing a declining trend for this period. The declining PII trend rate is primarily due to the out of context (possibly inaccurate) condition data used in the 2019/20 annual achievement return (AAR), which appears to have been addressed for the 2020/21 AAR. The declining STE trend is due to a decline in urban STE. These condition indicators signal a need to confirm condition data included in the Annual Achievement Report (AAR) is correct and to complete field validation of urban sites with poor condition indices to ensure an appropriate response is planned.

The cost per km for MOR (maintenance, operations, and renewals), excluding emergency works, as a three-year average (2019-2021) is \$7,831/km, slightly above the average cost for the rural districts peer group. Costs per kilometre is variable across the work categories that make up the MOR activity class, with the highest cost per kilometre for environmental maintenance and renewals and the fourth highest cost per kilometre for drainage maintenance and renewals compared to the peer group, as shown in the peer group comparison graphs (figure 3) below.

Audit field observations suggest that in general the level of service being provided is appropriate by road classification, however opportunities may exist to review the network management approach (such as planned vs reactive maintenance) in order to optimise investment in relation to:

- rural road vegetation and drainage (as discussed previously)

- traffic services maintenance and renewal, where more focussed investment is required to improve the standard and consistent application of signage and delineation in line with industry guidance (Traffic Control Devices Manual – Part 5).

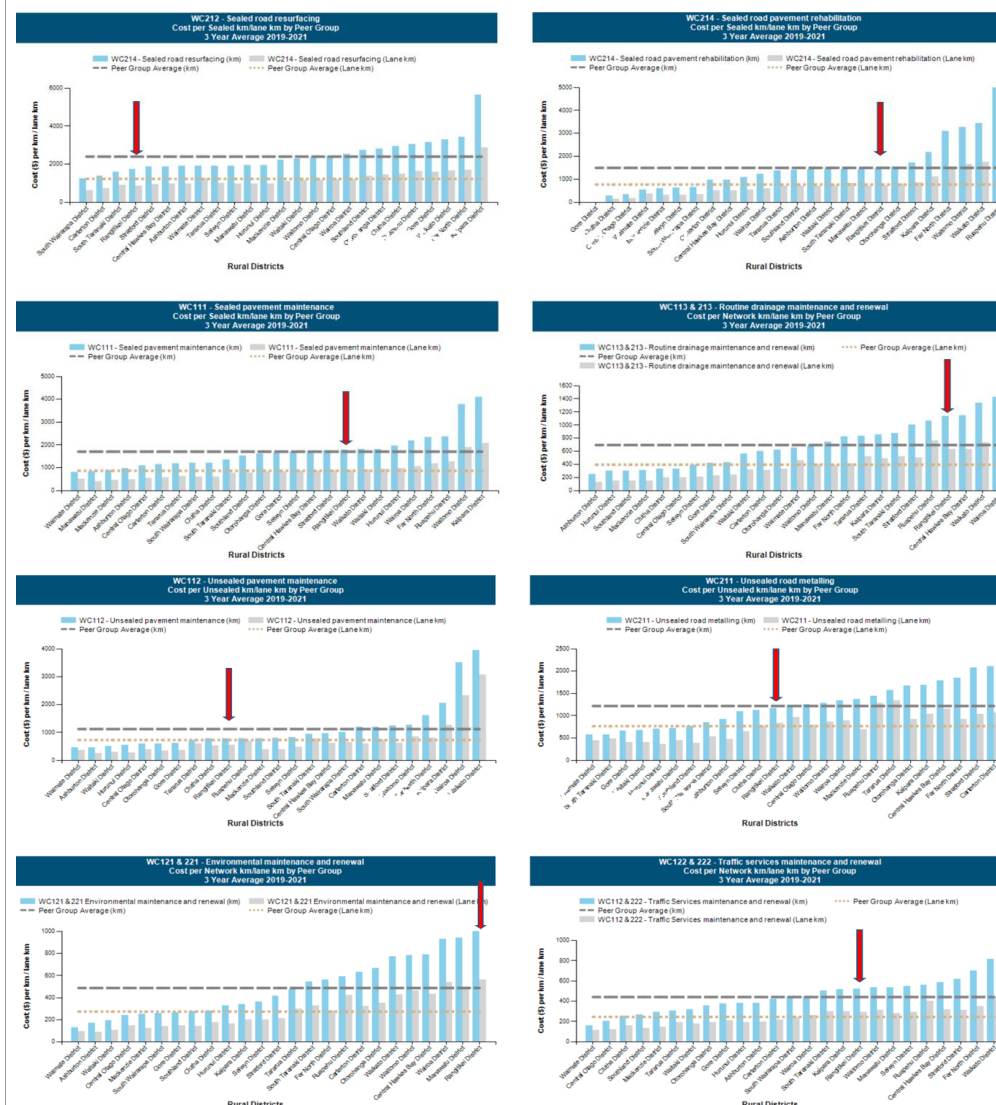


Figure 3: Peer group costs/km cost comparison, source Waka Kotahi MOR Report

As discussed in the previously, an opportunity exists to consider alternate intervention strategies and treatments. Targeted pavement investigation and traffic data collection will allow improved evaluation of drainage improvements, heavy maintenance, and resurfacing treatments in the intervention (pavement rehab) option analysis and will likely enable further optimisation of level of service delivery (i.e. at reduced lifecycle costs).

During the 2018-21 NLTP period the largest variance between the approved allocation and actual expenditure was associated with work category 141 (Emergency Works), where only \$2.90M (or 54%) of the \$5.36M approved allocation was expended during this period. This significant variance highlights an opportunity to improve project (incl. financial) management associated with emergency works.



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Another area where a significant underspend occurred was with the pre-implementation stage of the Mangaweka Bridge replacement project as shown in figure 4 below.

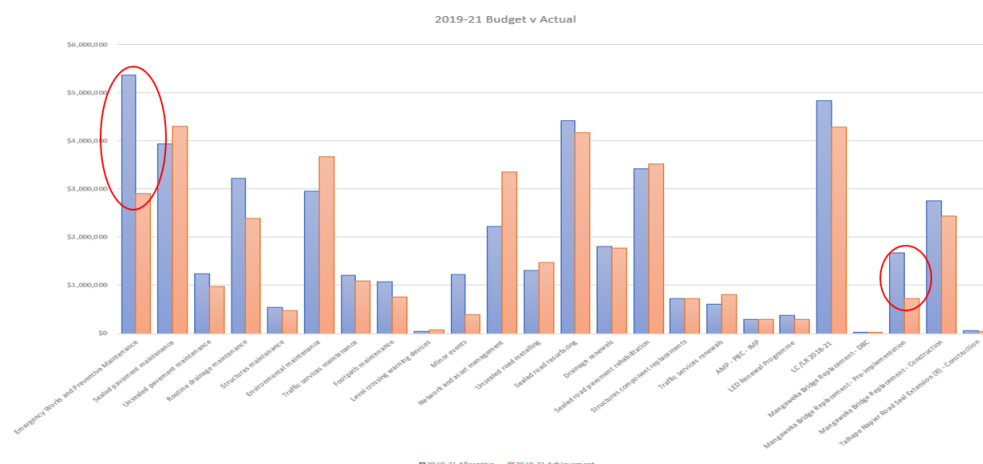


Figure 4: 2018-21 NLTP allocation to actual expenditure comparison. Source data - Transport Investment Online.

The rate of network resurfacing (as a percentage of the sealed network) has seen a very minor decrease from a five-year average of 6.3% to a three-year average of 5.5%. The rate of pavement rehab as a percentage of the sealed road network has also decreased slightly from a five-year average of 0.033% to a three-year average of 0.028%. The 3-year average rehab rate gives an average 3,500-year pavement life, which supports that a high proportion of pavement renewals are completed as pavement maintenance interventions.

Rangitikei DC's average rate of resurfacing and pavement rehabilitation for the last 3 years has declined compared to the last 5-year average and remains about average for the rural districts peer group (as shown in figure 5 below).

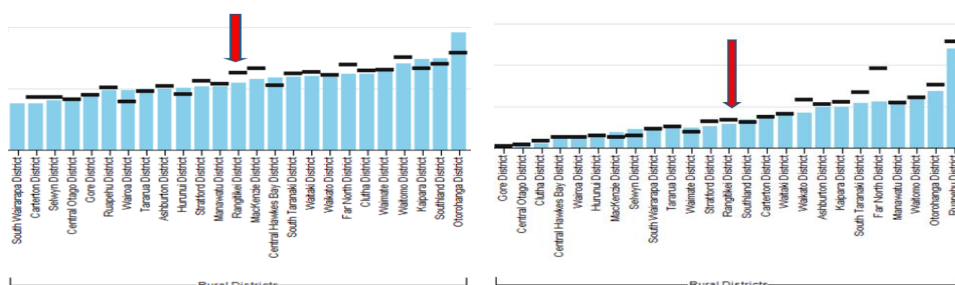


Figure 5: Resurfacing as % of sealed network (left) and pavement rehabilitation as % of sealed network (right), with 3 and 5-year average achievement comparison. Source Waka Kotahi MOR report.

The majority (40%) resurfacing type for the last 10 years has been a single coat seal, however in the last 5 years there has been a change to two-coat seals which accounts for 51% of this seal type compared to the 19% of seals for the 5 years prior. Two-coat seals commonly have a shorter lifecycle than single coat seals (sometimes due to the higher stress surface environment). Council needs to apply an appropriate risk allocation to the reseal treatment selection process, to ensure surfacing treatments are being driven by good asset/lifecycle management practice and not by the resurfacing provider's drivers.

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The average (historical) achieved surface life is 11.6 years, which equates to an average annual resurfacing quantity of approx. 80km. The average annual resurfacing achievement for the last 10 years is 52km and 43 km/per year for the last 3 years (2018/19 – 2020/21).

Review of the RAMM top surface age and default lives, identified that 28km (or 3.5%) of Council's sealed road network is 5 or more years overdue for resurfacing, however the surface condition index (as discussed above) has remained steady at around 98 for the last 10 years, suggesting Rangitikei DC's current sealed surface maintenance and renewal approach is keeping pace with surface deterioration.

#### Compliance

Council has not followed all Waka Kotahi Planning and Investment Knowledge Base (PIKB) requirements, checked during the audit. Specifically, we noted that:

- Road Safety Audit (RSA) and exemption declaration documentation. No exemption declarations and only one design RSA report (for the Ratana Road safety and speed limit review project) was provided as evidence of RSA process compliance. The documentation provided suggests the RSA process is not being followed. RSA improvement opportunities are discussed further in the *Road Safety* subject area of this report.
- Net present value (NPV) analysis documents were provided to satisfy this requirement for Work Category 214 (Sealed Road Pavement Rehabilitation). An opportunity exists to improve the quality of NPV analysis as discussed below.
- Roughness surveys have been completed at the specified intervals and this data is recorded in RAMM.
- Condition rating surveys have been completed at the specified frequency, except that no condition rating survey data was available in RAMM between 2015 and 2019. The PIKB requirement that *'condition rating surveys of all sealed roads must be undertaken at least every second year and are to be undertaken annually for all sealed roads with >2000'* has therefore not been satisfied.

A sample of four net present value (NPV) analysis worksheets (for pavement renewal projects) for years 2017-18 to 2021/22 were provided for the audit. These projects included sites on Parewanui, Pukepapa, Ruatangata and Tutaenui Roads. Selection of the pavement renewal option was preferred for all except the Ruatangata Road project analysis; however, the NPV cost saving between the renewal option and do-minimum was very low (only 1%) for the Parewanui and Tutaenui Roads, suggesting more site specific NPV analysis, considering alternate intervention options may improve the programme outputs from this process

The PIKB requirement for Work Category 214 (Sealed Road Pavement Rehabilitation) has been satisfied, although Rangitikei DC's development of the sealed pavement renewal work programme would benefit from NPV analysis process and documentation improvements, including:

- better application of RAMM maintenance cost, traffic count and pavement investigation data.
- quality checks to ensure the supporting information relates to the project site and is contained within the simplified procedures worksheet; and
- analysis is completed in advance of the proposed construction start date (in time to inform the following year's work programme).

The high sensitivity to the estimation of do-minimum and preferred option costs, mean that when these costs are qualified, the revised analysis results in similar or higher whole of life costs for the preferred option. This suggests employing alternate pavement management strategies (such as drainage renewals/improvements, heavy maintenance and reseal) may need further consideration to ensure the preferred option is optimal (in terms of whole of life costs) for future pavement rehab sites.

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We also suggest that an opportunity may exist to extend the timing of pavement and surfacing interventions (thereby reducing lifecycle costs), by ensuring drainage maintenance/improvements are undertaken when drainage deficiencies and/or pavement deterioration is identified (where ineffective drainage is a contributing factor).

#### **General Maintenance**

Overall, sealed roads had good ride quality, with most maintenance requirements being met. Examples of the primary issues observed were as follows:

- Some areas of deficient table drains, high shoulder, and road berm vegetation, limiting effective road drainage and reducing pavement and surface lifecycles.
- Flushed surfaces and pavement failures on both urban and rural roads.
- Some missing, damaged, or obscured (by vegetation) signage and delineation, such as permanent warning signs, bridge end markers, edge marker posts and sight rails.

The faults observed were generally isolated and having lower consequence, however when these faults are considered across the network, they can have a cumulative negative impact on network safety and efficiency. Safety and efficiency are high priorities for Waka Kotahi, and therefore it is important that Council's maintenance intervention approach ensures an appropriate and timely response.

These types of maintenance defects should be identified and either addressed or programmed for repair by the road maintenance contractor. Rangitikei DC needs to ensure alignment between Council's requirements and the contractor's performance. We suggest that Council considers increasing focus in these areas through various means, including road maintenance contract specification review and management meetings; joint Council staff/contractor network inspections, documenting Council's maintenance intervention approach and ensuring renewal and improvement forward work programmes are shared and guide maintenance programming (using RAMM).

The audit team reviewed a sample of road maintenance contract management meeting minutes. Examples of improvement opportunities identified through this review included seal extension works undertaken outside the construction season, significant delays receiving resurfacing records from the contractor, and maintenance work programmes referenced but not appended to the minutes. The audit team suggest that review and refinement of meeting minutes, by ensuring each action has an agreed owner and completion date is one way to improve service delivery performance.

#### **Unsealed Roads**

Unsealed roads make up 422km or 34% of Council's road network length. The sample of unsealed roads driven during our field inspection generally had good ride quality with only a few obvious defects, such as isolated potholes, corrugations, and areas of unbound wearing course. The unsealed surface condition confirms the appropriate selection of wearing course materials and surface shape is generally being well maintained.

Like the sealed network, we observed isolated areas of ineffective roadside drainage, including blocked/ineffective table drains, high shoulder, and road berm vegetation. These defects need to be targeted within the road maintenance contract work programme to extend pavement and surface asset lifecycles/maintenance and renewal intervention frequencies. Vegetation obscuring signs was also an area for improved maintenance observed on the unsealed road network.



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*Figure 6: Unsealed road examples (Turakina Valley Road). Left – effective left-hand table drain, good surface shape and materials, well maintained culvert markers, but requiring right-hand high shoulder removal; right – inadequate left-hand table drain capacity resulting table drain scour during high rainfall, high shoulder (right-hand side) and vegetation encroaching into clearance envelope.*

#### Walking and Cycling

Many walking and cycling opportunities exist within the Rangitikei district. Rangitikei DC has yet to develop a specific Walking and Cycling Strategy, however the 2021-24 programme business case outlines the process used in determining the mix of interventions required to assess benefits of improved connectivity and active transport mode choice.

Rangitikei DC would benefit from development of a Walking and Cycling Strategy, which sets the direction, identifies challenges and optimises active transport, health and economic opportunities for the future based on Council's vision, objectives, and priorities.

Maintenance and renewal of footpaths and cycleways are now funded by Waka Kotahi and as such we require good asset management practice to be followed. This includes collection of accurate inventory, condition, and maintenance activity data to support investment decisions. Rangitikei DC RAMM records show regular footpath condition rating surveys have been completed, however there is a significant gap between the Transport Investment Online (TIO) claim value and RAMM footpath maintenance cost data which needs to be understood.

The sample of higher pedestrian use areas inspected were generally in good condition with only isolated and very minor defects or trip hazards observed, with the design requirements for footpaths, pedestrian cutdowns and vehicle crossings found in the Agency's Pedestrian Planning and Design Guide generally being met.

Notable deficiencies of the pedestrian and cyclist networks observed by the audit team are discussed in the *Road Safety* subject area of this report.

Recommendations	<p>We recommend that Council:</p> <p>R2.1 Develops and implements a risk-based drainage maintenance and renewal work programme for unlined water channels to improve network resilience and maximise pavement and surface asset lifecycles.</p> <p>R2.2 Ensures pavement renewal work programme process improvements are implemented including investigation, design, optioneering and economic (NPV) analysis.</p>
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Suggestions	<p>We suggest that Council:</p> <p>S2.1 Identifies those areas where subject matter experts can support the in-house transport team.</p> <p>S2.2 Considers developing and implementing a risk-based vegetation removal programme to reduce road safety, network accessibility and resilience risk.</p> <p>S2.3 Considers inclusion of 'Other Significant Structures' such as retaining walls and river protection structures (refer Waka Kotahi S6) in future structural inspection/assessments.</p> <p>S2.4 Considers increasing the frequency of contractor meetings and joint staff/contractor inspections to align the contractor's performance with Council's requirements, focussed on cause and implementing a MIS when developed.</p> <p>S2.5 Investigates opportunities to improve customer service through review of the service request workflow/use of systems (e.g., RAMM), and public (website) access to road maintenance and renewal work programmes.</p> <p>S2.6 Considers transitioning to a web-based CAR system and facilitates regular liaison meetings with all parties to improve coordination and planning of activities within the road corridor.</p>
Rangitikei District Council's comment	<p>Recommendations</p> <p>R2.1 Develops and implements a risk-based drainage maintenance and renewal work programme for unlined water channels. Agreed, Aug 22</p> <p>R2.2 Ensures pavement renewal work programme process improvements are implemented including investigation, design, optioneering and economic (NPV) analysis. Agreed, Feb 23</p> <p>Suggestions</p> <p>S2.1 Identifies those areas where subject matter experts can support the in-house transport team. Agreed Nov 22.</p> <p>S2.2 Considers developing and implementing a risk-based vegetation removal programme to reduce road safety, network accessibility and resilience risk Agreed</p> <p>S2.3 Considers inclusion of 'Other Significant Structures' such as retaining walls and river protection structures (refer Waka Kotahi S6) in future structural inspection/assessments Agree, the next structural inspection is due Jan 23.</p> <p>S2.4 Considers increasing the frequency of contractor meetings and joint staff/contractor inspections to align the contractor's performance with Council's requirements, focussed on cause and implementing a MIS when developed. Contractor meetings has been optimised at 2 weekly and aligns well maintaining performance with Council's expectations. MIS - agree</p>

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3. Activity Management Planning	Some Improvement Needed
<p>Review of the Council's 2018 Activity Management Plan (AMP) during 2018/19 indicated that at that point in time, AMP improvement was progressing well toward the business case approach (BCA). The Road Efficiency Group (REG) marked the AMP 2.61 / 3, when assessed against the REG 'pillars of success'. Below is the REG summary assessment of Council's 2018 AMP</p> <p><i>'This is a great example of using BCA and telling a clear investment story. There is very good integration in the use of ONRC and the PM, as well as providing a good summary and reference to the detailed evidence supporting the problems and the programme. An area of improvement would be to include some optioneering and identify the recommended programme. Also, try to include a summary diagram for the line of sight. This will allow you to quickly move from the high-level strategic problems to how you are going to deliver the desired outcomes, using the available necessary information'</i></p> <p>Our high-level review of Rangitikei DC Rooding AMP 2021 - 2024 identified that the level of activity management maturity has advanced since the 2018 AMP (used as a reference document for this technical audit). We understand that the REG assessments of 2021-24 AMP will be available to Council in mid-2022.</p> <p>Both Rangitikei DC's Rooding AMP 2021 – 2024 and PBC includes an improvement programme retained from the 2018 – 21 AMP, with twenty-three improvement actions across six workstreams. The 2021-24 AMP improvement plan/programme requires updating to reflect the improvement priorities that will assist Council in achieving an optimised work programme for this period, as discussed with Rangitikei DC staff at the audit entry meeting.</p> <p>The audit team suggests that development of a task plan for each improvement plan action should be the first action to ensure the improvement programme is achievable within the 3-year timeframe and if not, which actions will need to be deferred beyond this period. Task plans need to provide a clear understanding of the scope of work, having an appropriate owner and task manager responsible for each component of work, estimating hours, and setting milestones for each component (where appropriate), budget estimate (if required) and regular progress monitoring against milestones.</p> <p>As highlighted in the <i>Network Condition and Management</i> subject area of this report, we recommend continued focus on ensuring an effective rural drainage system, critical to maximising pavement and surfacing lifecycles and thereby optimising investment in the transport network.</p> <p>The audit team is confident Council's transport activity is being well-managed by a capable transport team and through the collaborative transport management planning approach with Manawātū DC. However, we believe an opportunity exists to improve knowledge capture (i.e. by ensuring the network management approach is well defined within the AMP and procurement strategy) and transfer to reduce potential succession planning risk, including resourcing requirements (considering a mix of in-house, shared Rangitikei and Manawātū DC and outsourced resource).</p> <p>The audit team identified several activity management related improvement opportunities, enabling more effective level of service achievement and cost efficiencies as follows:</p> <ul style="list-style-type: none"> <li>• <u>Forward work programme integration</u> - Council's transport activity planning could be further enhanced through improved forward work programme integration across Council's infrastructure activities (e.g., roading and three waters) and where possible, with external utility companies (e.g. power and telecom) and transport activities impacting pavement and surfacing lifecycles (e.g. forestry). Further programme integration will enable forward work programme refinements, taking account of conflicts and opportunities with other works planned within the road corridor.</li> </ul>	

- Pavement renewal alternatives – in addition to findings detailed in the 'Network Condition and Management' subject area of this report, strengthening the programme business case through further optioneering and (NPV) analysis of alternate pavement management strategies (treatment selection and timing) is encouraged. The options include combinations of drainage renewals / improvements, heavy maintenance, resurfacing and pavement renewals. Enabling effective drainage through early identification and completion of drainage improvement works is considered a critical component of this approach.

Determining the preferred option will also benefit from more robust evidence, in the form of pavement investigation, traffic data (specifically loading and growth) and robust maintenance cost data.

- Formalising the Maintenance Intervention Approach – further to the treatment selection enhancements discussed above and MIS discussion in the *Network Condition and Management* subject area of this report. Formalising Council's maintenance intervention approach (by developing a MIS) will improve the shared understanding between Rangitikei DC and the maintenance contractor of the appropriate maintenance treatment (including type, timing, and life expectancy). Ideally the MIS should also consider work programmes for:
  - other Rangitikei DC infrastructure assets,
  - land use activities generating intensive freight movements (e.g. forest harvest),
  - external utility companies (e.g. telecommunications and electricity),
  - Manawatū-Whanganui Regional Council (e.g. for stop bank replenishment works), and
  - state highways (e.g. for local road aggregate supply routes).

Having this forward work programme in RAMM will also avoid the need for identification of potential programme conflicts and opportunities being people dependant. The application of the MIS can be an effective tool in aligning maintenance interventions with renewal work programmes for both sealed and unsealed road treatment lengths.

- Safety deficiency database - develop and implement safety deficiency data collection and risk-based prioritisation methodology to enhance effectiveness of the road safety work programme. Safety deficiencies observed during the audit inspections ranged in frequency and severity across the network. Safety deficiency data collection surveys (day and night-time network safety inspections) with appropriately trained personnel, and application of a risk-based prioritisation methodology will help enable development of a robust safety improvement work programme. The types of safety deficiencies observed are discussed further within the *Road Safety* subject area of this report.
- Consistent road delineation standard - Rangitikei DC advised that delineation standard RTS-5 has been applied on the Council's rural road network since this standard was released in 1992. An opportunity exists for Council to review its rural road delineation at and between intersections using the Traffic Control Devices Manual (TCD) – parts 4 and 5 respectively. Review of road delineation using TCD will ensure the latest best practice standard for road delineation is being applied, thereby enhancing road user safety.

The audit team also suggests Rangitikei DC undertake a wider review of traffic control devices based on the best practice guidance detailed in the Traffic Control Devices Manual.

Current delineation inconsistencies are discussed further within the Road Safety subject area of this report.

- Walking and Cycling Strategy – an opportunity exists for Council to develop their Walking and Cycling Strategy (as discussed in the *Network Condition and Management* subject area of this

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report). Development of a Walking and Cycling Strategy (in collaboration with Manawātū DC) will allow better alignment with current Government objectives, local community active mode aspirations and links with existing / neighbouring networks and facilities.

Rangitikei DC engaged WSP to prepare the (2020) Road Structures Life Cycle Management Plan (RSLCMP) report which include the following six key actions to improve the management of road structures during the 2021-24 period:

- *Develop and maintain a single maintenance/component replacement schedule for all road structures with work categories aligned to NZTA Annual Plan instructions.*
- *'Review the provisional replacement programme to verify actual performance of road structures and expected remaining useful life.'*
- *'Undertaking a review of known vulnerable structure types and details (buried corrugated metal culverts, unlined water drives, suspension bridges, truss bridges, half-joint structures) and developing structure management plans to ensure intervention at the appropriate time.'*
- *'Undertake a review of structural steel protective coating systems and developing a long-term (30-year) forward works programme to provide certainty over expenditure.'*
- *'Developing a network wide risk register to capture all known road structure risks and identify current and proposed mitigation measures.'*
- *'Review structures on emerging HPMV priority routes to confirm condition, assumed capacity and forward works programme to minimise disruption on harvesting operations.'*

It is important that the above opportunities, together with the recommendations and suggestions from transport activity audits and reviews are included in Council's transport activity improvement plans.

Recommendations	<p>We recommend that Council:</p> <p>R3.1 Ensures audit recommendations and suggestions are included in the AMP improvement plan and a project plan is developed for each AMP improvement task.</p> <p>R3.2 Develops a safety deficiency data collection and risk-based prioritisation methodology to ensure effectiveness of the road safety work programme.</p> <p>R3.3 Works towards further optimising the forward work programme, using an improved evidence-base and a refined treatment selection process, with road drainage, pavements, and safety being priorities.</p> <p>R3.4 Implements the six key actions from the 2020 RSLCMP report.</p>
Suggestions	<p>We suggest that Council:</p> <p>S3.1 Considers opportunities to integrate forward work programmes across Council's infrastructure activities (roading and three waters) to identify and respond to the potential activity conflicts and opportunities this may presents.</p> <p>S3.2 Considers formalising their maintenance intervention approach through development of a MIS.</p>

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	<p>S3.3 Considers updating the rural road delineation standard (in collaboration with neighbouring RCAs) to improve consistency, using the national guideline (Traffic Control Devices Manual – Part 5) for guidance.</p> <p>S3.4 Considers developing a Walking and Cycling Strategy to align current Government objectives with local community active mode aspirations and links with existing networks and facilities.</p>
Rangitikei District Council's comment	<p>Recommendations:</p> <p>R3.1 Ensures audit recommendations and suggestions are included in the AMP improvement plan and a project plan is developed for each AMP improvement task. Agreed, Mar 23</p> <p>R3.2 Develops a safety deficiency data collection and risk-based prioritisation methodology to ensure effectiveness of the road safety work programme. Agreed, Mar 23</p> <p>R3.3 Works towards further optimising the forward work programme, using an improved evidence-base and a refined treatment selection process, with road drainage, pavements, and safety being priorities. Agreed, Mar 23</p> <p>R3.4 Implements the six key actions from the 2020 RSLCMP report. Agreed, Mar 23</p>

\* \* \*

4. Data Quality	Effective
<p>The Road Efficiency Group's (REG) Insights 2020/21 data quality report has scored Council with 91/100 (a score of 100 is achieved by having all metric results at the expected standard). This is great result (a slight improvement from the 2019/20 score of 88/100) and reflects the efforts Council has made to improve data quality - a critical component of evidence-based decision making.</p> <p>The REG Insights (as of October 2021) indicates that the areas remaining for further improvement by data category are:</p> <ul style="list-style-type: none"> <li>• Maintenance Activity</li> <li>• Demand/Use</li> </ul> <p>It is important that Council investigates, identifies, prioritises, and resolves any data gaps. Doing so will improve the evidence base to support Council's business case for investment and allow more accurate ONRC performance comparisons with its peers.</p> <p>Robust maintenance costs facilitate invaluable analysis of network expenditure trends over time by location, activity, and road classification - the measure of the actions taken to maintain the network condition. Maintenance cost history is also part of the evidence required to support the case for renewals investment using NPV analysis, as referenced in the <i>Network Condition and Management</i> subject area of this report.</p> <p>RAMM database queries run through RAMM Manager identified one data gap / non-compliance compared with Waka Kotahi Planning and Investment Knowledge Base (PIKB) requirements as shown in figure 7 (below). This data gap relates to the frequency of sealed road condition rating surveys, with no survey undertaken between 2015 and 2019 compared with the PIKB requirement that 'all sealed</p>	



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roads must be undertaken at least every second year and are to be undertaken annually for all sealed roads with >2000 vpd, also referenced in the *Network Condition and Management* report subject area.

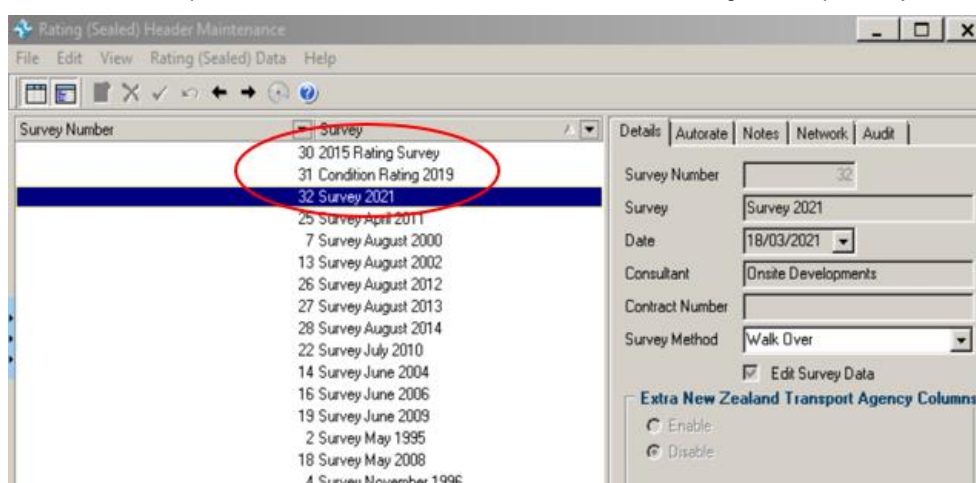


Figure 7: Sealed road rating header report, showing no condition rating survey undertaken between 2015 and 2019. Source - RAMM Manager.

National Land Transport Programme (NLTP) and Annual Achievement Report (AAR) data entry in TIO needs to be quality checked prior to submission. An increased level of focus in this area will provide a greater level of confidence that Council has developed its NLTP investment application using work programmes designed to deliver the outcomes specified in its Activity Management Plan.

As highlighted in the screenshot for the 2020/21 AAR (figure 8) below, all AAR quantities are within 5% of NLTP forecasts, except kerb and channel renewals where the achieved quantity is 50.9% less than forecast. In contrast significant variances exist between NLTP forecast and AAR expenditure, largely due to no expenditure forecast for many renewal activities (2020/21 AAR examples include thin asphaltic resurfacing, kerb and channel renewals, rural sealed road pavement rehabilitation, other structure component replacements, traffic signs and services renewals).

Work Category No.	Works completed	Forecast quantity 2020/21	Actual quantity 2020/21	Variance %	Forecast expenditure (\$) 2020/21	Work Category No.	Works completed	Forecast expenditure (\$) 2020/21	Actual expenditure (\$) 2020/21	Variance %
124	Citrusy renewals (m)	0.0	5.000		5.000	211	Unsealed road metalting and rehabilitation (\$)	460,000	432,009	-5.9
125	Footpath renewals (m)	1,022.0	351,399		351,399	212	Chip seals resurfacing (\$)	1,383,400	948,219	-31.5
131	Revised level crossing warning device (m)	10	13,000		13,000		Thin asphaltic resurfacing (\$)	0	384,426	
	New level crossing warning device (m)	0	0		0		Other pavement resurfacing (\$)	0	0	
211	Unsealed road metalting and rehabilitation (km)	220.0	211.4	-3.9	400,000		Culvert renewals (\$)	600,000	531,633	-11.4
	Unsealed road metalting and rehabilitation (m <sup>2</sup> )	10900.0	10871.5	-0.3	0		Kerb and channel renewals (\$)	0	38,598	
212	Resurfacing - total (km)	77.0	76.7	-0.4	1,383,400		Other drainage renewals (\$)	0	0	
	Resurfacing - thin asphalt surfacings (km)	5.1	5.1	0.0	0	214	Urban sealed road pavement rehabilitation (\$)	980,000	338,156	-65.5
	Resurfacing - total (m <sup>2</sup> )	231410.0	231410.0	0.0	1,383,400		Rural sealed road pavement rehabilitation (\$)	0	710,441	
	Resurfacing - thin asphalt surfacings (m <sup>2</sup> )	6156.0	6156.0	0.0	0		Other structure component replacements (\$)	0	222,688	
	Resurfacing - chip seals (m <sup>2</sup> )	201040.0	225250.0	0.0	1,383,400	215				
	Resurfacing - other surfacings (m <sup>2</sup> )	0.0	0.0		0		Effluent disposal facility renewals (\$)	0	0	
213	Drainage renewals - Length culverts (m)	376	376	0.0	600,000		Catch fence renewals (\$)	0	0	
	Drainage renewals - Length kerbs and channel (m)	875	420	-50.9	0		Renewals road run-off facilities (\$)	0	0	
	Drainage renewals - Length other drainage renewals (m)	0	0		0		Other environmental renewals (\$)	0	0	
214	Pavement rehabilitation - total (km)	4.0	3.9	-2.5	980,000		Traffic signs renewals (\$)	0	31,898	
	Pavement rehabilitation - structural AC (km)	0.0	0.0		980,000		Traffic monitoring & lighting renewals (\$)	0	5,311	
	Pavement rehabilitation - granular (km)	4.0	3.9	-2.5	0		Weighting facilities renewals (\$)	0	0	
	Pavement rehabilitation - total (m <sup>2</sup> )	10000.0	10002.0	-0.0	980,000		Other traffic services renewals (\$)	0	193,500	
	Pavement rehabilitation - structural AC rehabilitation (m <sup>2</sup> )	0.0	0.0		980,000					
	Pavement rehabilitation - granular (m <sup>2</sup> )	10000.0	10002.0	-0.0	0					

Figure 8: Local roading works completed and renewals expenditure. Source - 2020/21 AAR (TIO)

Further to our *Network Condition and Management* subject area suggestion that Council uses updated traffic loading data in their NPV analysis. An opportunity exists to include collection of more site-specific traffic data in Council's traffic counting programme for use in design of programmed pavement renewal and some (more traffic sensitive) resurfacing projects.

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Rangitikei DC's 2021-24 AMP street light asset inventory shows a total of 1,642 lights, with 1,606 (98%) of these being LED type, demonstrating Rangitikei DC has been proactive in delivering the LED replacement programme. In contrast RAMM street light data includes a total of 2,038 street light assets (with 162 on state highways). This 14% variance in street light inventory data highlights an opportunity to verify data and ensure alignment between the Rangitikei DC AMP and RAMM asset data.

The road maintenance data Council collects through its maintenance contracts is critical in terms of informing future decision-making. Industry best practice is to ensure that data collected through external suppliers (where this is the most effective and efficient method of collection), goes through a robust verification process prior to being uploaded to RAMM. We suggest Council details thorough internal data verification processes and data collection requirements when preparing their road maintenance contract specifications, with data collection specification refinements included in future contract extension negotiations.

Recommendations	<p>We recommend that Council:</p> <p>R4.1 Undertakes sealed road condition rating surveys to ensure compliance with PIKB requirements.</p>
Suggestions	<p>We suggest that Council:</p> <p>S4.1 Completes data quality checks on National Land Transport Programme forecasts and Annual Achievement Reporting.</p> <p>S4.2 Evaluates the REG data quality and RAMM reports for data improvements, prioritises, and then ensures improvements are added as new items in the AMP improvement plan for action.</p> <p>S4.3 Considers collecting additional traffic data where significant planned activities are likely to impact road pavement lifecycles to strengthen their strategic, programme and investment responses.</p>
Rangitikei District Council's comment	<p>Recommendation</p> <p>R4.1 Undertakes sealed road condition rating surveys to ensure compliance with PIKB requirements. Agreed Jun 23</p> <p>Suggestions</p> <p>S4.1 Completes data quality checks on National Land Transport Programme forecasts and Annual Achievement Reporting. Agreed May 22</p> <p>S4.2 Evaluates the REG data quality and RAMM reports for data improvements, prioritises, and then ensures improvements are added as new items in the AMP improvement plan for action. Agreed, May 22</p> <p>S4.3 Considers collecting additional traffic data where significant planned activities are likely to impact road pavement lifecycles to strengthen their strategic, programme and investment responses. Agreed, May 22</p>

\* \* \*



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**5. Road Safety****Some Improvement Needed**

Providing a network that is safe for users is a high priority for Waka Kotahi. We are pleased to note the number of annual deaths and serious injuries (DSIs) on Rangitikei DC roads is low and gradually trending down at a network level<sup>1</sup>. Rangitikei DC's crash rate per kilometre (collective risk) is higher for arterial road classifications compared to Councils in the Manawātū-Whanganui region, Council's peer group and Nationally. The collective risk is similar for all other road classifications when compared to Council's peer group, Councils in the Manawātū-Whanganui region and Nationally.

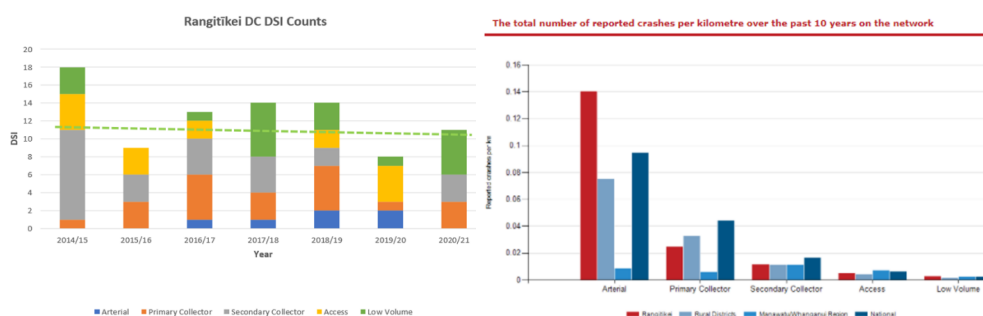


Figure 9: Left - Rangitikei DC DSI statistics 2014/15 – 2020/21, source Crash Analysis System; right – Collective Risk comparison, source REG Insights.

A high proportion of DSIs crashes (61% for the last 7 years) occur on the higher classification (arterial, primary collector and secondary collector) roads, which account for 23% of network length and 74% of vehicle kilometres travelled (VKT). Investment in safety improvements accounts for 50% of the 2018-21 NLTP low cost low risk programme, however only 17% of this safety improvement funding has been spent on these higher classification roads, where the majority of DSIs occur as shown in figure 11 below.

The audit team suggests an opportunity exists for Rangitikei DC to review their safety focus, to ensure this is targeted to risk, based on crash data and safety deficiencies identified through focussed day and night inspections.

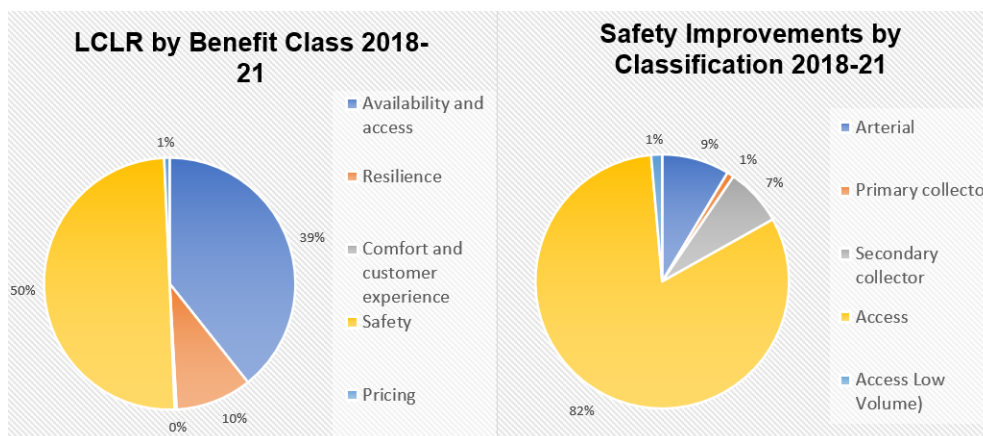


Figure 10: Left - 2018-21 NLTP LCLR investment by benefit class; right – 2018-21 NLTP safety improvement investment by classification, source TIO.

<sup>1</sup> Trend analysis is not statistically reliable due to relatively few DSIs recorded.

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The purpose of the One Network Road Classification system is to ensure roads of the same classification provide the same levels of service, including motorist guide features (i.e., delineation and signage). Examples of good use of rural way finding signage were observed on state highway detour routes (such as at the Mangatipona / Mangahoe / Turakina Valley Road intersection).

The *Previous Audit Issues* (2017) subject area of this report identifies three audit recommendations and one audit suggestion, where the 2021 technical audit confirms further improvements are required to satisfy these previous audit road safety opportunities as detailed below.

2017 audit recommendations:

5. *Review bridge approaches and develop a strategy to ensure sufficient safety is afforded to road users from risks posed by steep valleys and watercourses.*
6. *Ensure edge marker post and line marking application is consistent along routes and over the network and provided in accordance with Council's delineation strategy.*
7. *Ensure compliance with the Road Safety Audit Procedures for Projects (NZTA, 2013).*

2017 audit suggestions:

4. *Review the suitability of the night-time network inspection regime.*

Bridge approach safety review - the audit team observed several bridges and steep ravines with non-compliant barrier systems during our network drive-over, including timber sight rails, timber, steel tube and concrete bridge rails and posts without sufficient side or end impact treatment or 'non-flared' fishtail end terminal treatments. This observation is supported by Rangitikei DC's Road Structures Life Cycle Management Plan 2020 level of service improvement programme.

This service level improvement programme identifies eighteen bridges requiring either guard rail or approach terminal compliance improvements. We recommend that Council develops and implements a risk-based programme of bridge barrier treatment improvements, considering factors impacting road user safety risk (primarily barrier collision likelihood and consequence).



*Figure 11: Non-complying barrier systems examples. Left – one-lane bridge with timber sight rails (requiring cleaning), steel tube bridge rails and no approach terminal treatment (Turakina Valley Road); right – sight rail above steep ravine subject to recent crash damage (Kawhatau Valley Road).*

EMP and line marking - on our field inspection, we observed parts of the network that would benefit from delineation and signage consistency improvements (such as Turakina Valley Road), based on road classifications (using TCD part 5). Ensuring that consistent application and maintenance of delineation (including chevron and curve warning signs, edge marker posts, bridge end markers, sight rails, road marking and reflective raised pavement markers, and removing vegetation obscuring delineation devices) needs to be a priority for Council and their suppliers.

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RSA compliance - further to the non-compliance highlighted in the *Network Condition and Management* (Compliance) subject area of this report. Road safety audits (RSAs) must be undertaken at key stages of the “development of any improvement or renewal activity that involves vehicular traffic, and/or walking and/or cycling, proposed for funding assistance from the NLTP”. If there is justification for not conducting a safety audit for a project stage, then an exemption declaration for that stage must be completed and filed. Guidance on road safety audits is available at <https://www.nzta.govt.nz/resources/road-safety-audit-procedures/>.

No exemption declarations and one design RSA report (for the Ratana Road safety and speed limit review project) was provided by Council as evidence that the RSA process is being followed as required by PIKB. The Ratana Road RSA and speed limit review report provides recommendations related to warning signs, safety barriers and the Tenant Prospects subdivision proposal.

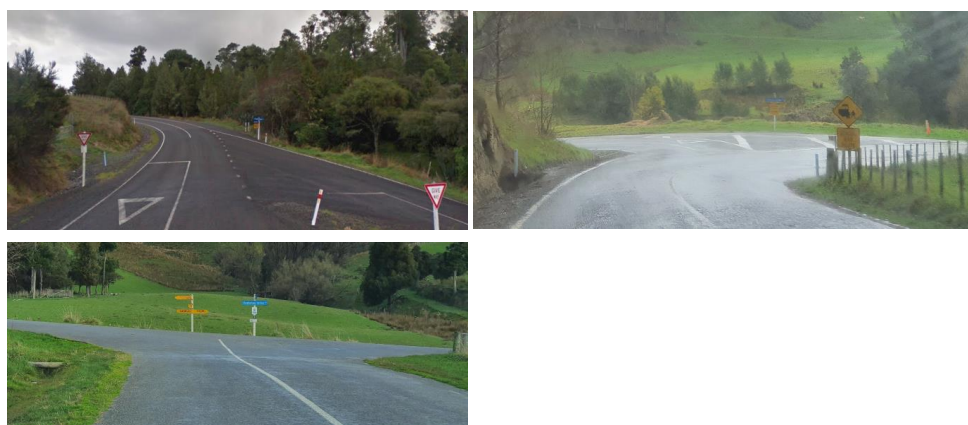
The Ratana Road RSA report provided does not document the actions designed to address the safety issues identified, suggesting a compliance improvement opportunity exists with this condition of NLTP funding and an opportunity exists to improve the RSA process for transport project design and delivery. Ensuring the RSA process is followed will enable realisation of the safety benefits when completing road renewal and improvement projects.

We recommend these opportunities for safety process improvements include:

- completion and approval of exemption declarations where RSAs are not warranted
- completion of RSAs at an early project stage where appropriate to enable safety refinements through the design / construction stages
- development of a RSA register, documenting projects where audits (or an exemption declaration) have been completed, including the audit date, auditor, project name and stage, a summary of designer responses and Council decisions with regard to each RSA action, and Council's document management system reference for each report.

Night-time network inspection regime – this opportunity is discussed as part of safety deficiency programme development in the *Activity Management Planning* subject area of this report.

The audit team observed a few rural intersections on state highway detour routes with non-standard layouts and signage, as well as areas of inconsistent delineation on rural routes. Such inconsistencies result in a higher relative safety risk, due to the higher proportion of unfamiliar motorists travelling on these routes, as referenced previously in the *Activity Management Planning* subject area of this report.



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*Figure 12: Examples of non-standard rural intersections layouts where safety review is suggested. Top left - state highway detour route (Mangahoe / Turakina Valley Road intersection, source - Google Streetview 2013); right - intersection with flush intersection island and multiple priority controls (Onga Road / Turakina Valley Road); bottom left - rural intersection where installation of a headway chevron and intersection control may be required (Potaka Road / Kawhatau Valley Road).*

The audit team observed pedestrian priority crossings without tactile ground surface indicator pavers and belisha beacon poles requiring repainting of black and white bands, as recommended by *RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians*. We suggest Rangitikei DC completes accessibility audits of pedestrian facilities within Marton and Bulls townships. Such audits would enable development of a pedestrian safety improvements programme, that would typically identify improvements associated with pedestrian crossings, kerb cut downs (pram crossings), mobility parking, and footpath surface, shape, and dimension deficiencies.

An opportunity to improve rural cycle network safety was identified by the audit team (as referenced in the *Network Condition and Management* subject area of this report). This improvement relates to the on-road rural cycling network, where Council should consider installation of more appropriate permanent 'share with care' type warning signs (in addition to the existing / less conspicuous cycle trail advisory signs) to improve motorist awareness that they are sharing these rural roads with cyclists.



*Figure 13: Pedestrian and cycling safety improvement examples. Left – pedestrian priority (zebra) crossing requiring ground surface indicator pavers and belisha beacon poles requiring remarking of bands; right - existing less conspicuous cycle trail signage (Kawhatau Valley Road).*

It is important that road safety is a high priority for Council and their maintenance suppliers and forming part of the maintenance contract performance framework. Ensuring delivery of risk-based safety maintenance and improvement work programmes, informed by a safety deficiency database (as referenced in the *Activity Management Planning* subject area of this report), is the next step to further reduce the risk of death and serious injury crashes. From our audit observations, and as noted above, the areas we suggest improved safety focus include intersections, delineation, and barrier systems.

These areas of safety focus are particularly relevant when considering state highway detour routes will have higher numbers of less familiar motorists travelling these routes when highway detours are in place, with areas of non-standard road safety guidance features and bridge barrier systems.

During our audit network inspection, the audit team travelled approximately 300km of Rangitikei DC's local roads, observing temporary traffic management (TTM) at a few active and non-attended road maintenance and construction worksites.

The application of TTM at these sites was observed to be generally of a high standard of compliance with the Code of Practice for Temporary Traffic Management (CoPTTM). The only exception of note (when reviewing audit photos) was the use of waratah standards to support cones at a Turakina Valley Road emergency reinstatement site as shown in figure 15 below. This example highlights the duty of



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care requirement for Council as the Road Controlling Authority (refer CoPTTM section A5.3.1) and that there may be a need to consider alternate means (such as for more frequent TTM compliance audits) to ensure compliance at more remote work sites.



*Figure 14: Use of waratah standards to support TTM cones, thereby introducing a new roadside hazard (Turakina Valley Road).*

Recommendations	<p>We recommend that Council:</p> <p>R5.1 Develops and implements a risk-based programme of bridge barrier treatment improvements to ensure bridge barrier system compliance with the national guideline (Waka Kotahi M23 - Specification for Road Safety Hardware Systems).</p> <p>R5.2 Implements an audit of signs, markings, and delineation to identify inconsistent practice and implement a programme of work to ensure compliance with the national guideline (Traffic Control Devices Manual – Part 5).</p> <p>R5.3 Ensures a RSA or exemption declaration (where a RSA is not justified) is completed and approved at each improvement and renewal project stage.</p>
Suggestions	<p>We suggest that Council:</p> <p>S5.1 Develops a RSA register, documenting projects where audits (or an exemption declaration) have been completed and Councils' decision regarding each safety audit report recommendation.</p> <p>S5.2 Uses the safety deficiency database (once developed) to inform delivery of a risk-based safety improvement work programme.</p> <p>S5.3 Considers undertaking accessibility audits of pedestrian facilities within Marton and Bulls townships to assist with development of the safety improvement work programme.</p>

ITEM 9.1  
ATTACHMENT 3

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	<p>S5.4 Considers installing permanent warning type 'share with care' signs on rural on-road cycle routes.</p> <p>S5.5 Considers options and implements these to ensure improved TTM compliance at more remote work sites.</p>
Rangitikei District Council's comment	<p>Recommendations</p> <p>R5.1 Develops and implements a risk-based programme of bridge barrier treatment improvements to ensure bridge barrier system compliance with the national guideline (Waka Kotahi M23 - Specification for Road Safety Hardware Systems). Agreed, Aug 22.</p> <p>R5.2 Implements an audit of signs, markings, and delineation to identify inconsistent practice and implement a programme of work to ensure compliance with the national guideline (Traffic Control Devices Manual – Part 5). Agreed, Aug 22.</p> <p>R5.3 Ensures an RSA or exemption declaration (where an RSA is not justified) is completed and approved at each improvement and renewal project stage. Agreed, Jul 22.</p> <p>Suggestions</p> <p>S5.1 Develops a RSA register, documenting projects where audits (or an exemption declaration) have been completed and Councils' decision regarding each safety audit report recommendation. Agreed. Jul 22</p> <p>S5.2 Uses the safety deficiency database (once developed) to inform delivery of a risk-based safety improvement work programme. Agreed. Jul 22.</p> <p>S5.3 Considers undertaking accessibility audits of pedestrian facilities within Marton and Bulls townships to assist with development of the safety improvement work programme. Agreed. Jun 23.</p> <p>S5.4 Considers installing permanent warning type 'share with care' signs on rural on-road cycle routes. Agreed. Mar 23</p> <p>S5.5 Considers options and implements these to ensure improved TTM compliance at more remote work sites. Agreed, and discuss with Martin Skinner CAR</p>

\* \* \*

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## APPENDICES

### APPENDIX A

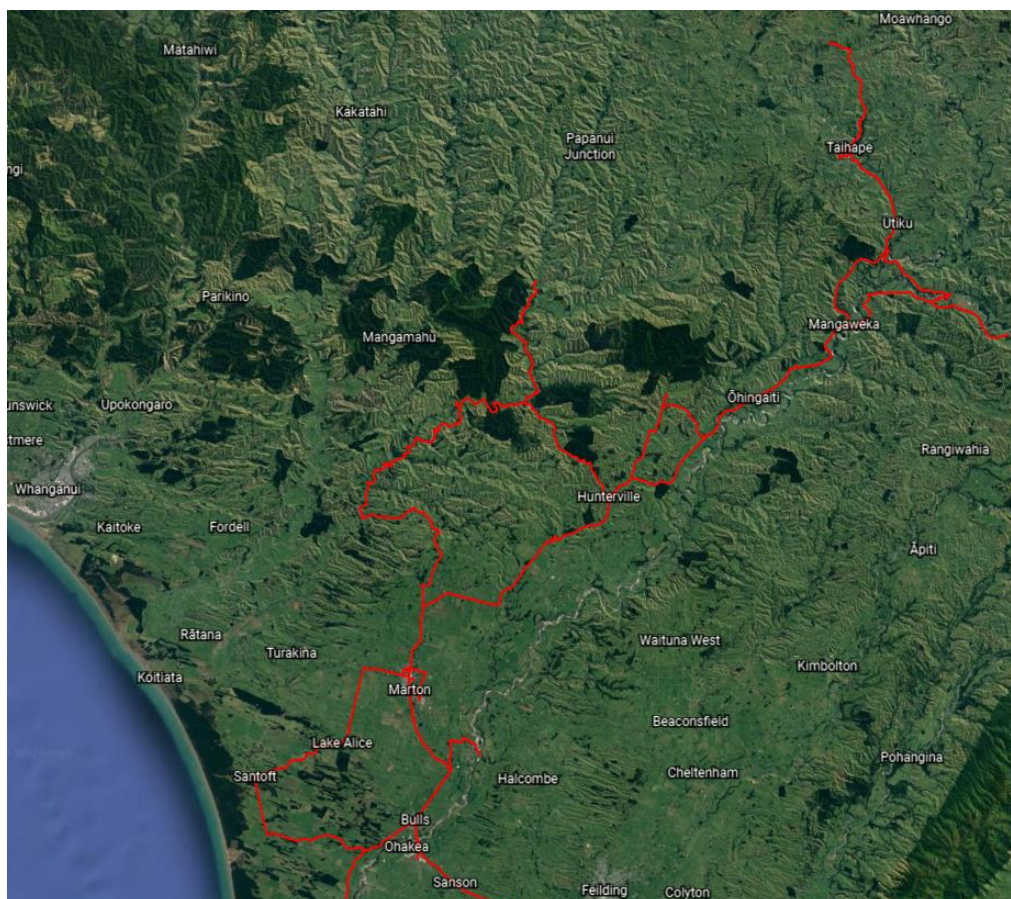
## Council Feedback

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## APPENDIX B

### Network Inspections



*Network inspection route travelled on 16 & 17 August 2021. Total distance = 403km, including approx. 304km (25%) of the Rangitikei DC (1,223km) local road network travelled.*



## APPENDIX C

## Sample of Audit Photos and Notes (from exit meeting presentation)



Observations of good examples. Top left – example of good, unsealed road shape and use of wearing course materials and culvert markers. Note high shoulder on RHS (Taurimu Road); top centre – permanent warning signage installed at high crash site (Kakariki Road); top right – roadside drainage maintenance completed as pre-reseal repair works (Turakina Valley Road); bottom left – good use of rural way finding signage (Mangatipona / Mangahoe / Turakina Valley Road intersection); bottom centre-left – example of engineered fill emergency reinstatement (Turakina Valley Road); bottom centre-right – urban wayfinding signage (street view photo of Broadway/High Street intersection); bottom right, clean and tidy town centre, with cycle stand (Broadway, Marton).



Observations of network management / maintenance opportunities. Top left – tracked debris/mud from adjoining land-use activities (Leedstown Road); top right – slip material blocking roadside table drain (Turakina Valley Road); bottom left – example of table drains requiring clearing (Turakina Valley Road); bottom right – photo showing possible effects associated with vegetation in the road corridor (Turakina Valley Road).



*Examples of observed network safety issues. Top left – unorthodox ‘Y’ intersection layout at Turakina Valley / Ongo Road intersection (source: Streetview), re-designed since 2010 street view photo with multiple give way and flush centre island markings installed; top centre - pedestrian crossing without tactile indicator pavers and belisha beacon poles requiring maintenance of black and white bands; top right – use of waratah standard fence adjacent road carriageway (Raumai Road); bottom left – example of wooden bridge railing above high embankment (Kawhatau Valley Road); bottom centre – example of delineation non-compliant with RTS-5 standard (missing EMPs); and right – complying delineation standard, inconsistent with centre photo (adjoining section of Turakina Valley Road).*

Huntermville Sport and Recreation Trust  
Special General Meeting of Trustees held 12<sup>th</sup> April 2022

**Resolution 1:**

That the Name of the trust be changed to reflect the true nature and activities of the trust.

It is Proposed that the trust be renamed **"The Huntermville Community Assets Trust"**

per clause 21a of the trust deed this change must be approved by resolution of the Rangitikei District Council.

Once the council resolutions have been recorded the trust will be referred to as the **"The Huntermville Community Assets Trust"**

**Resolution 2:**

Due to a number of the original trustees retiring and leaving the district it is proposed that the following Trustees be removed from the trust effective as of the day that this resolution is ratified by the Rangitikei District Council per clause 21a of the trust deed.

Dale Virginia McCrindle  
Stephen Paul Lewis  
Clifford John Heath  
Debra Anne Peterson

Robert Charles Leary and Shane Alan Smith will continue as Trustees.

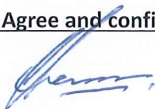
**Resolution 3:**

To replace the retired trustees the people named below be added as trustees of the trust, effective as of the day that this resolution is ratified by the Rangitikei District Council per clause 21a of the trust deed.

Samuel James Weston – 7 Cooks Road, Huntermville  
Fiona Dalgety - 282 Murimotu Road, Huntermville  
Leith Uings – 13 Cheltenham Huntermville Road, Huntermville

**The following Trustees Agree and confirm the above resolutions**

Stephen Paul Lewis



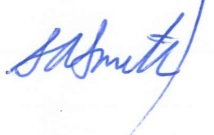
Debra Anne Peterson



Robert Charles Leary



Shane Alan Smith





PO Box 24  
HUNTERVILLE  
PHONE | 027 436 6995  
EMAIL | [info@shemozzle.co.nz](mailto:info@shemozzle.co.nz)  
WEBSITE | [www.shemozzle.co.nz](http://www.shemozzle.co.nz)

10<sup>th</sup> May 2022

Dear Sir,

I am writing to you on behalf of the Hunterville Huntaway Festival Committee, to ask that you consider waiving the Reducing Barriers to development fee for our Community Event being held on 29<sup>th</sup> October 2022, as you have done in previous year's.

As you know we are a non-profit organisation and we work hard to host a fabulous event that attracts up to 5000 people to the Rangitikei region each year.

We are extremely lucky to secure many sponsors each year to make this event possible and we try to keep our costs down wherever we can.

This year is the 25<sup>th</sup> anniversary of the Hunterville Huntaway Festival and we are very excited about hosting this year's event given we had to cancel last year due to the COVID-19 pandemic and restrictions.

I look forward to hearing from you soon and hopefully see you at our Festival. If you have any further questions, please do not hesitate to contact me.

Kind Regards,

Karina Gray,

Secretary for HHF Committee



**REDUCING BARRIERS TO DEVELOPMENT**

*Building Act 2004, Schedule 1 (2)*  
Version 10 – 30 August 2018

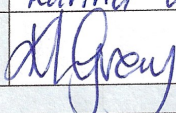


**RANGITIKEI**  
DISTRICT COUNCIL  
*Making this place home*

**APPLICATION FOR EXEMPT BUILDING WORK**

SECTION 1		BUILDING PROJECT	
Street Address of Building work	42 Paraekarehu St. Hunterville		
Valuation Number			
Project Description (please attach a site plan with measurements to boundaries and any other applicable information relevant to the project)			
Marquee to be erected on empty section			
SECTION 2		OWNER(S) DETAILS	
Name of Owner(s)	Tommy Kilgariff - section owner		
Contact Person(s)			
Mailing Address	Paraekarehu St. Hunterville		
	Postcode		
Landline			
Mobile	021 379 792		
Afterhours			
Email			
Evidence of ownership	Please provide a Certificate of Title. It must be less than three months old. Where it is not provided, Council will print one at a cost of \$10.00 per Certificate of Title.		
SECTION 3		BUILDER DETAILS	
Name of Builder	Hirepool Ltd		
Contact Person	Pauline Kennedy		
Mailing Address			
	Postcode		
Landline	06 323 8268		
Mobile	027 2888 019		
Afterhours			
Email	Pauline.Kennedy@continentalhire.co.nz		



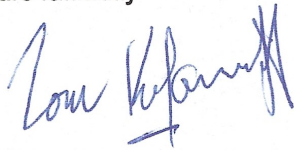
SECTION 4		STATEMENT	
<p>Following amendments to the Building Act 2004, there is a range of work for which a building consent is not required. However, Council has an obligation to check that the proposed work meets the requirements of the District Plan and/or the Resource Management Act 1991. Council must also be satisfied about its impact on the community's infrastructure, eg drains, roads and other services.</p> <p>You will need to use this form if you wish to apply for an exemption from a building consent. The purpose of this application is to give you the opportunity to provide for your own needs at minimal cost.</p> <p>Your application will go to a number of departments within Council. The Planning Department will check for compliance with the District Plan. The Infrastructure Department will also look at the impact on the community's infrastructure. The Building Department will assess for compliance with the Building Act and Building Code. Council staff may contact you with recommendations and guidance.</p> <p>When you make this application, you undertake to ensure that you carry out all work in a manner that addresses the purposes of the Building Act 2004 and that the work complies, as nearly as reasonably practicable, with the New Zealand Building Code.</p> <p>The purpose of the Building Act is safety, sustainability and wellbeing. Details are available on line at <a href="http://www.building.govt.nz">www.building.govt.nz</a> or you can look at them at the Council Office.</p>			
SECTION 5		OWNER(S) DECLARATION	
<p>I/We formally request Rangitikei District Council to accept this application for exemption from a building consent for the work described in this document.</p> <p>As property owners, I/we acknowledge that Council will not issue a Code Compliance Certificate for the work described in this application. Council will also not accept any liability associated with construction techniques, materials or workmanship.</p> <p>The work is unlikely to be carried out otherwise than in accordance with the building code.</p> <p>If carried out otherwise than in accordance with the building code, it is unlikely to endanger people or any building, whether on the same land or on another property.</p>			
Owner(s) Name:	Huntersville Huntaway Festival Karinga Gray (Secretary)		
Signature(s):		Date:	10-5-22
BUILDER DECLARATION			
<p>I/We, as the person carrying out and/or overseeing the work, confirm that all works will be completed in a manner that complies, as nearly as is reasonably practicable, with the New Zealand Building Code.</p>			
Builder Name:			
Signature:		Date:	
SECTION 6		Exemption 1 (2) Checklist	
Building work meets Schedule 1 Exemption 2 of the Building Act 2004		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<p><b>PLEASE NOTE</b></p> <p>The application fee is payable upon lodgement of the application form, see councils Fees and Charges for the current costs.</p>			

20-04-2022  
Hunternville Hunternville Festival  
P O Box 24  
Hunternville

Dear Hunternville Huntaway Festival Committee,

I, Tommy Kilgariff , am happy for the Hunternville Huntaway Festival to use my section on the corner of Bruce Street and Paraekaretu Street , Hunternville, to hold the entertainment marquee for the purposes of the 2022 Hunternville Huntaway Festival held on Saturday October 29th 2022.

Yours faithfully



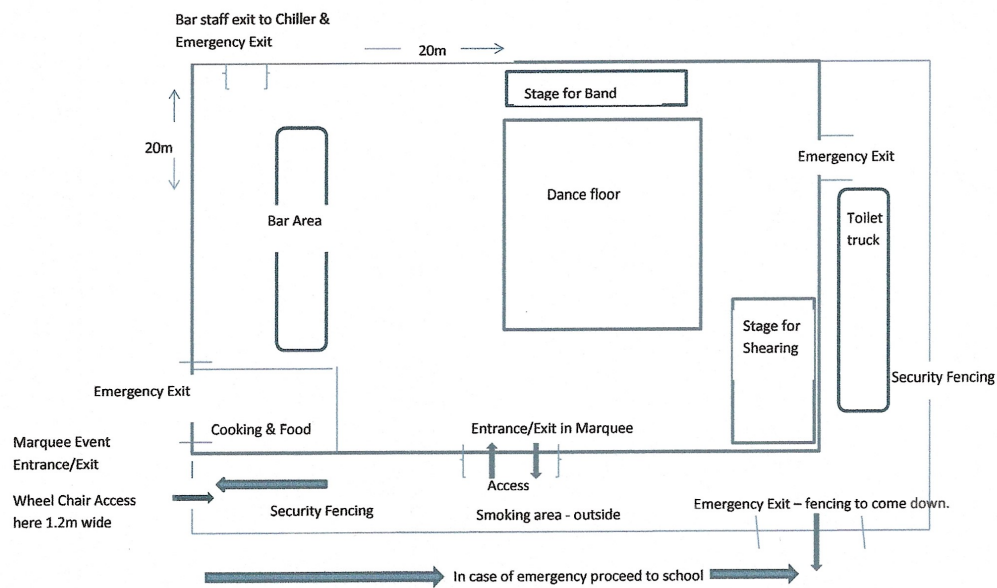
Tommy Kilgariff

ITEM 9.1 ATTACHMENT 5

NOTE: All security fencing gates can come apart in the case of an emergency.



### Marquee Floor Plan





*Certificate of Test*

NF6999 REPORT No.: FNF10968

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TEST FOR FLAMMABILITY OF MATERIALS IN ACCORDANCE WITH AS 1530.2-1993

TRADE NAME: Preconstraint 502

SPONSOR: Serge Ferrari  
Zone Industrielle  
BP 54  
LA TOUR-DU-PIN CEDEX  
FRANCE

DESCRIPTION OF SAMPLE: The sponsor described the tested specimen as polyester yarn fabric coated with varnished PVC on both sides. The PVC contained flame retardant additives.

Nominal total thickness: 0.47 mm  $\pm$  10%  
Nominal total mass: 590 g/m<sup>2</sup>  $\pm$  5%  
Colour: white

TEST PROCEDURE: Samples were tested in accordance with Australian Standard 1530 Part 2 - Test for Flammability of Materials - 1993. Six (6) samples were tested in accordance with AS 1530.2-1993.

RESULTS: The following were obtained for the specimen:

	Maximum Flame Height	Time for Flame to Reach Top (t)	Area Under Curve (cm <sup>2</sup> )
Mean	3.2	N/A	1.3
Coefficient of Variance (%)	12.89	N/A	12.05

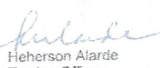
From which the following indices were obtained:

SPREAD Factor	SPEED Factor	HEAT Factor	FLAMMABILITY INDEX
0	N/A	0	0


The results of this fire test may be used to directly assess fire hazard, but it should be recognised that a single test method will not provide a full assessment of fire hazard under all fire conditions.


DATE OF TEST: 23 October 2013

Issued on the 24<sup>th</sup> day of October 2013 without alterations or additions.

  
Heherson Alarde  
Testing Officer

Brett Roddy  
Team Leader, Fire Testing and Assessments

 This document is issued in accordance with NATA's accreditation requirements.  
Accreditation No. 165 - Corporate Site No. 3625

 **CSIRO Materials Science and Engineering**  
14 Julius Avenue, Riverside Corporate Park, North Ryde NSW 2113 AUSTRALIA  
Telephone: 61 2 9490 5444 Facsimile: 61 2 9490 5555

Original Design - approved by Council on 31 March 2022

DIRECTORY:

ISSUE	DETAILS	DATE
A	TO BE APPROVED FOR MANUFACTURE	

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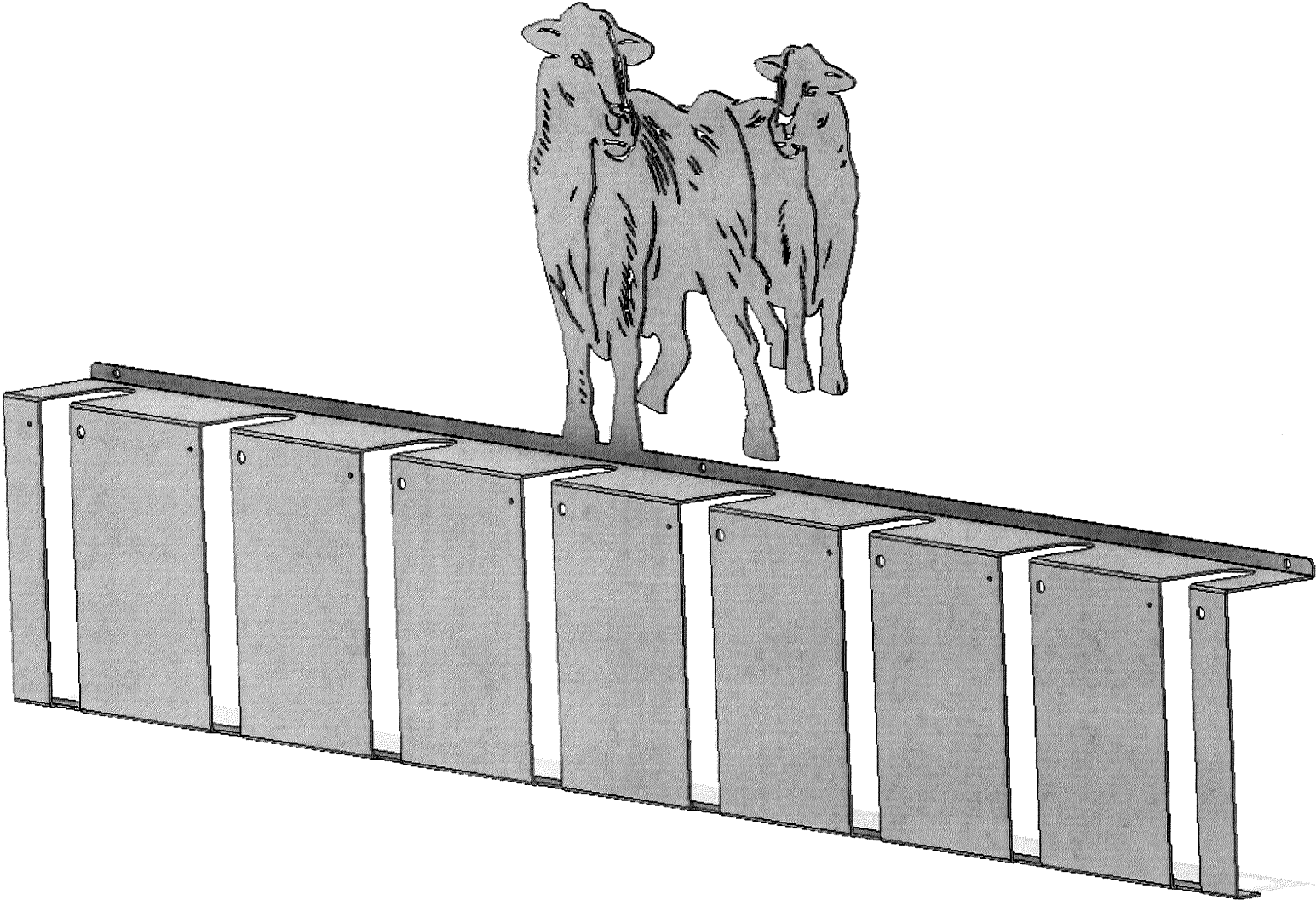
**ROADRUNNER**  
ROADRUNNER MANUFACTURING (NZ) LIMITED

CLIENT: **ROADRUNNER**  
TITLE: **Community Centre Bike Rack**  
DRAWN BY: Keiran Jenkins

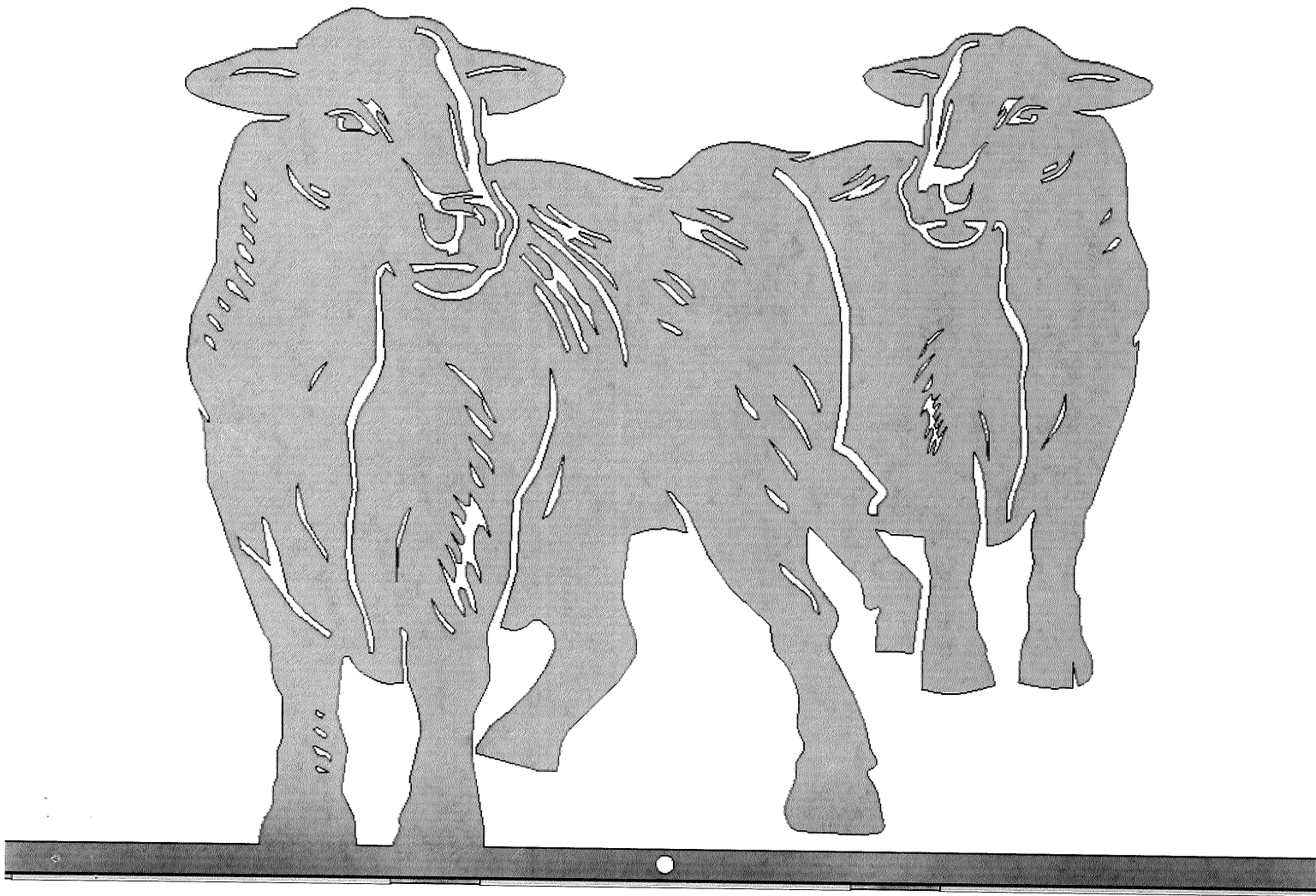
DATE:   
SCALE: 1:16  
PRODUCT CODE:   
JOB NUMBER:

SHEET: 1/1  
ISSUE:

New design requested by the Bulls Community Committee



ITEM 9.1    ATTACHMENT 6



## 10 Reports for Decision

### 10.1 Council Controlled Organisations - Exemption

**Author:** Dave Tombs, Group Manager - Corporate Services

**Authoriser:** Dave Tombs, Group Manager - Corporate Services

#### 1. Reason for Report

- 1.1 This Report seeks to renew Council's granting of an exemption to two Council Controlled Organisations (CCOs) from certain administrative requirements as summarised below.
- 1.2 Page 70 of Council's current Annual Report (attached) provides a summary of the background to this request to renew these exemptions.

#### 2. Context

- 2.1 Council's Annual Report notes that it has two CCOs:
  - 2.1.1 Manawatu-Whanganui LASS Ltd; and
  - 2.1.2 MW Regional Disaster Relief Fund Trust
- 2.2 Part 5 of the Local Government Act 2002 (LGA2002) contains a wide range of obligations and requirements on CCOs.
- 2.3 However, S6(4)(i) LGA2002 and S7 LGA2002 allow a local authority, after consideration of certain matters, to grant an exemption to an organisation from being treated as a CCO.
- 2.4 The matters to be considered are:
  - 2.4.1 The nature and scope of activities provided by the organisation; and
  - 2.4.2 The costs and benefits, if an exemption is granted, to the local authority, the CCO and the community.
- 2.5 When an exemption is granted, it must be reviewed within three years and can be revoked at any time. This report brings both CCO exemption reviews into one report to make the process more efficient and synchronised.

#### 3. Nature and Scope of Activities

##### **Manawatu-Whanganui LASS Ltd (MW LASS)**

- 3.1 MW LASS was set up as a CCO during 2007-08 to provide councils in the Horizons region with an umbrella vehicle to investigate, procure, develop and deliver shared services.
- 3.2 Council first exempted MW LASS from being a CCO in conjunction with agreement with other member Councils in 2008.
- 3.3 The objectives of MW LASS are confined to shared services where a business case shows that they provide benefit to the (voluntary) council users by either improved levels of service, reduced costs, improved efficiency and/or increased value through innovation.
- 3.4 The MW LASS member councils are all represented by their Chief Executives on the Board of Directors. Each member council is therefore continually directly involved with the status of, and developments regarding, the activities of the LASS.

**ITEM 10.1****MW Regional Disaster Relief Fund Trust**

- 3.5 The Trust is a small organisation with limited nature and scope of its activities. The Trust's activity is spasmodic - primarily after significant adverse events.
- 3.6 Accountability is adequately provided through the Trust deed, which includes a requirement for audited accounts to the Annual General Meeting and presentation to the eight local authorities appointing trustees.
- 3.7 The exemption last resolved by Council for the Trust expired on 30 June 2021.
- 3.8 This report seeks approval for this exemption:
  - 3.8.1 for the year ended 30 June 2022; and
  - 3.8.2 For the three years ending 30 June 2025.

**4. Discussion and Options Considered**

- 4.1 The granting of the exemption that is the subject of this Report means that the CCOs are not required to comply with Part 5 LGA2002.
- 4.2 There would be significant additional costs if the CCOs were required to meet all the obligations of a council-controlled organisation - through the preparation of a statement of corporate intent, performance monitoring and six- monthly reporting to all member local authorities.
- 4.3 There is a considerable cost associated with this and members of these CCOs have previously deemed this cost to be excessive, given the nature and scope of the activities provided by each CCO (refer S2.4.1 above).

**Attachments**

- 1. **Annual Report June 2021 Extract** [↓](#)

**Recommendation 1**

That the 'Council Controlled Organisations - Exemption' report be received.

**Recommendation 2**

That Council provide an exemption to Manawatu-Whanganui Local Authority Shared Services from being a Council Controlled Organisation granted under Section 7(5) of the Local Government Act 2002 for the period of 1 July 2022 to 30 June 2025.

**Recommendation 3**

That Council provide an exemption to Manawatu-Whanganui Regional Disaster Relief Trust from being a Council Controlled Organisation granted under Section 7(5) of the Local Government Act 2002 for the year ending 30 June 2022.

**Recommendation 4**

That Council provide an exemption to Manawatu-Whanganui Regional Disaster Relief Trust from being a Council Controlled Organisation granted under Section 7(5) of the Local Government Act 2002 for the period of 1 July 2022 to 30 June 2025.

**ITEM 10.1**

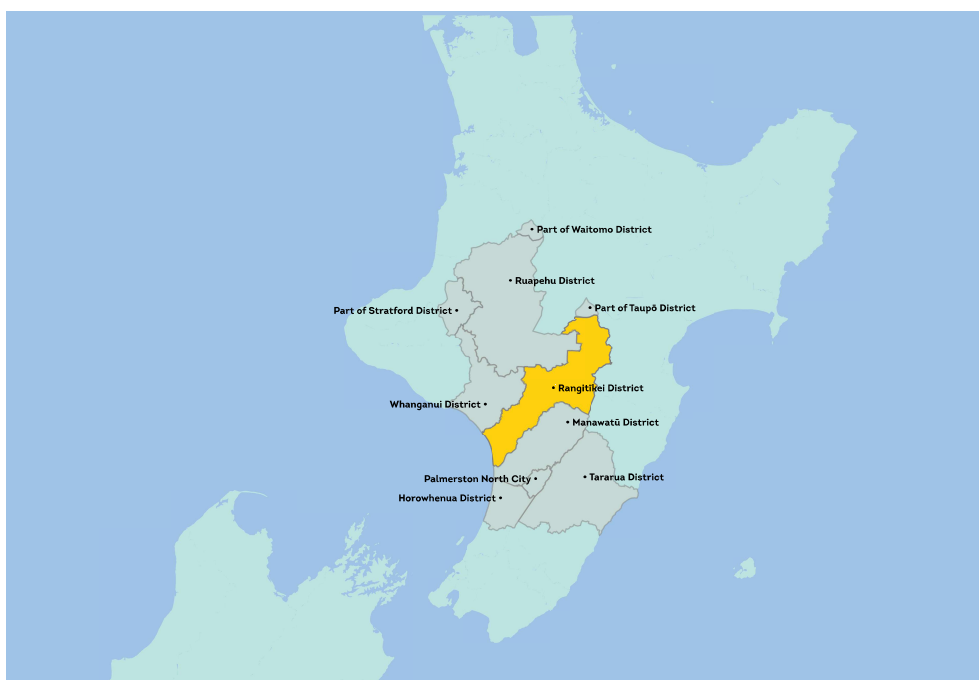
## Council-Controlled Organisations (CCO)

### Manawatū-Whanganui LASS Limited

This company was set up in 2008 by seven local councils to investigate the possibilities of economies of scale by joint procurement.

Rangitikei District Council owns one seventh or 14% of this company and has a \$16,000 share capital.

The company is treated as a CCO under the Local Government Act 2002 but in March 2013 Rangitikei District Council resolved that it is exempt for the purposes of section 6(4)(i) of that Act until 30 June 2019. Other member councils passed similar resolutions. That has been extended a further three years, until 30 June 2022.



### MW Regional Disaster Relief Fund Trust

After the Manawatu Whanganui Regional Disaster Relief Fund Trust was established in March 2004, each of the eight local authorities appointing trustees passed a resolution exempting the Trust for the status as a council-controlled organisation.

In 2015, the administration of the Trust was transferred to Horizons Regional Council, and resolutions passed by participating councils to exempt it for the purposes of section 6(4)(i) of the Local Government Act 2002. At its meeting on 30 August 2018, Rangitikei District Council resolved that this exemption continue for a further three years, i.e. to 30 June 2021.



## 11 Reports for Information

### 11.1 Project Management Office Report - May 2022

**Author:** Arno Benadie, Chief Operating Officer

**Authoriser:** Arno Benadie, Chief Operating Officer

#### Reason for Report

This is a monthly report on the most significant projects currently being delivered by Council's Project Management Office (PMO):






1. Mangaweka Bridge Replacement
2. Marton to Bulls Wastewater Centralisation Project
3. Lake Waipu Improvement and Ratana Wastewater Treatment Project
4. Bulls Bus Lane and Town Square
5. Taihape Amenities Building
6. Taihape Grandstand
7. Marton Rail Hub
8. Marton Water Strategy
9. Regional Treatment Plant Consenting Programme

The miscellaneous section of this report contains information or requests for decision on projects not included in the list above.

Note that Finance and Performance Committee will receive full budgets and spend broken down by financial year, and this report will focus on project budgets and progress against budget.


## 1. Mangaweka Bridge replacement

## ITEM 11.1





Project Status				
<p>The scope of this project is to construct a replacement bridge at Mangaweka and preserve the existing bridge as a walking and cycling facility to be managed by a trust.</p> <p>The project is funding by Waka Kotahi, Rangitikei District Council and Manawatu District Council, and project managed by Manawatu District Council.</p> <p>The bridge is opening on Friday 20 May 2022, a month earlier than scheduled, with a blessing and unveiling of the pou by Ngāti Hauiti. The approach road on the Manawatu side will be constructed when the bridge is open, with an overall completion forecast for June 2022.</p> <p><i>The total construction cost is \$7.9m plus \$2.1m in consenting costs and consultancy fees – RDC’s component only is reported on in this report.</i></p>				
Project Budget		\$4,953,345	Spend to Date	\$4,024,827
Estimated Costs to Complete		\$928,518	Forecast Cost at Completion	\$4,953,345
% Spent of Forecast Cost		81%	Variance: Forecast Cost / Budget	0%
Project Start Date (MM-YY)		01-18	Project Completion Date (MM-YY)	06-22
Metric	Trend	Comment		
Health and Safety		No near misses or lost time injuries to report.		
Programme		Construction due to be completed July 2022 and is currently on programme.		
Cost		The project is currently within budget.		
Quality		No concerns to date.		
Risk		Working at heights and over the water, in proximity to the public, is inherently risky; this risk has been downgraded as the construction of the bridge is complete, with only the approach road and guardrails to go.		
Tasks completed last month	Prepare bridge for opening.			
Tasks forecast this month	Blessing and opening of the bridge Progression of the approach road on the Manawatu side. Currently awaiting the Maintenance Management Plan for the old bridge from WSP. We are working with the Mangaweka Heritage Incorporation to agree and finalise a date to hand over the management of the use of the old bridge.			

## 2. Marton to Bulls Wastewater Centralisation Project

### ITEM 11.1






Project Status			
<p>The Marton to Bulls wastewater centralisation scope includes 4 subprojects:</p> <ul style="list-style-type: none"> <li>A. Construction of a wastewater transfer pipeline from Marton Wastewater Treatment Plant to Bulls Wastewater Treatment Plant</li> <li>B. Purchase of land in the Bulls area to dispose of treated wastewater and install irrigation infrastructure</li> <li>C. Consenting for the activities</li> <li>D. Upgrades of the treatment plants at Marton and Bulls</li> </ul> <p>Three independent members have been appointed to the Project Advisory Board, with the first meeting being organised for Q2 2022.</p> <p>Project signboards were erected in December advising of the works and acknowledging co-funding from Crown Infrastructure Partners. Construction is progressing.</p> <p>Our Resource Consent application for the open-trenching component of the works has been accepted by Horizons (noting that consent has not been granted), and mitigation and impacts were discussed with Iwi during December.</p> <p>Lowe Environmental (LEI) have been contracted to project manage the wider project, with the Group Manager Assets and Infrastructure holding the design authority for the solution. The Group Manager Assets and Infrastructure will commission peer review of the solution should this be required.</p> <p>RDC is engaging with MDC regarding lessons they've learned from their own wastewater centralisation project.</p>			
Sub-project A Budget	\$10,000,000	Sub-project A Spend to Date	\$4,029,350
Sub-project B Budget	\$7,400,000	Sub-project B Spend to Date	\$0
Sub-project C Budget	\$250,000	Sub-project C Spend to Date	\$0
Sub-project D Budget	\$7,350,000	Sub-project D Spend to Date	\$0
Project Budget	\$25,000,000	Project Spend	\$4,029,350
Estimated Costs to Complete	\$20,970,650	Forecast Cost at Completion	\$25,000,000
% Spent of Forecast Cost	16%	Variance Forecast Cost / Budget	0%
Project Start Date (MM-YY)	06-20	Project Completion Date (MM-YY)	06-25
Metric	Trend	Comment	
Health and Safety		No near misses or lost time injuries to report.	

## ITEM 11.1

Programme		<p>The overall programme for the entire project (all four subprojects listed above) is five years starting in 2020, and the target end date is June 2025.</p> <p>The part of the pipeline that was funded by the 3-water stimulus funding was complete on 30 April 2022 – the deadline for spending this funding was 30 June 2022.</p>
Cost		<p>The budgets for all sub-projects will be assessed when land has been sourced.</p> <p>\$3,880,000 of the pipeline cost has been agreed to be funded by DIA through the 3-waters stimulus funding.</p>
Quality		<p>Crown Infrastructure Partners (CIP) who are overseeing the DIA funded projects have funded Alta (construction management specialists) to support the project team with tendering of subproject A and be the Engineer to Contract. Council have engaged Kingston Infrastructure Ltd to be the on-site project liaison and Engineers Representative, to support delivery and verify construction milestones.</p>
Risk		<p>The risk of not finding suitable disposal land (sub-project B), and of difficulties with feasibility of construction remains.</p> <p>There is a risk of the granting of the resource consent for open trenching being delayed due to the workload of Iwi at the moment and challenges with their capacity.</p>
Tasks completed last month		<p>Iwi consultation continued</p> <p>Fourth payment claim received</p> <p>Design of pipe bridge continuing</p> <p>Contracting of Lowe Environmental.</p> <p>Initial meeting held with LEI. Outlined details such as scope of work, team involved, org chart, programme. Weekly meetings with PMO office have commenced.</p>
Tasks forecast this month		<p>Horizons consent to be progressed (awaiting iwi sign off)</p> <p>First advisory board meeting to be scheduled.</p> <p>Construction of wastewater pipeline to progress</p> <p>Monthly updates to Horizons regarding consent will begin.</p> <p>Update TRAK on iwi engagement for the project.</p>

### 3. Lake Waipu Improvement and Ratana Wastewater Treatment Project






ITEM 11.1

Project Status			
<p>This project has been a collaborative effort involving local iwi, RDC, HRC and the community of Ratana, and is partly funded (46%) by Ministry for the Environment (MfE). The project is to remove treated effluent from Lake Waipu and to dispose of it to land. The project started on 1 July 2018 with an agreement with the Ministry for the Environment (MfE) and has an estimated duration of 5 years. Construction is expected to complete in April 2023.</p> <p>An application for a new consent was lodged in April 2018, and this application allows RDC to proceed under existing consent conditions with discharge of treated wastewater into lake Waipu until such time as a new consent application for land disposal can be submitted.</p> <p>The scope of this project includes purchase of land for disposing of treated wastewater (instead of discharge to Lake Waipu), the installation of irrigation equipment and an upgrade of the existing Rātana Pā wastewater treatment plant.</p> <p>Further information is contained in Section 9 of this report.</p>			
<b>Project Budget</b>	\$2,425,000	<b>Spend to Date</b>	\$182,234
<b>Estimated Costs to Complete</b>	\$2,242,766	<b>Forecast Cost at Completion</b>	\$2,425,000
<b>% Spent of Forecast Cost</b>	7.5%	<b>Variance: Forecast Cost / Budget</b>	0%
<b>Project Start Date (MM-YY)</b>	07-18	<b>Project Completion Date (MM-YY)</b>	06-23
Metric	Trend	Comment	
Health and Safety		No near misses or lost time injuries to report.	
Programme		The purchase agreement for suitable land has been finalised and signed by the landowners and RDC. The irrigation methodology and programme are being planned now. Construction is expected to be completed by April 2023.	
Cost		The 2020-21 Annual Plan and the 2021-2031 Long Term Plan included \$1.55m budget spread across various line items for this project. \$875,000 is being granted to RDC by Horizons Regional Council out of the funding they will receive from the Ministry for Environment, which is included in the budget. The estimated costs shall be finalised with actual construction costs once an irrigation method has been specified or designed.	
Quality		No concerns to date.	
Risk		<ul style="list-style-type: none"> <li>• Wetland Delineation Report confirmed two natural wetlands</li> <li>• Tight timeframe to get work completed by June 2023, for MfE funding for the project. Council is working with consultants to assist with planning the forward works programme.</li> <li>• Land constraints to be worked through as part of design.</li> <li>• Proximity to Whangaeahu River, degree of interconnection between groundwater and the river to be worked through as part of the Assessment of Environmental Effects (AEE) work as could</li> </ul>	

ITEM 11.1






		have implications for degree of nutrient removal from effluent that may be required
Tasks Completed Last Month		<ul style="list-style-type: none"> <li>• Further preparation of the ecological assessment and restoration plan (awaiting on iwi feedback following hui on 22nd April where draft planting lists were discussed and circulated)</li> <li>• Organised meeting the Horizons Regional Council staff for 17 May to discuss initial findings of the groundwater assessments and to run through the technical reporting proposed to support the consent application.</li> <li>• Consideration of set-back distances, nutrient options, pipe design, recommended management areas</li> <li>• Finalising of the onsite groundwater investigation reports</li> <li>• Organised drillers to install the monitoring bores June to help get clarification on the existing environmental conditions and help with on-going monitoring</li> <li>• Drafting of the preliminary irrigation design including sizing of storage.</li> <li>• Pipeline initial design and progress the wastewater design</li> <li>• Meeting with asset management team to work through logistics and cost implications</li> </ul>
Tasks Forecast This Month		<ul style="list-style-type: none"> <li>• Meeting with Horizons Regional Council on 17 May to discuss the technical reports that are being prepared and overview of what is to be sought in the application</li> <li>• Further preparation of the Ecological Impact Assessment, Restoration Plan, and Irrigation Design.</li> <li>• Drafting of the resource consent application/ AEE</li> </ul>

## 4. Bulls Bus Lane and Town Square

Project Status				
The scope of this project is the creation of a Town Square and Bus Lane in Bulls around the Community Centre, Te Matapihi.				
Construction of the bus lane and town square begun on 26 October 2021. The bus lane was completed on 16 March 2022, and the town square was complete on 1 April 2022.				
The final items to complete this project are the operationalisation of the bus lane, and installation of artwork.				
Project Budget (Bus Lane and Town Square)		\$1,025,603	Spend to Date	\$910,900
Estimated Costs to Complete		\$114,703	Forecast Cost at Completion	\$1,025,603
% Spent of Forecast Cost		88%	Variance: Forecast Cost / Budget	0%
Project Start Date (MM-YY)		10-21	Project Completion Date (MM-YY)	07-22
Metric	Trend	Comment		
Health and Safety		No near misses or lost time injuries to report.		
Programme		Construction is well underway. The start date was 26 October 2021 and completion date of the bus lane was 16 March 2022, and the town square is 1 April 2022. The completion date for the bus lane accounted for 20 days extension of time.		
Cost		69% (\$97,247) of the \$140,000 contingency for the project’s construction phase has been committed. The PMO does not expect exceeding the project contingency, and overall expects to finish within budget.		
Quality		Finalisation of the Town Square, with artwork, seating, and rubbish bins, is underway.		
Risk		Bus operators identified operational improvements to the Bulls bus lane after a one-month trial period. The proposed improvements have been completed to the satisfaction of the bus operators and they are now happy to start using the bus lane		
Tasks completed last month	Continue working with Ngāti Parewahawaha on finalised plan with artwork. Implementing improvements to the bus lane (line markings and signage) as a result of user feedback.			
Tasks forecast this month	Install artwork by Ngāti Parewahawaha.			

## 5. Taihape Amenities Building

## ITEM 11.1

Projects Status				
The scope of this project is the construction of a new Taihape Amenities Building. Construction began in March 2022.				
Project Budget		\$4,648,757	Spend to Date	\$1,112,480
Estimated Costs to Complete		\$3,536,277	Forecast Cost at Completion	\$4,648,757
% Spent of Forecast Cost		23.9%	Variance: Forecast Cost / Budget	0%
Project Start Date (MM-YY)		11-2020	Project Completion Date (MM-YY)	10-2022
Metric	Trend	Comment		
Health and Safety		No near misses or lost time injuries to report.		
Programme		Programme for Amenities Building on track. Construction started March 2022. There is a high risk of delay caused by supply challenges and COVID – this is being monitored closely by the contractor and the PMO.		
Cost		Any scope changes will impact on the amenities budget – the PMO would require Council endorsement before approving any other work.		
Quality		New building construction work only started when all design completed, and scope confirmed (lessons learned from Bulls Te Matapihi).		
Risk		There is a high risk of delay caused by supply challenges and COVID – this is being monitored closely by the contractor and the PMO.		
Tasks completed last month	Construction commenced Communications update on various channels All piles and floor slabs have now been installed			
Tasks forecast this month	Construction to continue. Communication to continue.			





## 6. Taihape Grandstand

## ITEM 11.1

Projects Status






The scope of this project is the detailed design of the endorsed strengthening concept design for the Taihape Grandstand (consulted on during LTP period, with a final resolution to be made in June or July 2022).

Design is underway to provide costings of the strengthening of the Grandstand.

\$1m was allowed for the Grandstand in the 2021 LTP. Current projections of projects costs are estimated to be well above committed budget. Therefore, additional funding will have to be secured.

A separate paper was presented to Council in March 2022 to resolve next steps and future Council staff involvement – the resolutions were for staff to support the Taihape Heritage Trust with their fundraising for improvements to the Grandstand, and that no building work would be undertaken on the Grandstand until the Heritage status was confirmed and financing for construction in place.

Project Budget		\$1,000,000	Spend to Date	\$197,514
Estimated Costs to Complete		Unknown	Forecast Cost at Completion	Unknown
% Spent of Forecast Cost		Unknown	Variance: Forecast Cost / Budget	0%
Project Start Date (MM-YY)		11/2020	Project Completion Date (MM-YY)	Unknown






Metric	Trend	Comment
Health and Safety		No near misses or lost time injuries to report.
Programme		There is a high risk of delay caused by supply challenges and COVID – this is being monitored closely by the contractor and the PMO.
Cost		The \$1m budget for the Grandstand includes investigation, staff time, design, consenting, and some construction works. Once detailed design has been completed the PMO will ask the QS to review the pricing and amend the estimate. This will then be presented back to council in a report in August 2022.
Quality		Construction work to be planned once detailed design is completed and presented to Council for decision.
Risk		<p>No concerns to date. There is a risk of poor public perception of the grandstand strengthening. public consultation has been undertaken to reduce the risk.</p> <p>There is a high risk of delay caused by supply challenges and COVID – this is being monitored closely by the contractor and the PMO.</p>
Tasks completed last month	Detailed design work continuing, including a possible staged approach for construction. These were expected back early April, but consultant has requested an extension of time. Should be received by end of June 2022.	

	Received the Fire Design Plan.
Tasks forecast this month	Detailed design expected back within the next three months. PMO to continue engagement with the Taihape heritage group, possibly meeting at the next committee meeting. Continue to work on communication with the public, to ensure the public are being given accurate information on programme.



## 7. Marton Industrial Park and Rail Hub

## ITEM 11.1

Project Status				
A new rail hub to accommodate forestry operations will be constructed in Marton. This will include a double rail siding, log yard with debarking facility, and associated businesses.				
Project Budget		\$9,850,000	Spend to Date	\$1,455,885
Estimated Costs to Complete		\$8,394,115	Forecast Cost at Completion	\$9,850,000
% Spent of Forecast Cost		15%	Variance: Forecast Cost / Budget	0%
Project Start Date (MM-YY)		11-20	Project Completion Date (MM-YY)	01-24
Metric	Trend	Comment		
Health and Safety		No near misses or lost time injuries to report.		
Programme		An Environment Court hearing date has now been set for the week commencing 12 September 2022, in Levin. Programming can now be undertaken based on a resolution to the district plan change in September 2022.		
Cost		The cost estimate for the rail siding construction exceeds the current budget. The project team is looking at funding and investment options.		
Quality		Quality issues arose with the initial preliminary design of the rail siding. Design revisions are complete, and the quality risk was resolved by the end of May 2021.		
Risk		The programme is dictated by the plan change process. The cost estimate for the rail siding exceeds the current budget.		
Tasks completed last month	Limited consultation on the CDP closed. Environment Court has a pre-hearing conference on 10 May 2022. Engagement of experts for evidence exchange ahead of the hearing			
Tasks forecast this month	Briefs of evidence to be prepared by experts ahead of the hearing. Conferencing between Council’s experts and other party’s experts			

**8. Marton Water Strategy – Sub-project A (New Bore)****ITEM 11.1****Project Status**

A new bore is required to replace existing infrastructure to supply potable water to Marton. The Marton Water Strategy comprises of three sub-projects:

Sub-project A: Construction of new raw water bore (this report)

Sub-project B: Design of the plant upgrade and consenting


Sub-project C: Construction of new treatment plant

Sub-project A will deliver a new bore that will, when sub-projects B and C are also completed, provide potable water to Marton that meets the NZ Drinking Water Standards. The scope of sub-project A includes:





- Planning and procurement of required professional services
- Location of new bore site
- Land acquisition for bore site and testing for quality and quantity
- Target volume from bore of 5000 m<sup>3</sup> (quantity of water)
- Construction of bore
- Handover of bore to operations team.

Sub-project A is currently in the tendering phase for the drilling contractor.

Sub-projects B and C will commence when sub-project A is near completion. At this stage, staff will look at options for the use of the dams once we are drawing Marton water from a bore. This will include looking at restoring flow to the Tutaenui Stream. All work is expected to be completed by 1 July 2024.






<b>Sub-Project A Budget</b>		\$1,000,000	<b>Spend to Date</b>	\$95,591
<b>Estimated Costs to Complete</b>		\$904,409	<b>Forecast Cost at Completion</b>	\$1,000,000
<b>% Spent of Forecast Cost</b>		9.6%	<b>Variance: Forecast Cost / Budget</b>	0%
<b>Metric</b>	<b>Trend</b>	<b>Comment</b>		
Health and Safety		Physical works have not begun. Request for Tender (RFT) documentation for procurement of bore construction will outline Health and Safety requirements/considerations which responses will be assessed against.		

**ITEM 11.1**

Programme		RFT was advertised by RDC 04 May and closes 2 June 2022. A report to Council recommending the tender award is scheduled for 30 June 2022, subject to the tender evaluation process. The project programme will be updated following the tender evaluation.
Cost		The project currently remains within budget. The tender processes for bore construction and site preparation will give greater clarity to project budget requirements.
Quality		No concerns to date.
Risk		Iwi engagement is fundamental at this stage of the project to ensure the approach, location and design are acceptable to local Iwi. As per the project plan, RDC hold responsibility for this engagement. A risk has arisen through staff movements at RDC. The project management team will need to ensure continuity should there be personnel changes in the RDC project team
Tasks completed last month	RFT was advertised 4 May. Bore construction site has been confirmed.	
Tasks forecast this month	Receive tenders for the bore drilling.	

## 9. Regional Treatment Plant Consenting Programme

ITEM 11.1

Programme Status			
<p>A consultant (WSP) has been engaged to deliver a programme of treatment plant consents for Rangitikei District Council. The contract is for four years.</p> <p>The outcome of this programme is current consents on all treatment plants, which can be regularly complied with. This will resolve non compliances with our regional council consents. Variations to date include:</p> <ol style="list-style-type: none"> <li>1) Taihape Water Treatment Plant optimisation (\$32,350) – approved in November 2021 under resolution 21/RDC/411.</li> <li>2) Hunterville Wastewater Treatment Plant new consent – noted under resolution 21/RDC/322 that a new consent will be sought. Costs will be presented to Council for approval once known (expected January 2022).</li> </ol>			
<b>Project Budget</b>	\$494,920	<b>Spend to Date</b>	\$174,295
<b>Estimated Costs to Complete</b>	\$320,625	<b>Forecast Cost at Completion</b>	\$494,920
<b>% Spent of Forecast Cost</b>	35%	<b>Variance: Forecast Cost / Budget</b>	0%
<b>Project Start Date (MM-YY)</b>	04-21	<b>Project Completion Date (MM-YY)</b>	12-23
Metric	Trend	Comment	
Health and Safety		WSP Health and Safety Plan prepared prior to site visits	
Programme		Ratana programme revised now that land purchase area secured, looking to lodge application early second quarter 2022. Bulls WTP lodged in time to secure s124b existing use rights. Hunterville WWTP request for assistance, programme to be established. (Waiting to establish connection with consultants for Bulls to Marton)	
Cost		Forecast completion cost is on budget, various variations prepared. Technical assessments price for Ratana WWTP were greater than provisional sum estimates but agreed with client.	
Quality		No concerns to date.	
Risk		Risk 1: Programme – slight delays to start while waiting on information to be provided for some sites (flow and quality data). Ability to re-establish programme. Risk 2: Scope creep – nothing identified at this stage, early variations identified by RDC. Risk 3: Cost of upgrades. Not known at this stage, needs to be balanced against stakeholder expectations. Watching brief to be kept Risk 4: Delivery of Cultural Impact Assessment (CIA). Continue to work with RDC and iwi to understand information requirements and implications as they come to hand. Ongoing consultation is allowed for.	

ITEM 11.1

		<p>Risk 5: Legislative changes. Various legislation changes have occurred since most of the consents of existing sites were approved. Need to ensure that information within consent applications is fit for purpose to be able to evaluate against legislative requirements.</p> <p>Risk 6: Preferred site for Ratana may face consent challenges due to dunes having been identified as rare habitat (under Schedule F of the Horizons One Plan), Natural wetlands present which are being considered in the Ecological Impact Assessment.</p>
Tasks completed last month	<p><u>Ratana</u> Further drafting of the ecological assessment and restoration plan Trying to organise meeting the Horizons Regional Council staff to discuss initial findings of the groundwater assessments and to run through the technical reporting proposed to support the consent application Consideration of set-back distances, nutrient options, pipe design Completion of the onsite groundwater investigation reports Organised drillers to install the monitoring bores next months to help get clarification on the existing environmental conditions and help with on-going monitoring Drafting of the irrigation design, Organised an in-person hui / site visit for Friday 22nd of April.</p> <p><u>Taihape WWTP</u> Completion of Short-Term Improvements Report (this outlined principals' approach to what the best options are for improving performance with current system). RDC are currently working through the technical reports provided by WSP and to confirm what recommendations will be taking forward. WSP awaiting on RDC before this can progress Hui 26 April 2022</p> <p><u>Taihape WTP</u> Sent the Taihape Water Intake flow control options Final report to Sarah Sandilands at Horizons</p> <p><u>Bulls WTP</u> Follow up email sent to Ngāti Apa requesting another meeting, if required, to obtain feedback on cultural effects. Follow up email sent to Ngāti Raukawa ki te Tonga Responses from hydrologists collated into section 92 response letter</p>	
Tasks forecast this month	<p><u>Ratana</u> Meeting with Horizons Regional Council to discuss the technical reports that are being prepared and overview of what is to be sought in the application Meeting with asset management team to work through logistics and cost implications Hui / site visit to further consult on restoration plan. Further preparation of the Ecological Impact Assessment, Restoration Plan, and Irrigation Design. Drafting of the resource consent application/ Assessment of Environmental Effects (AEE) Pipeline initial design and progress the wastewater design</p>	



	<p><u>Taihape WWTP</u>  Technical task briefs once short-term preferences are confirmed  Planning assessment</p> <p><u>Taihape WTP</u>  Receive an amended scope from consultants with focus on preliminary investigations re storage options from hydrology perspective as well as high level overview of what else could be done in study to assess alternative sources for the water supply</p> <p><u>Bulls WTP</u>  A follow-up meeting will be organised to prepare responses with regards to reasonable use once we receive feedback from MDC and Iwi. RDC staff will continue to follow up on progress with this</p>
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**Miscellaneous**

## 1. Marton Memorial Hall

Upgrade of the bathroom works has started and is estimated to take 6 weeks. This includes the installation of an additional fire exit door in the main hall.

Stage Two also includes the installation of a heating/cooling system, after tendering out to 3 suppliers we have awarded the contract for this work. There is a six-to-eight-month delay on supply of the product, but this has now been ordered. Delivery and installation dates are unknown at this stage and dependant on the delay mentioned above.

## 2. Papakai Pump Station



















The detailed design of the new Papakai Pump Station was received in the middle of May 2022. This is now with the contractor for pricing. The revised cost is expected to be presented to the June 2022 Council meeting for Elected Member consideration.

## 3. Bulls Water Rising Main

The delivery of this new watermain is delayed as the contractor, who is currently installing the Marton to Bulls pipeline, has been impacted by Covid-19 and is prioritising the completion of Marton to Bulls pipeline before commencing the Bulls water rising main. More communications will be made public closer to the start of the water rising main.

## 4. Detailed Seismic Assessments

Staff are waiting on two further seismic assessments, Hunterville Town Hall, and Marton Swim Centre.

Legend			
Budget			
<b>+/- 0-5% of Budget</b>	Unchanged 	Risk increasing towards Amber 	Risk decreasing away from Amber 
<b>+/- 6-15% of Budget</b>	Unchanged 	Risk increasing towards Red 	Risk decreasing away from Red 
<b>+/- &gt;15% budget variance</b>	Unchanged 	Risk increasing 	Risk decreasing 
Programme			
<b>Completion Date not Affected</b>	Unchanged 	Risk increasing towards Amber 	Risk decreasing away from Amber 
<b>Up to three months delay to Completion Date</b>	Unchanged 	Risk increasing towards Red 	Risk decreasing away from Red 
<b>More than three months delay to Completion Date or Critical Date at risk</b>	Unchanged 	Risk increasing 	Risk decreasing 

### Recommendation

That the Project Management Office Report – May 2022 be received.

## 11.2 Pae Tawhiti Rangitīkei Beyond: Project Update

**Author:** Katrina Gray, Senior Strategic Planner

**Authoriser:** Carol Gordon, Group Manager - Democracy & Planning

### 1. Reason for Report

1.1 To provide an update on the Pae Tawhiti Rangitīkei Beyond project.

### 2. Project Overview

2.1 The Pae Tawhiti Rangitīkei Beyond project is the development of a spatial plan for the district. It will provide a spatial roadmap for how the Rangitīkei will prosper to 2050 and beyond by:



- Providing clear objectives/outcomes for future land use and growth.
- Guiding infrastructure investment decisions and enable targeted future proofing.
- Reflecting community cultural, economic, environmental and social values and priorities.
- Informing and shaping the District Plan Review and Council's other plans and strategies.
- Building confidence and identifying potential for industrial, commercial, and residential development.
- Achieving intergenerational equity and sustainable environmental development.










2.2 An Advisory Group has been established which consists of Elected Members and Te Roopuu Ahi Kaa members to assist with the strategic direction setting for the document. The Group's members are Chris Shenton, Cr Tracey Hiroa, His Worship the Mayor Andy Watson, Cr Fi Dalgety, Cr Angus Gordon, Cr Gill Duncan.

### 3. Project Schedule

Project Stage / Phase	Timeline
Background research / technical assessment	Now – December 2021
Develop Discussion Document	August 2021 – January 2022
Community Engagement	March – April 2022
Develop Draft Spatial Plan	April – July 2022
Community Consultation	July 2022
Adoption	September 2022

## 4. Project Updates

Metric	Trend	Comment
Schedule		Increasing possibility of project delays.
Risk		No significant risks identified.
Update from Advisory Group meetings		<p>One Advisory Group meeting was held during this reporting period:</p> <p><b>Advisory Group Meeting #7</b></p> <ul style="list-style-type: none"> <li>Community engagement results and strategic directions.</li> </ul> <p>Advisory Group meetings held during the <i>previous</i> reporting periods included:</p> <p><b>Advisory Group Meeting #1</b></p> <ul style="list-style-type: none"> <li>Purpose. Project naming. The Advisory Group agreed with 'Pae Tawhiti Rangitikei Beyond' as the project name.</li> </ul> <p><b>Advisory Group Meeting #2</b></p> <ul style="list-style-type: none"> <li>Identification of issues and opportunities facing our communities.</li> <li>Developing project vision and values.</li> <li>Rural environment outcomes.</li> </ul> <p><b>Advisory Group Meeting #3A and #3B</b></p> <ul style="list-style-type: none"> <li>Residential / Rural Living environment.</li> </ul> <p><b>Advisory Group Meeting #4</b></p> <ul style="list-style-type: none"> <li>Nature Networks</li> <li>Transport Networks</li> </ul> <p><b>Advisory Group Meeting #5</b></p> <ul style="list-style-type: none"> <li>Business Environments – retail, commercial, industrial.</li> </ul> <p><b>Advisory Group Meeting #6</b></p> <ul style="list-style-type: none"> <li>Discussion document and community engagement.</li> </ul>
Tasks completed March - May		<ul style="list-style-type: none"> <li>Develop and finalise discussion document and materials for engagement.</li> <li>Community engagement – 6 weeks.</li> <li>Business survey complete.</li> <li>Being analysis of community engagement. A summary of key themes raised through community engagement will be provided at a future Council meeting. <ul style="list-style-type: none"> <li>373 ideas on the interactive map</li> <li>Just over 200 township survey responses.</li> </ul> </li> </ul>
Tasks forecast June / July		<ul style="list-style-type: none"> <li>Finalise community engagement results.</li> <li>Develop draft spatial plan document.</li> <li>Planning for community consultation.</li> </ul>

Legend			
Completion Date not affected. No major risks identified.	Unchanged 	Risk increasing towards Amber 	Risk decreasing away from Amber 
Up to three months delay to completion date. Major risk identified.	Unchanged 	Risk increasing towards Red 	Risk decreasing away from Red 
More than three months delay to completion date <u>or</u> critical date at risk. Critical risk identified that could impact on delivery of the project.	Unchanged 	Risk increasing 	Risk decreasing 

### Recommendation

That the report 'Pae Tawhiti Rangitīkei Beyond: Project Update' be received.

## 12 Discussion Items

Nil

## 13 Minutes from Committees

### 13.1 Minutes from Committees

**Author:** Ash Garstang, Governance Advisor

#### 1. Reason for Report

- 1.1 Committee minutes are attached for Council's receipt, and will be distributed as a separate file (due to size).

#### Attachments

1. A/I - 14 Apr 22 (under separate cover)
2. BCC - 31 Jan 22 (under separate cover)
3. BCC - 29 Mar 22 (under separate cover)
4. F/P - 28 Apr 22 (under separate cover)
5. HCC - 02 May 22 (under separate cover)
6. P/P - 14 Apr 22 (under separate cover)
7. SDMC - 06 Apr 22 (under separate cover)
8. SRTF - 28 Apr 22 (under separate cover)
9. YC - 12 Apr 22 (under separate cover)

#### Recommendation

That the following minutes are received:

- Assets/Infrastructure Committee, 14 April 2022
- Bulls Community Committee, 31 January 2022
- Bulls Community Committee, 29 March 2022
- Finance/Performance Committee, 28 April 2022
- Hunterville Community Committee, 02 May 2022
- Policy/Planning Committee, 14 April 2022
- Santoft Domain Management Committee, 06 April 2022
- Sports NZ Rural Travel Fund, 28 April 2022
- Youth Council, 12 April 2022

## 14 Recommendations from Committees

### 14.1 Recommendations from the Finance/Performance Committee 14 April 2022

Author: Ash Garstang, Governance Advisor

#### 1. Reason for Report

- 1.1 After the allocation of funding to successful applicants in Round 2 of the Community Initiatives Fund, there is \$13,823.68 remaining in the budget for 2021/22. The Finance/Performance Committee would like to carry-forward this amount to 2022/23.
- 1.2 If approved, the total budget for the fund in 2022/23 will be \$43,823.68.

#### Recommendation

That Council approves / does not approve [~~delete one~~] the below recommendation from the Finance/Performance Committee meeting on 28 April 2022:

- a. That the Finance/Performance Committee recommends to Council that the remaining funds of the Community Initiatives Fund 2021/22 (totalling \$14,823.68, less the \$1,000 for the Samoan Remembrance Day), be carried-forward to the Community Initiatives Fund for 2022/23.



## 15 Public Excluded

### Resolution to Exclude the Public

The meeting went into public excluded session [enter time](#)

#### Recommendation

That the public be excluded from the following parts of the proceedings of this meeting.

1. Confirmation of Council Minutes (Public Excluded)
2. Follow-up Action Items from Council (Public Excluded) Meetings
3. Developer Agreement for Hendersons Line
4. Briefing Paper - Property in Bulls
5. Future use of Property in Bulls
6. Sale of Kensington Road Property

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the *Local Government Official Information and Meetings Act 1987* for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<b>15.1 – Confirmation of Council Minutes (Public Excluded)</b>	s7(2)(a) - privacy s7(2)(b)(ii) - commercial position s7(2)(c)(ii) - damage the public interest s7(2)(f)(i) - free and frank expression of opinions s7(2)(h) - commercial activities s7(2)(i) - negotiations	s48(1)(a)(i)
<b>15.2 – Follow-up Action Items from Council (Public Excluded) Meetings</b>	s7(2)(a) - privacy s7(2)(b)(ii) - commercial position s7(2)(c)(ii) - damage the public interest s7(2)(f)(i) - free and frank expression of opinions s7(2)(h) - commercial activities s7(2)(i) - negotiations	s48(1)(a)(i)
<b>15.3 – Developer Agreement for Hendersons Line</b>	s7(2)(b)(ii) - commercial position s7(2)(h) - commercial activities s7(2)(i) – negotiations	s48(1)(a)(i)
<b>15.4 – Briefing Paper - Property in Bulls</b>	s7(2)(f)(ii) - improper pressure or harassment	s48(1)(a)(i)

	s7(2)(g) - legal professional privilege	
<b>15.5 – Future use of Property in Bulls</b>	s7(2)(b)(ii) - commercial position s7(2)(h) - commercial activities	s48(1)(a)(i)
<b>15.6 – Sale of Kensington Road Property</b>	s7(2)(b)(ii) - commercial position s7(2)(h) - commercial activities	s48(1)(a)(i)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding or the whole or the relevant part of the proceedings of the meeting in public as specified above.

## 16 Open Meeting