

ORDER PAPER

ORDINARY COUNCIL MEETING

Date: Thursday, 13 August 2026

Time: 10.00am

Venue: Council Chamber
Rangitikei District Council
46 High Street
Marton

Chair: HWTM Andy Watson

Deputy Chair: Cr Dave Wilson

Membership: Cr Diana Baird
Cr Alan Buckendahl
Cr Fi Dalgety
Cr Sandra Field
Cr John Hainsworth
Cr Graeme O'Fee
Cr Coral Raukawa
Cr Paul Sharland
Cr Piki Te Ora Hiroa
Cr Jeff Wong

For any enquiries regarding this agenda, please contact:

Petra Fleming, Governance Advisor, 0800 422 522 (ext. 4403), or via email

petra.fleming@rangitikei.govt.nz

Contact:	0800 422 522 (06) 327 0099	info@rangitikei.govt.nz	www.rangitikei.govt.nz
Locations:	<u>Marton</u> Head Office 46 High Street Marton	<u>Bulls</u> Bulls Information Centre Te Matapihi 4 Criterion Street Bulls	<u>Taihape</u> Taihape Information Centre 102 Hautapu Street (SH1) Taihape
Postal Address:	Private Bag 1102, Marton 4741		
Fax:	(06) 327 6970		

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, 13 August 2026 at 10.00am.

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AGENDA

1 Welcome / Prayer

2 Apologies

3 Public Forum

No Public Forum

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 dealt with as a late item at this meeting.

6 Confirmation of Minutes

6.1 Confirmation of Minutes

Author: Petra Fleming, Governance Advisor

1. Reason for Report

- 1.1 The minutes from Ordinary Council Meeting held on 30 July 2026 are attached.

Attachments

1. Ordinary Council Meeting - 30 July 2026

Recommendation

That the minutes of Ordinary Council Meeting held on 30 July 2026 **[as amended/without amendment]** be taken as read and verified as an accurate and correct record of the meeting, and that the electronic signature of the Chair of this Committee be added to the official minutes document as a formal record.

MINUTES



RANGITIKEI
DISTRICT COUNCIL
Making this place home.

UNCONFIRMED: ORDINARY COUNCIL MEETING

Date: Thursday, 30 July 2026
Time: 10:00 am
Venue: Council Chamber
Rangitikei District Council
46 High Street
Marton

Present

HWTM Andy Watson
Cr Dave Wilson
Cr Diana Baird
Cr Alan Buckendahl
Cr Fi Dalgety
Cr Sandra Field
Cr John Hainsworth
Cr Piki Te Ora Hiroa
Cr Graeme O'Fee
Cr Coral Raukawa (Zoom)
Cr Paul Sharland
Cr Jeff Wong

In attendance

Mrs Carol Gordon, Chief Executive
Mr Arno Benadie, Deputy Chief Executive
Ms Leanne Macdonald, Group Manager – Corporate Services
Ms Katrina Gray, Group Manager – Strategy, Community and Democracy
Mr Darryn Black, Acting GM – Assets, Infrastructure and Projects
Mr Warren Pedley, Manager Finance and Partnerships
Ms Tiffany Gower, Strategy Manager
Ms Kezia Spence, Policy Analyst
Ms Petra Fleming, Governance Advisor

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1 Welcome / Prayer

The meeting opened at 10.00am and the Cr Sharland read the Council prayer.

2 Apologies

There were no apologies received.

3 Public Forum

Kyle Baird spoke about the resource consent process for his business and the challenges associated with obtaining consent, as advised by both Council's planners and his own planners. At this stage Mr Baird has not lodged a resource consent but advocated for Council to update the district plan.

4 Conflict of Interest Declarations

There were no conflicts of interest declared.

5 Confirmation of Order of Business

There was no change to the order of business.

6 Confirmation of Minutes

Resolved minute number 26/RDC/165

That the minutes of Ordinary Council Meeting held on 11 June 2026 without amendment be taken as read and verified as an accurate and correct record of the meeting, and that the electronic signature of the Chair of this Committee be added to the official minutes document as a formal record.

HWTM/Cr P Sharland. Carried

That the duplication of the resolved minute number 26/RDC/143 be removed.

Resolved minute number 26/RDC/166

That the minutes of Ordinary Council Meeting held on 25 June 2026 as amended be taken as read and verified as an accurate and correct record of the meeting, and that the electronic signature of the Chair of this Committee be added to the official minutes document as a formal record.

HWTM/Cr P Sharland. Carried

7 Follow-up Action Items from Previous Meetings

7.1 Follow-up Action Items from Council Meetings

The report was taken as read.

Resolved minute number 26/RDC/167

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

Cr P Sharland/Cr G O'Fee. Carried

8 Mayor's Report

8.1 Mayor's Report - July 2026

Councillors highlighted the LGNZ – Zone 3 reports and those that attended thanked Council for the opportunity to attend.

LGNZ Remits

Councillors discussed proposed remits for LGNZ conference and ranked the level of support for each of these remits.

Resolved minute number 26/RDC/168

That the Mayor's Report – July 2026 be received.

HWTM/Cr P Hiroa. Carried

Resolved minute number 26/RDC/169

That Rangitikei District Council does support Remit 1 – Priorities for Dog Control Act Reform for the 2026 LGNZ AGM.

HWTM/Cr D Wilson. Carried

Resolved minute number 26/RDC/170

That Rangitikei District Council does support Remit 2 – Improved Regulation of Vape Retailers for the 2026 LGNZ AGM.

Cr F Dalgety/Cr D Baird. Carried

Resolved minute number 26/RDC/171

That Rangitikei District Council does support Remit 3 – Financial Support for Government Reform Implementation Costs for the 2026 LGNZ AGM.

Cr D Wilson/Cr P Hiroa. Carried

ITEM 6.1

ATTACHMENT 1

Resolved minute number 26/RDC/172

Council does support Remit 4 – Removal of Representation Review requirements during Simplifying Local Government Reform for the 2026 LGNZ AGM.

Cr D Wilson/Cr A Buckendahl. Carried

Resolved minute number 26/RDC/173

That Rangitikei District Council does support Remit 5 – Devolution of Place-Naming Authority to Territorial Authorities for the 2026 LGNZ AGM.

Cr F Dalgety/Cr P Hiroa. Carried

Resolved minute number 26/RDC/174

That Rangitikei District Council does support Remit 6 – Enhanced role for Government in supporting subnational diplomacy for the 2026 LGNZ AGM.

Cr D Wilson/Cr C Raukawa. Carried

Resolved minute number 26/RDC/175

That Rangitikei District Council does support Remit 7 – Bulk Funding of Transport Authorities for the 2026 LGNZ AGM.

Cr F Dalgety/Cr S Field. Carried

Resolved minute number 26/RDC/176

That Rangitikei District Council does support Remit 8 – Improving LTP Audit Requirements for the 2026 LGNZ AGM.

Cr F Dalgety/Cr P Hiroa. Carried

Resolved minute number 26/RDC/177

That Rangitikei District Council does support Remit 9 – A Fairer Approach to Uneconomic Transport Infrastructure Funding for the 2026 LGNZ AGM

HWTM/Cr J Wong. Carried

Resolved minute number 26/RDC/178

That Council rank in prioritisation as listed below:

- Remit 9 – A Fairer Approach to Uneconomic Transport Infrastructure Funding
- Remit 3 – Financial Support for Government Reform Implementation Costs
- Remit 8 – Improving LTP Audit Requirements
- Remit 7 – Bulk Funding of Transport Authorities

- Remit 4 – Removal of Representation Review requirements during Simplifying Local Government Reform
- Remit 1 – Priorities for Dog Control Act Reform
- Remit 5 – Devolution of Place-Naming Authority to Territorial Authorities
- Remit 2 – Improved Regulation of Vape Retailers
- Remit 6 – Enhanced role for Government in supporting subnational diplomacy

HWTM/Cr D Wilson. Carried

Resolved minute number 26/RDC/179

That Council does delegate His Worship the Mayor to finalise and sign the 2026 Statement of Intent between the New Zealand Defence Force and Palmerston North City Council, Manawātū District Council, Rangitikei District Council and Ruapehu District Council.

Cr D Wilson/Cr P Sharland. Carried

9 Chief Executive's Report

9.1 Chief Executive's Report - July 2026

Approval to appoint one or more independent hearings commissioners for Proposed Plan Change 3 and delegate appropriate functions to them

Councillors discussed the approach taken by other councils and Ms Gower highlighted that it varies across councils and she described the process that would be undertaken.

Councillors discussed concerns about delegating this responsibility. His Worship the Mayor noted that, given the complexity of the Hearings Commissioner certification process, delegation was a responsible and practical approach.

Resolved minute number 26/RDC/180

That the report Chief Executive's Report – July 2026 be received.

Cr P Sharland/Cr P Hiroa. Carried

Resolved minute number 26/RDC/182

That Council delegates to the independent hearings commissioner or hearings panel all necessary powers, duties and functions under the Resource Management Act 1991 to consider, hear, deliberate and decide on all submissions and further submissions received on Proposed Plan Change 3 to the Operative Rangitikei District Plan.

HWTM/Cr G O'Fee. Carried

Resolved minute number 26/RDC/183

That Council approves the reinstatement of the Taihape untreated water charge of \$1.88 per m³ in Council's Fees and Charges 2026/27.

Cr D Wilson/Cr A Buckendahl. Carried

10 Reports for Decision**10.1 Simplifying Local Government - Head Start Pathway**

The Mayor highlighted the value of Central Districts Waters relationships and Council's interest in continuing conversations with these councils about amalgamation. The Mayor noted this could be highlighted in a letter to the Minister that goes alongside the Memorandum of Understanding and joint letter.

Councillors noted that Ruapehu, Manawatū and Tararua District Council have opted out of the Head Start pathway and instead have endorsed signing the joint letter and Memorandum of Understanding as a proactive approach to reform. There are still councils in the region to hold meetings and make a decision on which approach to take.

Councillors highlighted that there has been limited amount of time but that this has been a priority with significant work undertaken and discussion held between councillors, chief executives, and the mayors in the region.

Resolved minute number 26/RDC/184

That the report Simplifying Local Government - Head Start Pathway be received.

Cr F Dalgety/Cr P Hiroa. Carried

Resolved minute number 26/RDC/185

That Council does not submit an outline proposal under the Government's Head Start pathway for local government reform.

Cr D Wilson/Cr P Hiroa. Carried Unanimous

Resolved minute number 26/RDC/186

That Council authorises the Mayor and Chief Executive to continue exploring local government reform models outside the Head Start pathway that seek to achieve the Government's objectives while retaining local representation, local decision-making and local accountability, including working collaboratively with other councils where appropriate.

Cr D Wilson/Cr G O'Fee. Carried

Resolved minute number 26/RDC/187

That Council authorises His Worship the Mayor to communicate Council's position to the Minister of Local Government and the Ministry of Cities, Environment, Regions and Transport - outlining

Council's willingness to take an active role in Local Government reform and intent to work collaboratively with other councils (as required).

Cr P Sharland/Cr A Buckendahl. Carried

Resolved minute number 26/RDC/188

Authorises His Worship the Mayor to finalise and sign a joint letter and/or memorandum of understanding with other councils in the Manawatū-Whanganui Region to the Minister of Local Government, noting Council's willingness to take an active role in local government reform and intent to work collaboratively with other councils.

Cr A Buckendahl/Cr P Hiroa. Carried

11 Reports for Information

11.1 Finance Snapshot - June 2026

Cr Wilson left at 11.35am and returned at 11.38am.

Officers advised that this is interim reporting for the end of the financial year.

Councillors questioned the Better Off Funding – Taihape Town Hall and officers responded that due to being behind schedule, that this meant the funding we expected to see claimed has not occurred. The funds for the project are still available and will be claimed at the time of each appropriate stage of the project.

Resolved minute number 26/RDC/189

That Council receive the Finance Snapshot June – 2026 Report

Cr F Dalgety/Cr D Baird. Carried

12 Minutes from Committees

12.1 Minutes from Committees

The report was taken as read.

Resolved minute number 26/RDC/190

That the following minutes are received:

- Policy/Planning Committee – 12 March 2026
- Hunterville Rural Water Supply Management Sub-Committee Meeting – 13 April 2026
- Bulls Community Committee – 22 April 2026
- Community Grants Committee – 29 April 2026

- Sport NZ Rural Travel Fund Committee – 30 April 2026
- Creative NZ Community Committee – 20 May 2026
- Assets/Infrastructure Committee – 28 May 2026
- Risk/Assurance Committee – 28 May 2026
- Finance/Performance Committee – 28 May 2026
- Hunterville Community Committee Meeting – 03 June 2026
- Hunterville Rural Water Supply Management Sub-Committee Meeting – 08 June 2026
- Te Rōpū Ahi Kā Komiti Meeting – 09 June 2026
- Erehon Rural Water Supply Management Sub-Committee Meeting – 08 June 2026
- Rātana Community Board Meeting – 09 June 2026
- Taihape Community Board Meeting – 10 June 2026
- Marton Community Committee Meeting – 10 June 2026
- Turakina Community Committee Meeting – 11 June 2026
- Bulls Community Committee Meeting – 17 June 2026
- Santoft Domain Management Committee Meeting – 08 July 2026

Cr P Sharland/Cr D Baird. Carried

13 Recommendations from Committees

13.1 Recommendations from Community Committees and the Taihape Community Board - Small Projects Fund and the Community Grants Committee

The report was taken as read.

Resolved minute number 26/RDC/191

That the report Recommendations from Community Committees and the Taihape Community Board - Small Projects Fund and the Community Grants Committee be received.

Cr P Hiroa/Cr D Baird. Carried

Resolved minute number 26/RDC/192

That Council approves carry-forward of \$494.72 for the Turakina Community Committee for the 2026/27 financial year, noting that there are earmarked funds.

Cr D Wilson/Cr J Hainsworth. Carried

Resolved minute number 26/RDC/193

That Council approves carry-forward of \$1176.00 for the Taihape Community Board for the 2026/27 financial year.

Cr D Wilson/Cr J Hainsworth. Carried

Resolved minute number 26/RDC/194

That Council approves carry-forward of up \$1,363.47 for the Bulls Community Committee for the 2026/27 financial year, noting that there are earmarked funds.

Cr D Wilson/Cr J Hainsworth. Carried

Resolved minute number 26/RDC/195

That Council approves carry-forward of up to \$2276.00 for the Hunterville Community Committee for the 2026/27 financial year.

Cr D Wilson/Cr J Hainsworth. Carried

Resolved minute number 26/RDC/196

That Council approves carry forward of \$3,717.70 for the Community Initiatives Fund for the 2026/27 financial year.

Cr D Wilson/Cr J Hainsworth. Carried

Resolved minute number 26/RDC/197

That Council approves carry forward of \$1,620 from the Event Support Scheme for the 2026/27 financial year.

Cr D Wilson/Cr J Hainsworth. Carried

13.2 Recommendation from Hunterville Community Committee

The report was taken as read.

Resolved minute number 26/RDC/198

That the report recommendation from Hunterville Community Committee be received.

Cr F Dalgety/Cr S Field. Carried

Resolved minute number 26/RDC/199

That Council receives the recommendation from the Hunterville Community Committee regarding the Hunterville Swimming Pool's Certificate of Fitness and notes the actions taken by officers.

Cr S Field/Cr A Buckendahl. Carried

14 Public Excluded

The meeting went into public excluded session at 11.52am.

Resolution to Exclude the Public

Resolved minute number 26/RDC/200

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

1. Public Excluded Council Meeting – 11 June 2026 and 25 June 2026
2. Sale of 304-318 Broaway, Marton
3. Recommendation from Chief Executive Performance Committee

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
14.1 - Public Excluded Council Meeting – 11 June 2026 and 25 June 2026	To consider the minutes relating to matters that were the subject of discussion at the 11 June and 25 June meeting.	S48(1)(a)
14.2 - Sale of 304-318 Broaway, Marton	To enable commercially sensitive information to be discussed without impacting any negotiations. s7(2)(b)(ii) - Commercial Position s7(2)(h) - Commercial Activities s7(2)(i) - Negotiations	s48(1)(a)(i)
14.3 - Recommendation from Chief Executive Performance Committee	To consider matters of employment and to protect privacy. s7(2)(a) - Privacy	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 P Hiroa/Cr S Field. Carried

15 Open Meeting

The meeting went into open session 12.13pm

HWTM/Cr D Wilson. Carried

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 13 August 2026.

Chairperson

ITEM 7.1
7 Follow-up Action Items from Previous Meetings**7.1 Follow-up Action Items from Council Meetings**

Author: Petra Fleming, 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
2	30-Jul-26	Include further information on the types of roles and turnover when providing the commentary about the exit review summary to Risk/Assurance Committee.	Leanne	This is still a work in progress - will be completed when time permits.	In progress
1	21-May-26	Memorandum of Understanding follow up discussion with Councillors the Bulls Community and District Trust	Katrina	A review will be completed for the 2027 LTP.	In progress

8 Mayor's Report

8.1 Mayor's Report - August 2026

Author: Andy Watson, His Worship the Mayor

Good morning

This report will be brief, I promise. We have just had extra Council meetings in which amalgamation was at the forefront, but meetings that also dealt with the reports in depth from the recent Zone 3 meeting in Napier.

At last week's meeting Council formally decided that we will not be part of a "Head Start" position regarding Local Government reorganisation i.e. amalgamation. The decision not to proceed with Head Start was driven by a number of factors –

1. The timing of needing to put together a lengthy and binding application by 9 August was impossible. The five areas that needed to be covered in that application included an in-depth understanding of financials etc. I say binding because there was no apparent off-ramp if you submitted to amalgamate and new evidence came to light.
2. All of the other councils in the Horizons region came to the same conclusion, i.e. there were no willing dance partners.
3. Our district, the Rangitikei, is vast and any amalgamation conversation/negotiation must include an understanding as to what representation would look like, i.e. what say we will we have in the future as part of a larger council.
4. We know that legislation is coming but what it looks like is anyone's guess and we need time to see if the national elections will alter Government's position. I say 'alter' guardedly rather than change because all of the indications point to amalgamation still coming.

So where to now?

- We wait for Government's post-9 August response. The Government will be concerned nationally that only a few councils may be in Head Start. I suspect that the response may well be legislation to force the issue and that legislation detail will be very important.
- While not in Head Start, we need to keep up the conversations covering shared services between councils and possible future amalgamations backed on a greater understanding. These conversations will include discussions to both the east and west of us and will also consider conversations around an amalgamation of like-minded rural councils. A number of different groups have given us the basis of those conversations. Catchment areas have been incredibly important, iwi boundaries and the consideration of how many votes we would have around the table also part of that.
- We know that regional councils will be dis-established at the end of this term so having a regional response for the unitary function, i.e. Horizons roles, is incredibly important.

- Our focus will also be on business as usual and in particular what will be a challenging Long Term Plan. Roothing asphalt costs for example have increased by a reported 45%. Roothing costs are one of the key inputs for our district and how we deal with that sort of increase in an environment of rates pegging and concerns around the affordability for our people.

Many residents and Council are concerned about the state of the Council owned buildings on the High Street/Broadway intersection in Marton. Our first priority is to sell them if possible and yes, there has been interest. Failing that, we may in effect be facing demolition by neglect. These are heritage buildings and conversations with Heritage New Zealand in the past have been difficult, they have effectively stopped development on this site several times over the last few decades. I have had a more recent conversation with Heritage New Zealand and their tone is changing. They are wanting to work with us rather than taking the position of challenging any proposed change. We understand the challenge and the embarrassment these buildings present, and we are trying to move as quickly as we can.

At the time of writing this report I have just been down and had a look at the work being done inside the Marton Swim Centre. While it looks from the street side as if nothing is happening, I can assure you from the inside there are about 10 Alaska Construction staff working on strengthening the walls which involves cutting out foundation level sections and pouring new reinforced concrete. As soon as that is completed you will start to see things from the outside, the first steps being the removal of the ceiling tin and subsequent removal of the laminated beams. They are moving at pace and I'm hopeful that we will be on track. It's great to see something finally happening in this space.

For the next couple of days I will be in Wellington attending Mayors Taskforce for Jobs (MTFJ) and LGNZ Rural & Provincial Sector meetings. The Rangitikei continues to be the poster-child for MTFJ. We quite simply find jobs for people and lead the national statistics for doing so, a position that we have held since Day 1, i.e for the last few years. My thanks to James, Louise and the team once again for making us look really good. The Rural & Provincial meetings on Thursday and Friday will again focus on amalgamation in depth and we are hoping for some new information, however I suspect that until the 9 August deadlines and Government's consideration of that, nothing will change in the short term. I may well look to table an additional report to the Council meeting after these meetings that will also be included as an appendix.

Mayor's Engagements

August 2026

3	Attended Mayors Briefing before Council Meeting with staff
4	To attend meeting with Chief Executive Attended tri-weekly online meeting with CDW Shareholder Committee Chair Attended weekly meeting with Deputy Mayor
5	Attended weekly Head Start meeting with staff Attended monthly Governors Q&A session with Executive Leadership Team Attended meeting with northern Rangitikei distance students & Te Kura in Taihape Attended Mayors Taskforce for Jobs Trust Meeting in Wellington
6	Attended Mayors Taskforce for Jobs Forum in Wellington

ITEM 8.1

	Attended LGNZ Rural & Provincial Sector Meeting in Wellington
7	Attended LGNZ Rural & Provincial Sector Meeting in Wellington Attended Mayoral Forum Meeting in Wellington
8	Attended Marton Fire Brigade Honours Night
10	Attended powhiri for CDW CE Attended Hunterville Rural Water Scheme Meeting
11	Attended Regional Transport Matters Regional Chiefs Fortnightly online meeting Attended meeting with MP Tangi Utikere Attended Te Rōpū Ahi Kā Komiti Meeting Attended weekly meeting with Deputy Mayor Attended Rātana Community Board Meeting
12	Attended Meet & Greet with Department of Corrections Employment & Training Consultant Attended Rangitikei River Catchment Collective meeting
13	To attend meeting with Chief Executive To attend Council Meeting and Council Workshop To attend Turakina Community Committee Meeting

Recommendation

That the Mayor's Report – August 2026 be received.

9 Chief Executive's Report

9.1 Chief Executive's Report - August 2026

Author: Carol Gordon, Chief Executive

Authoriser: Carol Gordon, Chief Executive

1. Reason for Report

- 1.1 This report provides Elected Members with an update on key activities across the organisation.

2. Events Held Across the District at Council's Parks and Reserves

- 2.1 The following events took place at Council Parks and Reserves across the Rangitikei District during July 2026:
 - 12th May – 25th August 2026 – Taihape Area School – Senior Boys Rugby Training Combination of Rangitikei College & Ruapehu College- Field 1- Taihape Memorial Park
 - 12th July 2026 – Manawatū Mountain Biking Club – Winter cross country Mountain Bike Series – Tūtaenui Reservoir
 - 26th July 2026 – Rangitikei Netball Association – Junior tournament for player development – Netball Complex – Centennial Park, Marton

3. Staff Movements in July

- 3.1 In July, Council welcomed no new employees to RDC.
- 3.2 In July, Council farewelled the following employee from RDC:
 - Rose Lane - Cleaner

4. Health, Safety and Wellbeing Dashboard

- 4.1 The Health, Safety and Wellbeing Dashboard for July 2026 is attached (Attachment 1).

5. Submissions

- 5.1 The updated list of current opportunities for Council to submit on consultations run by external agencies is attached (Attachment 2).
- 5.2 Consultations for submission:
 - 5.2.1 A submission is being finalised to the New Zealand Transport Agency's targeted speed limit review in the Horizons region. Two of the areas proposed for speed limit changes are along SH1, South of Taihape.
 - 5.2.2 A submission is also being prepared for the NZTA changes to modernise services.

5.3 Consultations submitted on:

5.3.1 Since the previous Council meeting, Council has made one submission on the draft guidance to Regulations for groups of activities for councils' planning and reporting. This submission, along with all other submissions Council has previously made can be found on Council's [website](#).

6. Central Districts Water (CDW) Updates

6.1 This regular update provides progress on work on Local Water Done Well (LWDW).

6.2 As a reminder, the three phases of the Establishment Plan are:

- i. Phase 1: Legal establishment of the entity – by 1 July 2026
- ii. Phase 2: Operational establishment – by 1 July 2027
- iii. Phase 3: Operational – from 1 July 2027

6.3 Progress on Phase 1 includes:

6.3.1 Central Districts Water (CDW) Chief Executive was appointed (Chris Dyhrberg) and he commenced this role on Monday, 3 August. The CDW organisational structure is yet to be confirmed.

6.3.2 The CDW Board meet monthly - public meeting records can be found here: <https://www.centraldistrictswater.co.nz/Meetings>

6.3.3 Transfer of debt principles and deed of support for CDW have been approved by Councils.

6.3.4 Establishment planning by the CDW establishment team workplans (per work stream) internal reporting in place. The Customer and digital strategy approved by CDW Board.

6.3.5 Monthly establishment workshops to consolidate and integrate workstream progress (held 21 July; next one 17 August).

6.3.6 Shareholders' Committee (SC) meetings Statement of Expectations (SoE) are in process of being finalised (to receive feedback from CDW). The SoE will inform the Water Services Strategy required by CDW.

6.3.7 The Memorandum of Understanding for CDW with Ngā Tapuwae o Hau is still being worked on.

6.3.8 Brent Manning, Transition Manager followed up with Taumata Arowai in respect of Council's Rural Water Schemes. A workshop was held with Council and Rural Water Scheme Chairs on 30 July 2026. A decision is needed by Council and scheme committees on future options.

6.3.9 Finalising of the draft Transfer Agreement continues by Council staff, the draft is due to be completed by the end of August.

6.3.10 For further CDW updates go to: www.centraldistrictswater.co.nz

6.4 Key tasks

6.4.1 CDW Board appointments to be confirmed **Complete**.

6.4.2 WS-CCO Establishment CEO – to be appointed by mid-2026. **Complete**.

6.4.3 Financing arrangements – agreed to by mid-2026. Debt principles **agreed**.

7. Annual Dog Control Report 2025/26

- 7.1 Under Section 10A(3) of the Dog Control Act 1996, Council is required to give public notice of its annual report on dog control policy and practice. The report is attached (Attachment 3) and covers the 2025/26 financial year. Once Council has adopted the report it will be publicly advertised, as required. Refer to Recommendation 2 below.

8. Annual Alcohol Report

- 8.1 Section 199 of the Sale and Supply of Alcohol Act 2012 requires an annual report to be submitted from the District Licensing Committee to the Alcohol Regulatory and Licensing Authority (which is the Council). The report to 30 June 2026 is attached (Attachment 4). This will also feature on Council's website once it has been received by Council. Refer to Recommendation 3.

9. Mana Whakahono ā Rohe

Since April 2026, Council has received requests from five iwi to initiate Mana Whakahono ā Rohe agreements. The iwi are: Ngāti Hauiti; Ngāi te Ohuake; Ngāti Whitikaupeka; Ngāti Tamakōpiri; Ngāti Rangī.

Overview of Mana Whakahono ā Rohe

- 9.1 Mana Whakahono ā Rohe agreements are provided for under Part 5, subpart 2 of the Resource Management Act 1991 (RMA). They are a binding statutory arrangement that provide for a more structured relationship under the RMA between an iwi authority (or a combination of iwi authorities and hapū) and a local authority (or several local authorities).
- 9.2 The intent of Mana Whakahono ā Rohe is to improve relationships and to enhance Māori participation in RMA resource management and decision-making processes. This should be viewed by Council as a long-term relationship framework and not as a discrete project.
- 9.3 Section 58R of the RMA covers the contents of Mana Whakahono ā Rohe. These can be a detailed document, or a simple umbrella document under which other documents, such as existing or new agreements (e.g. a memorandum of understanding) sit.
- 9.4 Mana Whakahono ā Rohe can be regularly reviewed. However, they cannot be terminated unless all parties agree.
- 9.5 Once initiated the parties have 18 months to conclude a Mana Whakahono ā Rohe unless another period is agreed by all the participating authorities (see section 58Q of the RMA). Preparation of Mana Whakahono ā Rohe agreements can be resource heavy (depending on their scope) with upfront investment required of all parties to build relationships and undertake negotiations. Depending on what is included in an agreement there maybe ongoing costs e.g. administration, monitoring, reporting, and training. Costs will need to be discussed and agreed between Council and iwi as they become clearer.

RMA Reform

- 9.6 The imminent repeal of the RMA and its replacement with the new two-Act system, resulted in an increase in Mana Whakahono ā Rohe being initiated. It was initially indicated that these agreements would remain in place under the new planning system which will likely be enacted late August/early September 2026.

ITEM 9.1

- 9.7 However, following the release of the select committee reports on the Planning Bill and Natural Environment Bill on 20 July 2026, the Government announced its intention to no longer provide for Mana Whakahono ā Rohe. The Government has instead indicated that they will replace Mana Whakahono ā Rohe agreements with another form of iwi participation agreements. Details of the replacement agreements are currently unknown.
- 9.8 Council has received a letter from Ngāti Rangi following the Government announcement confirming a desire to continuing to work with Council on two key priorities; Te Waiū-o-te-ika and the local waters done well programme (refer to Attachment 5).
- 9.9 At this time, it is prudent that Council continue to explore Mana Whakahono ā Rohe with the iwi that have initiated. Even though this form of agreement will cease to be provided for under the new planning system, it is important to continue to build these relationships and any discussions or work can likely inform the development of the new type of agreements.

10. Electoral System Option

- 10.1 Section 27 of the Local Electoral Act 2001 (LEA) provides that each local authority may resolve whether to change the electoral system from that used in the previous triennial general election. The LEA provides a choice of two electoral systems, First Past the Post (FPP) or Single Transferable Vote (STV).
- 10.2 A decision whether to change the electoral system applies to the following two triennial elections (2028/2031). In 2023, Council resolved to continue with FPP (to apply to the 2025 and 2028 elections). If Council does not make a resolution, FPP will continue to apply for the 2028 election.
- 10.3 If Council wishes to change the electoral system, it must make that decision no later than 12 September 2026.
- 10.4 Whether or not the Council decides to make a resolution, no later than 19 September 2026 it must publish a public notice stating that electors may demand a poll of the electoral system that will apply to the following local authority election.
- 10.5 Under FPP, voters may cast as many votes as there are positions to be filled, using a tick. The candidate (or candidates if there is more than 1 position to be filled) who receives the highest number of votes is elected.
- 10.6 Under STV, voters express a first preference for 1 candidate and may express second and further preferences for other candidates.
- 10.7 The options available to council are:

Option 1: Do not make a resolution

- First Past the Post will continue to apply for the 2028 election. This option is consistent with the resolution made in 2023 for the 2025 and 2028 elections.

Option 2: Make a resolution for either FPP or STV

- This decision will apply to the 2028/2031 elections.
- Both systems have their advantages and disadvantages.

- FPP is well known and well used. Voters get as many votes as there are positions. The system is slightly faster and cheaper to implement. However, can result in “minority” results in single seat elections.
- STV is considered to be a fairer system as the preferences of more voters are reflected in the result and generally works best for single member elections and at-large (5-7 members). However, STV can be considered as not as easy to understand, costs slightly more and takes longer to produce the results.

11. Financial Implications

- 11.1 The cost of negotiating and preparing Mana Whakahono ā Rohe agreements or the potential new iwi participation agreements is not currently known and will need to be discussed between Council and iwi as part of the process.
- 11.2 There are no other identified financial implications associated with this report.

12. Impact on Strategic Risks

- 12.1 Legal and political environment requires excessive resources / changes to governmental legislation are transformational:
 - 12.1.1 Tracking external submissions ensures Council is aware of upcoming legislative changes which may require resources.
- 12.2 Obligations with health, safety and wellbeing are not met:
 - 12.2.1 The Health, Safety and Wellbeing dashboards are attached. There is a strong focus on Health, Safety and Wellbeing within the organisation.
- 12.3 The strategic risk “failure to honour the commitments of Te Tiriti o Waitangi” is relevant to negotiation and preparation of Mana Whakahono ā Rohe agreements. These can agreements act as a partnership framework. To cease discussions with iwi about Mana Whakahono ā Rohe or the potential new iwi participation agreements, without agreement from initiating iwi, could negatively affect relationships.

13. Strategic Alignment

- 13.1 Officers note that the development on Mana Whakahono ā Rohe agreements aligns with Council’s strategic outcome of being a Trusted Partner with Iwi.
- 13.2 Council’s dog control and liquor licensing activities contribute to Council’s community outcomes of social, economic, and environmental wellbeing.

14. Mana Whenua Implications

- 14.1 Members of the Te Rōpū Ahi Kā Komiti receive the submission list and, if time allows, asked for input into specific draft submissions.
- 14.2 Iwi play a key part in CDW, with advice being provided by Nga Tapūwae o Hau and representation on the Shareholders’ Committee.
- 14.3 Implications of negotiating and preparing Mana Whakahono ā Rohe or the potential new iwi participation agreements have been outlined earlier in this report.

15. Climate Change Impacts and Consideration

- 15.1 There are no climate change impacts associated with this report.

16. Statutory Implications

- 16.1 Local Water Done Well is a requirement under the Local Government (Water Services) Bill, and the regular update is provided to keep Council informed.
- 1.1 Council is required to give public notice of its annual report on dog control policy and practice Section 10A(3) of the Dog Control Act 1996.
- 1.2 Section 199 of the Sale and Supply of Alcohol Act 2012 requires an annual report to be submitted from the District Licensing Committee to the Alcohol Regulatory and Licensing Authority (Council).
- 16.2 The electoral system option is provided for under section 27 of the Local Electoral Act 2001.
- 16.3 The negotiation and preparation of Mana Whakahono ā Rohe or the potential new iwi participation agreements will be done in accordance with the RMA and then the relevant replacement legislation.

17. Decision Making Process

- 17.1 There are no sections of this report that are considered to be a significant decision according to the Council's Policy on Significance and Engagement.

Attachments:

- 1. **Health, Safety and Wellbeing Dashboard - July 2026** [↓](#)
- 2. **Current and Upcoming Submissions - August 2026** [↓](#)
- 3. **Annual Dog Control Report 2025/26** [↓](#)
- 4. **Alcohol and Regulatory Licensing Authority Report 2025/26** [↓](#)
- 5. **Letter from Ngāti Rangī** [↓](#)

Recommendation 1

That the report Chief Executive's Report – July 2026 be received.

Recommendation 2

That the Annual Report on Dog Control Policy and Practices, required under Section 10A of the Dog Control Act 1996, be adopted.

Recommendation 3

That the report 'Annual Report to the Alcohol and Regulatory Licensing Authority for the year ending 30 June 2025' be received.

Recommendation 4 [if required]

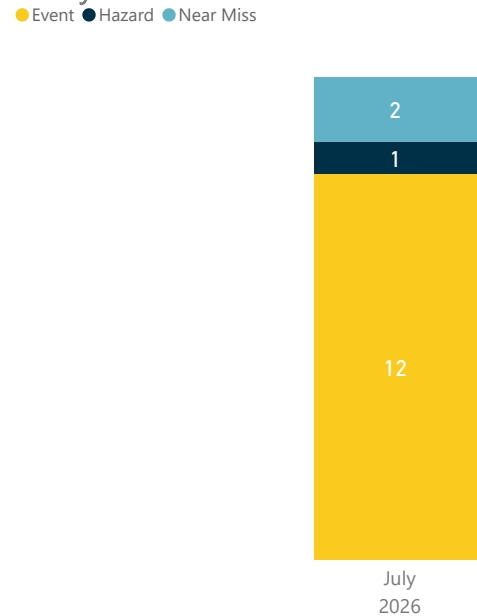
That in accordance with Section 27 of the Local Electoral Act, Council implement First Past the Post/ Single Transferable Voting [delete one] as the electoral system for the 2028 and 2031 elections.



RDC Health and Safety Dashboard July 2026

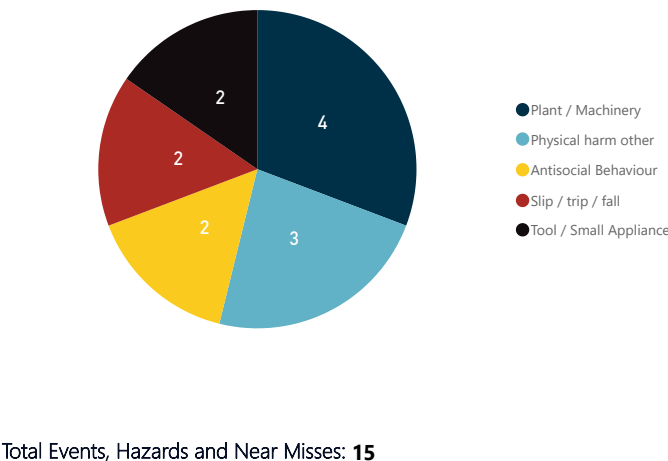
Events, Hazards and Near Misses

01 July 2026 to date



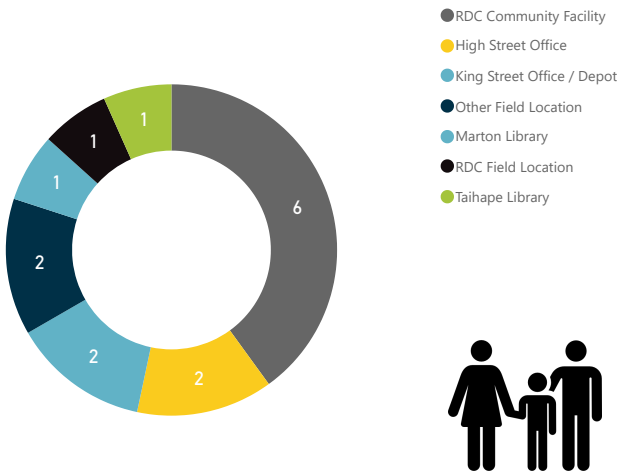
Category

Events, Hazards and Near Misses
01 July 2026 to date (Top 5 Categories)



Location

Events, Hazards and Near Misses



Contractor Health & Safety Information

HSW Contractor Site Inspections Conducted

0
Month

0
YTD

Contractor HSW Incidents Reported

2
Month

2
YTD

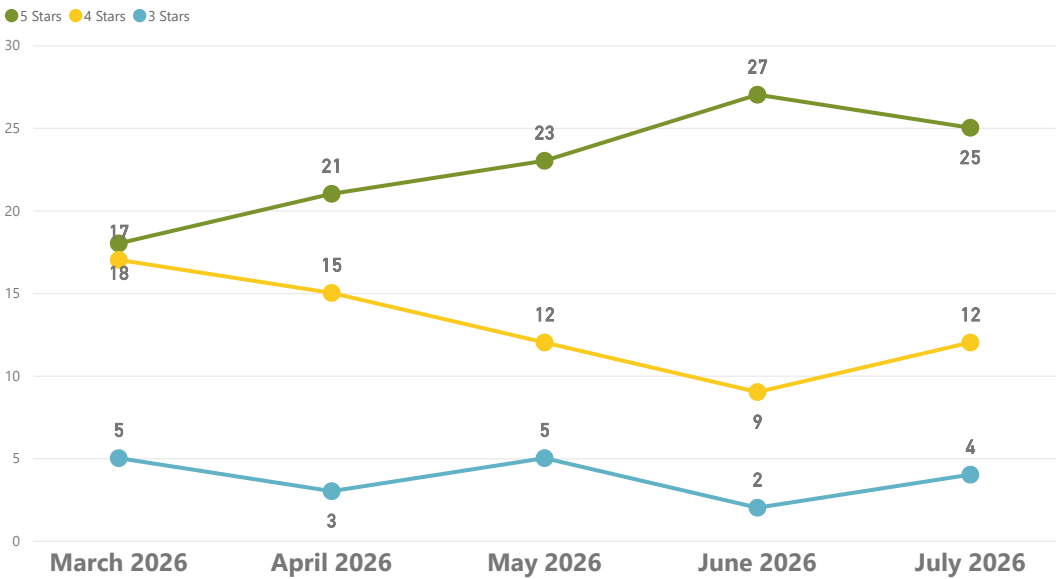
Contractor WorkSafe Notifiable Events

0
Month

0
YTD

Average Driver Ratings

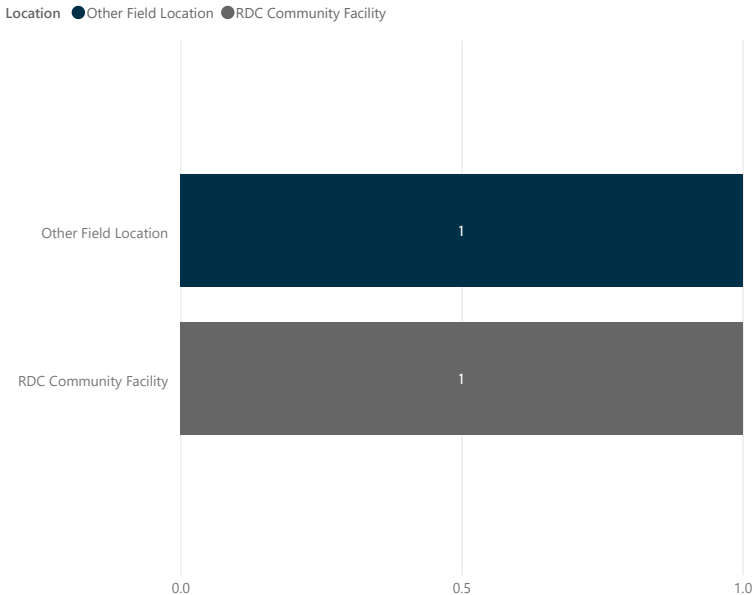
Ratings from E-Road Dashboard (Overspeed / Harsh Braking & Harsh Acceleration Events)



72% Completed Driver Safety Training

Antisocial Behaviour - per location

Year to date



ITEM 9.1 ATTACHMENT 2

Current and Upcoming Consultations

Name of Initiative	Agency Engaging	Due Date	Description	Proposed RDC Action
Currently Open for Submissions				
Voluntary Nature and Carbon Markets: Domestic Scheme Endorsement Criteria	Ministry for Cities, Environment, Regions & Transport	7 August	MCERT has developed a draft document with criteria for the domestic endorsement process, and the qualifications and experience required to make an assessment contributing to scheme endorsement decisions. The document is technical, mainly intended for voluntary market scheme operators and assurance practitioners, but will also be of interest to stakeholders interested in market integrity.	None
Proposed changes to modernise NZTA services	NZTA Waka Kotahi	12 August	NZTA is seeking feedback on feedback on proposed changes to modernise NZTA services so more services can be delivered online or flexibly by: allowing people to use a secure digital driver licence on their mobile device; making driver licensing services simpler, faster, and more available online; removing the need to display some physical licences and vehicle labels where compliance can be checked electronically.	Submit
Land Valuation Proceedings Amendment	Parliamentary Counsel Office	14 August	Key amendments include: establishing a single land valuation tribunal to replace the many land valuation tribunals throughout New Zealand, providing for a panel from which people will be assigned to a sitting of the tribunal or the High Court, and further changes for clarification.	None
Resilience principles for investment decision-making	Commerce Commission	14 August	The principles being developed are those that would need to be considered when developing businesses cases, and for the Commission when evaluating resilience initiatives.	None

Corruption Risk Assessment Tool	Serious Fraud Office	14 August	The Counter Fraud Centre at the Serious Fraud Office is developing a Corruption Risk Assessment Tool to support agencies, and potentially other entities, to proactively identify and assess insider threat risks presented by the nature and function of their organisations and provide guidance and education to support the mitigation of those risks.	None
Manawatū-Whanganui region speed reviews	NZTA Waka Kotahi	19 August	Four speed limit changes are proposed to improve safety. Two of the four speed limit changes are proposed for State Highway 1, south of Taihape.	Submit
Environmental Reporting Amendment Bill	Parliament Select Committee	20 August	The amendments would restate the purpose of the Act to clarify its intended use and outcomes of reporting, reduce the frequency of synthesis reports, strengthen the mechanisms for data collection and set data collection standards, and add drivers and outlooks as required components of environmental reports.	None
DZ NZS 3604 Timber-framed buildings	Standards New Zealand	25 August	Proposed changes include: new and updated framing solutions for three-storey construction, improved guidance on thermal performance, updated foundation solutions for moderately expansive soils and liquefaction-prone sites, clarification of requirements for stairwell framing and isolated internal masonry walls, and rationalisation of timber sizes and grades to align with materials commonly available.	None
Capital markets reform	Ministry of Business, Innovation & Employment	25 August	MBIE is seeking views on what the Government's priorities for change should be, where New Zealand should aim to position itself in the global competition for capital, and what steps are needed to respond to digital and AI-related innovation in financial products and markets.	None
Building Amendment Bill	Parliament Select Committee	15 November	Amends address inefficiencies in the building system that increase costs, delay delivery, and constrain performance, including through the clearer allocation of roles, responsibilities, and risk.	None

Rangitikei District Council Report pursuant to Section 10A of the Dog Control Act 1996

for the period 1 July 2025 – 30 June 2026

PART 1 – Dog Control Policy and Practices

1. Dog Control in the District

As at 30 June 2026, the Rangitikei District had:

- 2,306 registered dog owners
- 4,824 registered dogs, comprising:
 - 2,337 working dogs
 - 1,845 dogs registered under the Good Dog Owner category
 - 642 other non-working dogs

Council employs five Animal Control Officers and one Manager Animal Control through its shared Animal Control service with Manawātū District Council. The shared service agreement is renewed on a three-year basis.

Under the shared service arrangement:

- Two Animal Control Officers are based in Rangitikei.
- Two Animal Control Officers are based in Manawātū.
- One Animal Control Officer operates as a permanent floater across both districts.
- The Manager Animal Control oversees Animal Control operations in both districts.
- A weekly roster provides after-hours Animal Control coverage across both districts.

Normal operating hours are 8.00 am to 5.00 pm on weekdays. A rostered Animal Control Officer remains available outside these hours to respond to Priority One incidents, including dog attacks, secured dogs requiring collection and stock presenting an immediate hazard on a road.

Complaints

During the reporting period, Animal Control Officers responded to 722 requests for service.

Wandering or stray animals accounted for 221 requests, representing approximately 31% of all recorded requests. A further 65 requests related to dogs that had been secured by members of the public. When considered together, wandering and found-dog incidents accounted for approximately 40% of all requests received.

While Animal Control Officers identify some wandering dogs through proactive patrols, Council remains reliant on members of the public reporting incidents. Increasingly, lost, found and roaming dogs are posted on social media rather than being reported directly to Council. This can delay Council's response, reduce the likelihood of officers identifying the circumstances in which a dog was roaming and allow some dogs to be returned without Council having an opportunity to address the owner's responsibilities.

Barking dogs accounted for 129 requests, representing approximately 18% of all requests received. Barking complaints can arise from a range of factors, including inadequate exercise or stimulation, separation-related behaviour, insufficient socialisation and dogs being left unattended for extended periods.

Council's barking dog process provides a structured framework through which complainants, dog owners and Animal Control Officers can work towards resolving ongoing barking concerns.

Infringements

A total of 49 infringement notices were issued during the reporting period, compared with 50 in the previous year. The majority related to dog registration non-compliance, including situations where owners had not advised Council that a dog had died, been relocated or moved out of the district.

Before enforcement action is taken, Animal Control Officers undertake follow-up enquiries to distinguish genuine non-compliance from situations where Council records simply require updating. This helps ensure that infringement notices are issued only where appropriate.

Infringement notices remain unpaid, Council may lodge them with the Ministry of Justice for collection once the statutory requirements have been met.

2. Dog Control Enforcement Practices

During the reporting period, Animal Control Officers responded to 722 requests for service, comprising:

- 76 attacks involving people or animals, including rushing incidents
- 129 barking complaints
- 221 wandering or stray animal complaints, including stock
- 14 animal welfare or property investigations
- 65 found or secured dogs
- 78 lost-dog reports
- 139 other matters, including microchipping, Good Dog Owner status, bylaw enquiries, multiple-dog permits and general enquiries

Council continued to apply a compliance-focused and graduated enforcement approach. Officers sought to resolve matters through education, engagement and warnings where appropriate, while retaining the ability to issue infringement notices, impound dogs or take further enforcement action in response to serious, repeated or deliberate non-compliance.

3. Dogs in Prohibited, Leash-Only and Exercise Areas

Issues involving dogs in prohibited public places are not common within the Rangitikei District.

Where dogs are reported as being unaccompanied, off-leash in leash-only areas or present within prohibited areas, Animal Control Officers respond and take action appropriate to the circumstances. This may include locating the dog and owner, providing education or a warning, issuing an infringement notice or impounding the dog where the relevant legal criteria are met.

4. Dog Registration and Other Fees

Registration fees changed as follows:

- Non-working dog: increased from \$160 to \$165
- Non-working neutered or spayed dog: increased from \$105 to \$110
- Good Dog Owner category: increased from \$75 to \$77

- Working dog: increased from \$55 to \$56

The registration fee structure reflects the different levels of service and regulatory oversight associated with each category.

The Good Dog Owner programme provides a financial incentive for responsible dog ownership. Eligibility is determined by assessing whether dog owners meet the following criteria:

- suitable and secure containment
- the owner's dog-control history
- registration being completed within the required timeframe
- compliance with the Dog Control Act 1996 and Council's Control of Dogs Bylaw
- appropriate care and accommodation for the dog

Council undertakes targeted follow-up of dogs that remain unregistered after the registration deadline. This includes contacting owners by telephone, email or text message and, where necessary, visiting properties previously recorded as housing registered dogs.

The purpose of these enquiries is to establish whether the dog remains at the property and to provide the owner with a reasonable opportunity to comply. Where a dog is confirmed as unregistered and compliance is not achieved, Council may issue an infringement notice or impound the dog under section 42 of the Dog Control Act 1996.

5. Dog Education and Dog Obedience Courses

Council contracts an experienced provider to deliver its dog-safety education programme to schools throughout the Rangitikei District. The programme has continued to receive positive feedback from participating schools.

The provider uses trained dogs during presentations to demonstrate and reinforce important dog-safety messages in a practical and engaging manner.

Council has also supported the provider through the purchase of a published dog-safety book aimed at children aged between five and eight years. Copies are distributed to children following dog-safety presentations, helping reinforce the messages delivered during the programme.

An Animal Control Officer attends and assists with presentations where operational commitments allow.

6. Disqualified and Probationary Dog Owners

No dog owners were classified as disqualified or probationary during the reporting period.

7. Menacing and Dangerous Dogs

Council maintains records of all dogs classified as menacing or dangerous under the Dog Control Act 1996.

Animal Control Officers undertake monitoring and physical compliance checks to ensure that owners comply with the requirements associated with each classification, including requirements relating to containment, muzzling, neutering, signage and registration where applicable.

No significant issues of non-compliance by owners of classified dogs were identified during the reporting period.

As at 30 June 2026:

- A further two dogs were classified as Dangerous during the reporting period, bringing the total number of Dangerous dogs to five.
- The number of Menacing dogs reduced from 36 to 30 during the reporting period.

8. Multiple-Dog Permits

Under Council's Control of Dogs Bylaw, owners in residential areas must obtain a multiple-dog permit before keeping more than two dogs on a property.

The permit process allows Council to assess whether the property is suitable for the number and type of dogs proposed. Consideration may be given to matters such as containment, housing, sanitation, the proximity of neighbouring properties and any previous history of barking, roaming or other nuisance.

The multiple-dog permit framework assists Council in managing potential nuisance and public-safety concerns associated with larger numbers of dogs being kept on residential properties. It also provides an opportunity to establish appropriate conditions and address concerns before they develop into ongoing complaints.

PART 2 – Statistical Information		
Category	As at 30 June 2025	As at 30 June 2026
1) Total Registered Dogs	4969	4824
2) Total Probationary Owners	Nil	Nil
3) Total Disqualified Owners	Nil	Nil
4) Total Dangerous Dogs	3	5
Dangerous by Owner Conviction Under s31(1)(a)	Nil	Nil
Dangerous by Sworn Evidence s31(1)(b)	3	4
Dangerous by Owner Admittance in Writing s31(1)(c)	Nil	1
5) Total Menacing Dogs	36	30
Menacing under s33A(1)(b)(i) – i.e. by behavior	17	17
Menacing under s33A(1)(b)(ii) by Breed Characteristics	6	3
Menacing under s33C(1) by Schedule 4 Breed	13	10
6) Total Infringement Notices	50	49
7) Total Complaints Received	819	722
8) Total Prosecutions Taken	Nil	Nil
9) Infringements Sent to Court	29	30

Rangitikei District Council

District Licensing Committee

Annual Report to the Alcohol and Regulatory

**Licensing Authority for the year ending 30
June 2026**

Section 199 of the Sale and Supply of Alcohol Act 2012 requires an annual report to be submitted from the District Licensing Committee to the Alcohol Regulatory and Licensing Authority

The Committee comprises:

Commissioner	Stuart Hylton
Members	Cr Jeffrey Wong
	Cr Alan Buckendahl
	Cr Graeme O'Fee
	Igor Maksimov

The Committee is supported as follows:

Secretary	Johan Cullis
Inspector	Vicki Reed
Administrator	Jacqueline Wille

Staff Training

The Inspector attends the NZILLI Conference every year which as a learning tool is invaluable and collaboration with other agencies and TA's is always interesting, you always come away with new ideas on how to work faster and smarter.

Committee Training

There are regular emails from the District Licensing New Group which are sent to all Councils and distributed to the DLC.

The Committee Chairman is also a chairman in three other Districts in the Lower North Island which allows for continuity and learnings across the respective District Licensing Committee's.

DLC Initiatives

Over the last 12 months the Inspector has attended monthly alcohol regulatory meeting with surrounding TA's, MOH and Police. These are found to be very beneficial and are a good chance to network with our colleagues.

LAP

The Rangitikei District Council has not adopted such a policy and has no intention to do so, accordingly the default provisions of the SSAA apply.

Current Legislation

The change of Easter Trading Hours was welcomed but did leave a lot to be desired that it was pushed through Government at the last possible minute which made it very tight to get this change out to Licensees.

Statistical information

The following pages outline the applications received during the year and a current listing of licensed premises.

Licence Applications 1 July 2025 to 30 June 2026

Application Type	No received in Fee Category Very Low	No received in Fee Category Low	No received in Fee Category Medium	No received in Fee Category high	No received in Fee Category Very High
On Licence New		3	3		
On Licence Renew		2	2		
On Licence Variation		1			
Off Licence New			2		
Off Licence Renew			2		
Off Licence Variation					
Club Licence New					
Club Licence Renew	1				
Club Licence Variation	3				
Total Number	4	6	9		
ARLA Fee	\$17.25	\$34.50	\$51.75	\$86.25	\$172.50
Total Fee paid to ARLA	\$69	\$241.50	\$465.75		

Annual Fees for Existing licences received:

Application Type	No received in Fee Category Very Low	No received in Fee Category Low	No received in Fee Category Medium	No received in Fee Category high	No received in Fee Category Very High
On Licence New		7	8		
Off Licence			12		
Club Licence	17				
Total Number	17	7	20		
ARLA Fee	\$17.25	\$34.50	\$51.75	\$86.25	\$172.50
Total fee paid to ARLA (GST Inc)	\$293.25	\$241.50	\$1035.00		

Managers' Certificates received:

	Number Received
Manager's Certificate New	33
Manager's Certificate Renewal	34
Total	67
ARLA Fee	\$28.75
Total fee paid to ARLA	\$1926.25

Special Licences received - 45

Class 1	3
Class 2	15
Class 3	27
Total	45

Temporary Authority applications received - 6

Type	Name	Issued
On Licence	Le Café Telephonique	21/11/25
On Licence	Flat Hills Café	21/11/25
On Licence	Hunger Hut	24/4/36
Off Licence	Taihape Liquorland	26/6/26
On Licence	The Club Hotel	9/2/26
On Licence	The Station	9/4/26

Current Licensed Premises**Clubs**

Licence No	Licence Name	Location
37/CI/0017/2016	Utiku Old Boys Rugby Club	12 Kokako Street, Taihape
37/CL/0025/2016	Bulls RSA	55 High Street, Bulls
37/CL/0026/2026	Bulls Rugby Football & Sports Club	Domain Road, Bulls
37/CL/0021/2024	Taihape Squash Rackets Club	12 Kokako Street, Taihape
37/CL/0004/2014	Bulls Bowling Club	18 Criterion Street, Bulls
37/CL/0013/2015	Rangitikei Squash Club	443 Wellington Road, Marton
30/CL/0012/2015	Marton Golf Club	432 Santoft Road, Marton
37/CL/0010/2015	Marton Bowling Club	3 Hereford Street, Marton
37/CL/0011/2015	Hawkestone Golf Club	252 Kakariki Road, Marton
37/CL/0014/2015	Rangitikei Golf Club	56 Raumai Road, Bulls

ITEM 9.1 ATTACHMENT 4

37/CL0015/2015	Rangatira Golf Club	4561 SH1, Hunterville
37/CL/0009/2015	Taihape Golf Club	90 Golf Club Road, Taihape
37/CL/0006/2014	Taihape Workingmens Club	34 Kuku Street Street, Taihape
37/CL/0016/2016	Marton Rugby & Sports Club	6 Follett Street, Marton
37/CL/0007/2015	Taihape Rugby & Sports Club	34 Kuku Street, Taihape
37/CL/0023/2024	Hunterville Squash Club	3-29 Paraekaretu Street, Hunterville
37/CL/0027/2026	Hunterville Rugby Football Club	3-29 Paraekaretu Street, Hunterville

On Licences

Licence No	License Name	Location
37/ON/0047/2024	Rangitikei Tavern	144 Bridge Street, Bulls
37/ON/0019/2016	River Valley Ventures	114B Mangahoata Road, Taihape
37/ON/0016/2015	Mad Toms	14-18 Lower High Street, Marton
37/ON/0035/2020	Moomaa Café	1833 SH1, Marton
37/ON/0030/2020	Gretna Hotel	115-119 Hautau Street, Taihape
37/ON0032/2019	Ohingaiti Truck Stop	2 Onslow Street, Ohingaiti
37/ON/0043/2023	La Bull	119 Bridge Street, Bulls
37/ON/0044/2023	Roast Cottage	57-59 Hautau Street, Taihape
37/ON/0054/2025	3 High Street Coffee House	3 High Street, Marton
37/ON/0053/2025	Argyle Hotel	1 Bruce Street, Hunterville
37/ON/0041/2023	Four Doors Down	267 Broadway, Marton
37/ON/0046/2024	Antons Bar	255 Broadway, Marton
37/ON/0050/2024	Aamod Indian Restaurant	83A High Street, Bulls
37/ON/0052/2025	Captain Cooks Bar & Cafe	297 Broadway, Marton
37/ON/0056/2026	Le Café Telephonique	8 Huia Street, Taihape
37/ON/0057/2026	Flat Hills Café & Tourist Park	5733 SH1, Hunterville
37/ON/0055/2025	Auntys Bar & Grill	255 Broadway, Marton
37/ON/0059/2026	Club Hotel	17-19 High Street, Marton
37/ON/0060/2026	Hunger Hut	105 Hautau Street, Taihape
37/ON/0058/2026	The Station	22-24 High Street, Hunterville

Off Licences

Licence No	Licence Name	Location
37/OFF/0001/2014	Bulls Liquor Centre	158 Bridge Street, Bulls
37/OFF/0003/2014	Marton New World	423 Wellington Road, Marton
37/OFF/0060/2013	Marton Bottle Store	188 Broadway, Marton
37/OFF/0005/2014	Marton Bottle Store	6 Hammond Street, Marton
37/OFF/0007/2015	Taylor's (1998) Ltd	4 Milne Street, Hunterville
37/OFF/0019/2021	Taihape Quickstop Grocery	120 Hautapu Street, Taihape
37/OFF/0022/2023	Taihape Bottle O	17 Mataroa Road, Taihape
37/OFF/0024/2024	Foursquare Bulls	91-102 Bridge Street, Bulls

37/OFF/0025/2024	Rangitikei Tavern	144 Bridge Street, Bulls
37/OFF/0026/2025	Marton Freshchoice	280-284 Broadway, Marton
37/OFF/0027/2025	Taihape New World	112-114 Hautapu Street, Taihape
37/OFF/0028/2026	The Station	22-24 High Street, Hunterville
37/OFF/0029/2025	Captain Cooks Bar	297-303 Broadway, Marton
37/OFF/0030/2026	Taihape Super Liquor	120 Hautapu Street, Taihape

27 July 2026

Andy Watson
The Mayor
Rangitikei District Council
46 High Street
MARTON 4741



Ngā Waihua o Paerangi Trust
1 Mountain Road, PO Box 195
Ohakune 4660, New Zealand

0800 N RANGI
Office: +64 (0)6 385 9500
Email: office@ngatirangi.com
www.ngatirangi.com

Tēnā koe Andy i ngā ahuatanga o te wā

This letter is to formalise our position around a Mana Whakahono a Rohe agreement with Ngāti Rangī and Rangitikei District Council. Mana Whakahono a Rohe: Iwi Participation Arrangements are provided for by Sections 58L to 58U of the Resource Management Act.

Last week the Prime Minister Chris Luxon and Minister for RMA reform Chris Bishop stated their intention to amend the twin bills set to replace the Resource Management Act, which will soon have their second reading. The purpose behind this new legislative form will be to ensure that existing agreements will not be carried over into the new regime.

While it is the prerogative of Government to make legislative change, we remain of the view that a relationship with local government is still an important ideal. We do not want to let political influence distract us from the very real value of working together with Rangitikei Council on matters of mutual interest. We have two particular priorities that we believe it would be useful to discuss: how joint councils can advance the intent behind Te Waiū-o-te-ika and the local waters done well programme. We have seen the value of council-iwi relationships through membership on Ngā Wai Tōtā and suggest that notwithstanding the media interest last week, that there is enduring value in being able to work together in good faith and in a spirit of co-operation.

We believe with the importance of progress to be achieved with Te Waiū-o-te-ika and the development of Te Tahoratanga, that it makes perfect sense to have all our signatory councils connected for discussion on matters such as monitoring; mandatory matters; timeframes and possibility of electoral members attending hui. There may well be other matters you believe we should consider. We welcome your feedback and look forward to further discussion with you.

Heoti anō

Helen Leahy
Pou Ārahi / Chief Executive

CC; Carol Gordon; Chief Executive of Rangitikei District Council

10 Reports for Decision

10.1 2027/30 National Land Transport Programme Submission

Author: Darryn Black, Acting GM Assets Infrastructure and Projects

Authoriser: Arno Benadie, Deputy Chief Executive

1. Reason for Report

- 1.1 This report seeks Council adoption of the draft Roothing Activity Management Plan 2027-2030 (AMP) and approval to submit the AMP and Programme Business Case to New Zealand Transport Agency Waka Kotahi (NZTA) for consideration in the 2027-30 National Land Transport Programme (NLTP).

2. Executive Summary

- 2.1 This report recommends that Programme One - Optimal is submitted as Council's preferred Maintenance, Operations and Renewals (MOR) programme. Programme One provides for 6% annual sealed-road resurfacing, 12,000m³ of annual unsealed-road metalling and the supporting maintenance, drainage, resilience, safety and asset-management activities identified through the AMP and workshop process.
- 2.2 The report also recommends that \$4 million per annum is Council's preferred Low-cost Low-risk (LCLR) investment option. The associated work programme will allow resumed focus on prioritised improvements across the network.
- 2.3 The following documents have been provided previously;
 - Workshop one presentation 30 April 2026 (contains web links to NZTA information)
 - Workshop two presentation 30 July 2026
 - Draft Roothing Activity Management Plan (to be updated to reflect Council's resolution from this report) 30 July 2026
- 2.4 The following documents have been loaded as pre-reading / supporting documents for this report:
 - Summary of process
 - NLTP Programme – Rates Impact (shows the value of the programme options and the impact on rates for the 2027/30 NLTP period)
 - Programme options assessment output (shows investment level for each work activity).

3. Context

- 3.1 The NLTP is the Government's three-year programme for investment in the land transport system. For approved subsidised activities, Council's Funding Assistance Rate (FAR) is expected to remain at 66%, with Council funding the remaining 34% local share.

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- 3.2 The AMP is the evidence base for the funding request. It describes the network, its condition and performance, changing demand, identified risks and the interventions required over the funding period. The Programme Business Case converts that evidence into a justified programme of work for assessment by NZTA.
- 3.3 Council considered the 2027-30 NLTP process at an Assets and Infrastructure workshop on 30 April 2026. The purpose of that workshop was to introduce the funding process, confirm the problem statements and provide context for elected members.
- 3.4 A follow-up Council workshop was held on 30 July 2026. The purpose of this workshop was to discuss levels of service and performance targets and obtain direction from elected members on the desired level of investment. Council requested clearer information on the full programme content and the financial and rates implications. This has been provided in this report and in the associated pre-reading documents.
- 3.5 The NLTP timetable is ahead of Council's detailed rates-setting process. The preliminary AMP and Programme Business Case covered in this report must be submitted to NZTA by 28 August 2026. NZTA will then assess and moderate the programme before the final 2027-30 NLTP funding decision. We expect that this will be released in September 2027.
- 3.6 The below table outlines the key milestones for the NLTP process in comparison to Council's Long Term Plan 2027-37 timeline. The two processes are not well aligned and Council will have adopted its LTP 2027-37 in advance of the NLTP adoption.

NLTP 2027-2030 process timeline	Long Term Plan 2027-2037 timeline
Officers drafting and workshopping draft AMP - March-July 2026	Officers drafting and workshopping draft AMP - March-July 2026
Initial bid for continuous programmes entered - 28 August 2026	Draft Rooding AMP - end of August 2026
Transport Investment Online (TIO) opens for entry of improvement plus LCLR bid information - October 2026	Commence work on draft LTP budgets, Level of Service (LOS) and performance measures/targets - September-October 2026
Final bids for continuous programmes and draft improvement plus LCLR bids submitted into TIO - 11 December 2026	Finalise draft LTP 2027-37 and consultation document - mid December 2026
Final improvement bids and LCLR submitted into TIO for inclusion in Regional Land Transport Plans (RLTPs) - March 2027	Audit and adoption of draft LTP 2027-37 and consultation document - January-February 2027
Submission of RLTPs to NZTA - August 2027	Consultation, Hearings and Deliberations for the LTP 2027-37 - March-May 2027
Last day for adoption of the National Land Transport Programme - 31 August 2027	Final revisions, audit and adoption of LTP 2027-37 and rates resolution for Yr 1 - by 30 June 2027

- 3.7 Submitting the Maintenance, Operations and Renewals (MOR) programme and Low-cost Low-risk (LCLR) programmes to NZTA does not guarantee that NZTA will fund these in full. It also does not remove Council's ability to reconsider affordability when setting its Annual Plan. However, work that is not included and justified in the AMP and funding submission is unlikely to be eligible for additional NZTA funding later.

4. Discussion and Options Considered – Maintenance, Operations and Renewals (MOR)

4.1 The July workshop presented the following three MOR programme options:

Option	Annual resurfacing	Annual metalling	Outcome
Programme One - Optimal	6%	12,000 m ³	Meets KPI achievement and identified network need
Programme Two - Transitional	5%	10,000 m ³	Transitions toward KPI achievement in the next NLTP
Programme Three - Baseline	4%	8,000 m ³	Does not achieve the KPIs or fully address network need

- 4.2 Programme One applies enhanced investment to achieve Council's annual KPIs. Delivering these targets requires corresponding increases in sealed pavement maintenance, routine drainage maintenance and drainage renewals. Enhanced investment is also provided for environmental maintenance and minor events (to increase network resilience), structures maintenance, network and asset management, traffic-services renewals and rail level-crossing warning devices. Core investment is retained for network-service maintenance, network operations, structures component replacements, unsealed pavement maintenance, pavement rehabilitation and footpath activities.
- 4.3 Programme Two retains the same enhanced investment for the principal operations activities as in Programme One but applies transitional investment to sealed and unsealed pavement maintenance, routine drainage, metalling, resurfacing and drainage renewals with the intent of moving towards achieving KPI's in the next NLTP.
- 4.4 Programme Three generally applies core investment to pothole-prevention activities. It retains enhanced investment for environmental maintenance, structures maintenance, network and asset management, traffic-services renewals and rail level-crossing warning devices renewals. Programme Three does not include any extra minor-events provision included in Programmes One and Two and accepts the current under-achievement of KPI's.
- 4.5 The AMP's options assessment considered enhanced, transitional and baseline investment approaches. The preferred programme is a combination of baseline and enhanced work categories, with increased investment where required to deliver the identified network performance. Programme One is consistent with this approach and is recommended for submission to NZTA. A detailed assessment of each programme option is provided in the supporting document, *Programme Options Assessment Output*. Officers preferred option is Programme One – Optimal.

5. Discussion and Options Considered – Low-cost Low-Risk (LCLR)

- 5.1 The entire 2024–27 Low-cost Low-Risk (LCLR) programme (value \$12M) was declined by NZTA, which was consistent with the outcome for most councils nationally. Subsequent funding opportunities secured approximately \$2.5 million for projects during the 2024–27 NLTP period. This has left a number of identified LCLR projects unfunded, together with other known and additional improvement projects identified through ongoing network assessment and planning. There is a large pool of worthy candidate projects competing for inclusion in the 2027–30 LCLR programme.
- 5.2 The parameters for the 2027-30 LCLR programme were uncertain when this report was prepared. Officers propose to develop and submit a prioritised programme that aligns with the current Government Position Statement on Land Transport and submit this in October 2026 to NZTA for moderation, then report the outcome and implications to Council in 2027.
- 5.3 This report offers three options to fund the LCLR programme. Different levels of investment are proposed as the prioritised project list is yet to be completed. Annual investment levels of \$1M, \$2M or \$4M are proposed. The rating impact of both the LCLR and MOR Programmes are discussed in the Financial Implications section of this report.
- 5.4 Officers preferred LCLR level of investment is \$4M per annum.

6. Financial Implications

- 6.1 The Maintenance, Operations and Renewals (MOL) programme costs presented at the July workshop were:
- Programme One - Optimal, local share \$6.9 million (total cost \$20.2 million)
 - Programme Two - Transitional, local share \$6.6 million (total cost \$18.9 million)
 - Programme Three - Baseline, local share \$6.2 million (total cost \$18.3 million)
- 6.2 The table below summarises the estimated rates impact for each combination of the three MOR programme options (Baseline, Transitional and Optimal) and the three LCLR programme funding options (\$1M pa, \$2M pa and \$4M pa). The Year 1 impacts are based on increases above the 2026/27 Financial Year baseline figures, while the Year 2 and Year 3 costs are adjusted for inflation (at 4%pa).

	\$m	Maintenance on Roads (MOR) - Cost PA								
		Baseline - \$18.3m			Transitional - \$18.9m			Optimal \$20.2m		
		Y1	Y2	Y3	Y1	Y2	Y3	Y1	Y2	Y3
Low Cost / Low Risk - Cost PA	\$1.0	-1.41%	1.12%	1.12%	-0.68%	1.15%	1.15%	0.84%	1.21%	1.21%
	\$2.0	-0.20%	1.17%	1.17%	0.53%	1.20%	1.20%	2.06%	1.25%	1.25%
	\$4.0	2.23%	1.26%	1.26%	2.96%	1.29%	1.29%	4.49%	1.35%	1.35%

Note - Negative rates impact in Y1 for Baseline and Transitional programmes is due to reserves in 26/27 baseline figures, also from 27/28 Internal Overhead moves to a NZTA subsidised cost centre.

- 6.3 The detailed information that feeds this table is shown in the *NLTP Programme – Rates Impact* pre-reading document.
- 6.4 While Option One with a \$4M Low-cost Low-risk programme represents the highest initial investment with the greatest impact on rates, once that step change is made the impact in following years is minimal.

7. Impact on Strategic Risks

- 7.1 In terms of Council's identified Strategic Risks - 'Changes to Government Legislation are Transformational' is the only risk that may be relevant for consideration of which option to select. The Government has signalled the likely introduction of a rates cap from July 2029. If this is implemented and Council has decided to adopt Programme Two or Three, then its ability to increase expenditure and levels of service back to the current KPIs would be uncertain. A broader assessment of other risks for each programme option has been provided below.
- 7.2 Programme One addresses the principal risks identified in the Activity Management Plan (AMP). These are; deterioration of the network, low resilience to weather events, safety risk, increasing forestry and heavy-vehicle demand, ageing structures, and the displacement of planned work by reactive response.
- 7.3 Selecting Programme Two or Programme Three reduces the immediate local-share requirement but retains a larger gap against the network requirements as identified in the AMP and Council's resurfacing and metalling Levels of Service targets. As identified in the AMP, this increases the risk of continued deterioration of the road network, greater reliance on reactive maintenance, more planned work being displaced by storm recovery and emergency response and increasing future renewal costs as assets deteriorate beyond timely intervention.
- 7.4 Council will continue to fall short of its adopted performance targets, reducing network resilience and the ability to respond to increasing forestry traffic, heavy vehicle demand and future growth. Over time, deferred investment is expected to result in higher whole-of-life costs and a greater proportion of expenditure being directed toward rebuilding failed assets rather than preserving existing ones.
- 7.5 This stays consistent with the AMP's "Case for Change" and clearly explains the trade-off without overstating the consequences.

8. Strategic Alignment

- 8.1 Investment in and maintenance of the district's roading and footpaths networks aligns with Council's Community Outcomes for Environmental, Social and Economic Wellbeing. It also aligns with Council's Strategic Priority of 'Connecting with the Central North Island'. Programme One is most strongly aligned with these Community Outcomes and the identified Strategic Priority.
- 8.2 The AMP shows that all three programme options align (at differing levels) with the Government Policy Statement on Land Transport 2024 priorities of economic growth and productivity, increased maintenance and resilience, safety and value for money. They also align with the Horizons Regional Land Transport Plan objectives for connectivity, network quality, resilience, safety and travel choice.
- 8.3 The difference between the options is the extent to which they deliver those strategic outcomes. Programme One (with a high value LCLR programme) provides the strongest alignment by meeting Council's resurfacing and metalling targets and addressing the AMP identified needs for pavement, drainage, resilience, safety, structures and asset management.

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- 8.4 Programme Two also supports Council's strategic priorities and provides a transitional pathway toward the target level of service. It improves investment in resurfacing, metalling, drainage, resilience, safety and asset management, but does not fully achieve the performance targets during the 2027–30 period.
- 8.5 Programme Three maintains alignment at a basic level by continuing core maintenance and renewals and addressing some identified shortfalls. However, it does not achieve Council's resurfacing or metalling targets and does not fully address the network need identified in the AMP. It therefore provides the weakest alignment with the intended outcomes for network sustainability, resilience and lifecycle value.

9. Mana Whenua Implications

- 9.1 There are no Mana Whenua implications relevant for consideration as part of this report.

10. Climate Change Impacts and Consideration

- 10.1 Climate change and natural hazards are central to the AMP's resilience focus. The regional evidence referenced by the AMP identifies more frequent and intense storms, flooding and land-stability hazards as risks to the transport network.
- 10.2 Programmes One and Two include enhanced environmental maintenance, routine drainage maintenance and drainage renewals, provision for minor events and supporting pavement work. These activities are intended to reduce disruption and improve recovery from slips, flooding and washouts.

11. Statutory Implications

- 11.1 There are no statutory implications relevant for this report.

12. Conclusion

- 12.1 The draft AMP provides the evidence and strategic case for the 2027-30 roading programme. It identifies a large rural network facing pressure from ageing assets, increased heavy-vehicle and forestry demand, severe weather and road-safety risks.
- 12.2 Programme One has the highest local-share requirement of the three options but it is the only option that fully addresses the investment needs identified in the AMP and achieves Council's resurfacing and metalling targets.
- 12.3 Programme Two reduces the local-share requirement while partially closing the gap to those targets, whereas Programme Three has the lowest local-share requirement but retains the greatest gap between current investment levels and the identified network need.

13. Decision Making Process

- 13.1 Council has participated in two workshops supported by pre-reading documentation. The April workshop introduced the NLTP process and confirmed the strategic problems. The July workshop considered levels of service, programme options, programme costs and the estimated rates impact.
- 13.2 Adoption of the AMP and approval to submit a programme will provide the direction required for the preliminary AMP and Programme Business Case to be submitted to NZTA by 28 August 2026.

- 13.3 The programme selected by Council will inform the Roding and Land Transport portions of the LTP 2027-37. The LTP 2027-37 will follow the usual decision-making process outlined in the Local Government Act 2002.

Attachments:

1. **Summary of process** [↓](#)
2. **NLTP Programme - Rates Impact** [↓](#)
3. **Programme options assessment output** [↓](#)

Recommendation 1

That the report 2027/30 National Land Transport Programme Submission is received.

Recommendation 2

That Council adopts the Draft Roding Activity Management Plan 2027-2030.

Recommendation 3

That Council agrees that:

- (a) Programme One – Optimal, or
- (b) Programme Two – Transitional, or
- (c) Programme Three - Baseline

is Council's preferred Maintenance, Operations and Renewals programme for the 2027-30 National Land Transport Programme submission and that the Draft Roding Activity Management Plan 2027-2030 be amended to reflect this.

Recommendation 4

That Council agrees that:

- (a) \$1 million per annum, or
- (b) \$2 million per annum, or
- (c) \$4 million per annum

is Council's preferred Low-Cost Low-Risk investment option for the 2027-30 National Land Transport Programme submission.

Recommendation 5

That the Draft Roding Activity Management Plan 2027-2030 and Programme Business Case (including Council's preferred Maintenance, Operations and Renewals programme) be submitted to New Zealand Transport Agency Waka Kotahi for consideration and that Council gives the Chief Executive authority to make minor editorial and formatting changes to the document prior to its submission.

National Land Transport Programme 2027–30

This document summarises the Draft Roding Activity Management Plan 2027-2030 and Council workshops held on 30 April and 30 July 2026.

What is the National Land Transport Programme?

The National Land Transport Programme, or NLTP, is the Government's three-year programme for investing in New Zealand's land transport system. It is administered by NZ Transport Agency Waka Kotahi, or NZTA, and funded through the National Land Transport Fund.

For Rangitikei District Council, the NLTP determines how much government funding may be available to help maintain, renew and improve the local road network. Council's normal Funding Assistance Rate is expected to remain at 66% for 2027–30. This means that, for an approved subsidised activity, NZTA generally contributes \$66 and Council provides the remaining \$34 as the local share, mainly through rates.

Funding is not automatic. Council must demonstrate:

- what assets it owns and their condition;
- what problems are affecting the network;
- the level of service it intends to provide;
- what work is needed and why;
- that the programme is affordable and provides value for money; and
- that Council has the capacity to deliver it.

The NLTP process therefore requires Council to make an informed choice about the standard of road network it wants and the level of investment it is prepared to support.

What is the Activity Management Plan?

The Roding Activity Management Plan, or AMP, is the main evidence document supporting Council's NLTP funding request.

The AMP describes the network, its condition, how demand is changing, the risks Council is managing and the work required over the next funding period. Its purpose is to determine the investment needed, identify key risks and planned interventions, and establish how performance will be monitored.

In simple terms:

AMP — What do we own, what condition is it in and what problems do we have?

Programme Business Case — Why is investment required and what programme best addresses the problems?

Regional Land Transport Plan — How does the programme fit with regional priorities?

NLTP — What portion of the programme will NZTA fund nationally?

Council prepares its AMP and proposed programme, Horizons Regional Council incorporates local programmes into the Regional Land Transport Plan, and NZTA assesses the proposals against government priorities, available funding, evidence, value for money and deliverability.

The AMP links the Government Policy Statement and regional objectives to Rangitikei's network problems, then to programmes such as resurfacing, metalling, drainage, bridge work and safety improvements. The line-of-sight diagram on page 16 of the AMP illustrates this progression from national policy through to specific projects.

What is Council responsible for deciding?

Council does not control the size of the National Land Transport Fund or NZTA's final allocation. It does control:

- the programme submitted for consideration;
- the level of service sought;
- the priorities within that programme;
- the amount of local share Council is prepared to fund; and
- the risks it is prepared to accept if investment is reduced.

The timing is difficult because the NLTP process is ahead of Council's detailed rates-setting process. A preliminary programme must be submitted to NZTA before Council has completed the Annual Plan and confirmed the final rates requirement for 2027/28.

Council is therefore being asked to provide direction on the programme to be submitted, rather than to set the final rates now.

The rate percentages presented at the July workshop showed the estimated increases above the baseline roading programme. They were intended to compare the relative affordability of the options. They were not forecasts of Council's total rate increase.

Submitting a programme to NZTA does not guarantee that NZTA will fund it in full. It also does not remove Council's ability to reconsider affordability when setting its Annual Plan. However, work that is not included and justified in the AMP and funding submission is unlikely to be eligible for additional NZTA funding later.

What does the Rangitikei network look like?

Rangitikei has approximately 1,230 kilometres of local roads, of which about:

- 93% are rural;
- 66% are sealed; and
- 34% are unsealed.

The network also includes 249 bridges, culverts, drainage systems, signs, streetlights and other transport assets. Roading assets had a 2024/25 valuation of approximately \$581 million. Formations, bridges, culverts and pavement layers account for most of the network's replacement value.

This is a large network for a population of approximately 16,000. It supports farms, forestry, rural communities, freight movements, schools, businesses and access between settlements. Most of the network carries relatively low traffic volumes, but it remains essential to the district's social and economic activity.

What problems does the AMP identify?

The AMP identifies three main problems.

1. Legacy and ageing network

The condition of parts of the network is deteriorating while traffic demand and vehicle weights are increasing. Pavement work accounts for approximately 41% of maintenance expenditure. The lower-volume road categories make up most of the network and account for more than 80% of maintenance spending.

The bridge network is also ageing. Most Rangitikei bridges were built between 1950 and 1969. Age alone does not determine replacement, but a continuing risk-based replacement and strengthening programme is needed to prevent a backlog from developing.

2. Low network resilience

Rangitikei's topography makes parts of the network vulnerable to slips, flooding, washouts and storm damage. Some vulnerable roads have no practical alternative route.

Environmental work has accounted for approximately 25% of maintenance expenditure, with landslips making up 66% of that spending. Planned work can be displaced when money and resources must be redirected to restore access after storms. The AMP therefore identifies drainage, culvert work and proactive environmental maintenance as important parts of improving resilience.

3. Road safety

Rangitikei's rural roads have higher personal crash risk than comparable networks, with a significant proportion of injury crashes involving single vehicles. The AMP proposes targeted safety investment, including signage, traffic services, intersection improvements, vegetation control and other work focused on higher-risk locations.

What is changing?

Traffic demand is increasing. The AMP records an average network traffic increase of 2.7% between 2020/21 and 2024/25. Forestry-related traffic is expected to peak between 2026 and 2030, with key haul routes facing increased pavement wear and safety pressures.

The network is also exposed to:

- heavier vehicles;
- increased forestry harvesting;
- ageing bridges and culverts;
- more frequent severe weather;
- fuel and construction-cost escalation; and
- demands for higher safety and compliance standards.

Doing less does not prevent these pressures. It means Council accepts a greater likelihood of deterioration, reactive work, reduced service and higher future renewal costs.

What investment choices were presented?

The July workshop presented three broad options to fund the Maintenance, Operations and Renewals (MOR) programme.

Programme One — Optimal

- 6% of the sealed network resurfaced each year.
- 12,000 m³ of unsealed-road metal applied each year.
- Supporting pavement and drainage investment.
- Provision for minor weather events.
- Increased environmental maintenance, traffic services, asset management, level-crossing equipment and urgent bridge work.

This programme is intended to meet Council's current performance targets and respond to the identified network need.

Programme Two — Transitional

- 5% annual resurfacing.
- 10,000 m³ annual metalling.
- The same principal resilience, drainage, safety and asset-management provisions.

This option does not immediately meet the full targets but provides a planned step toward them in the following NLTP period.

Programme Three — Baseline

- 4% annual resurfacing.
- 8,000 m³ annual metalling.
- Some increased expenditure in supporting activities.
- No provision to build a minor-events reserve.

This is the lowest-cost option, but it does not achieve the resurfacing or metalling targets and does not fully address the modelled network need.

The AMP's broader programme assessment reaches a similar conclusion. It considers enhanced, baseline and lower-cost approaches and identifies a preferred programme combining baseline expenditure with targeted increases in work categories where the evidence shows additional investment is required.

Why do resurfacing and metalling rates matter?

Council's current resurfacing programme covers approximately 4% of the sealed network each year. The adopted target is 6%, while long-term modelling indicates an average requirement of approximately 6.2%.

At 4% a year, the theoretical average resurfacing cycle is about 25 years. At 6%, it is approximately 16.7 years. However, these are network-wide averages and many roads require resealing at much shorter intervals. As a result, a 4% programme will not address the network's actual renewal needs and, over time, will create an unmanageable renewal bow wave.

The same principle applies to unsealed roads. Applying less metal may reduce immediate expenditure, but aggregate continues to be lost through traffic, weather and grading. Over time, inadequate metalling affects ride quality, drainage, road shape and maintenance costs.

Preventative renewal is generally more cost-effective than allowing an asset to fail and then undertaking major rehabilitation.

The decision in plain terms

Council is choosing between:

1. funding at approximately the level indicated by the network evidence and current performance targets;
2. moving toward that level over a longer period; or
3. retaining a lower programme and accepting continued target underachievement and greater network risk.

A higher programme requires a larger local share and therefore creates greater rates pressure.

A lower programme reduces the immediate rates requirement but increases the likelihood of:

- more reactive repairs;
- continued failure to meet performance targets;
- declining road condition and ride quality;
- planned work being displaced by storm or forestry-related damage;
- more expensive rehabilitation in later years; and
- reduced resilience and reliability for rural communities and freight.

The decision is not simply whether to spend more or less. It is a decision about the level of service, condition and risk Council is prepared to carry across the road network, and the programme it wishes to put forward to secure the maximum available NZTA contribution.

Programme One - Optimal - Comparison against 26/27 budgets

		26/27	Programme One - Optimal			Programme One - Optimal			Programme One - Optimal			
		Baseline	27/28	28/29	29/30	27/28	28/29	29/30	27/28	28/29	29/30	
Local Share	Rates	9.1	9.4	9.7	10.1	9.7	10.1	10.4	10.4	10.8	11.2	26/27 Use of Reserves in lieu fo rates
	Reserves/other	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	NZTA FAR	12.9	14.0	14.5	15.1	14.6	15.2	15.8	15.9	16.6	17.2	
		23.3	23.3	24.2	25.2	24.3	25.3	26.3	26.3	27.3	28.4	
<u>Subsidised</u>												
NZTA- MOR*		18.6	20.2	21.0	21.8	20.2	21.0	21.8	20.2	21.0	21.8	\$20.2M Optmal MOR Programme
Low Cost / Low Risk		0.9	1.0	1.0	1.1	2.0	2.1	2.2	4.0	4.2	4.3	
		19.5	21.2	22.0	22.9	22.2	23.0	24.0	24.2	25.1	26.1	
<u>Unsubsidised</u>		1.7	1.6	1.7	1.7	1.6	1.7	1.7	1.6	1.7	1.7	Now funded through subsidised programme
Internal Overhead		1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Finance costs		0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	
		23.3	23.3	24.2	25.2	24.3	25.3	26.3	26.3	27.3	28.4	
Rates Movement \$			0.24	0.35	0.37	0.58	0.37	0.38	1.26	0.39	0.41	Rates impact above 2026/27 baseline
Rates Movement %			0.84%	1.21%	1.21%	2.06%	1.25%	1.25%	4.49%	1.35%	1.35%	
<u>*overheads included from 27/28</u>												
Base Rate (= 1% on rates)			0.28	0.29	0.30	0.28	0.29	0.30	0.28	0.29	0.30	

Programme Two - Transitional - Comparison against 26/27 budgets

		26/27	Programme Two - Transitional			Programme Two - Transitional			Programme Two - Transitional			
		Baseline	27/28	28/29	29/30	27/28	28/29	29/30	27/28	28/29	29/30	
Local Share	Rates	9.1	8.9	9.3	9.6	9.3	9.6	10.0	9.9	10.3	10.7	
	Reserves/other	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
NZTA FAR	Subsidises	12.9	13.1	13.7	14.2	13.8	14.3	14.9	15.1	15.7	16.3	26/27 Use of Reserves in lieu fo rates
		23.3	22.1	22.9	23.8	23.1	24.0	24.9	25.1	26.0	27.1	
Subsidised												
NZTA- MOR*		18.6	18.9	19.7	20.4	18.9	19.7	20.4	18.9	19.7	20.4	\$18.9M Transitional MOR Programme
Low Cost / Low Risk		0.9	1.0	1.0	1.1	2.0	2.1	2.2	4.0	4.2	4.3	
		19.5	19.9	20.7	21.5	20.9	21.7	22.6	22.9	23.8	24.8	
Unsubsidised		1.7	1.6	1.7	1.7	1.6	1.7	1.7	1.6	1.7	1.7	Now funded through subsidised programme
Internal Overhead		1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Finance costs		0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	
		23.3	22.1	22.9	23.8	23.1	24.0	24.9	25.1	26.0	27.1	
Rates Movement \$			-0.19	0.33	0.35	0.15	0.35	0.36	0.83	0.38	0.39	Rates impact above 2026/27 baseline
Rates Movement %			-0.68%	1.15%	1.15%	0.53%	1.20%	1.20%	2.96%	1.29%	1.29%	
*overheads included from 27/28												
Base Rate (= 1% on rates)			0.28	0.29	0.30	0.28	0.29	0.30	0.28	0.29	0.30	

Note - Negative rates impact in 27/28 due to reserves in 26/27 baseline, also from 27/28 Internal Overhead moves to a NZTA subsidised cost centre

Programme Three - Baseline - Comparison against 26/27 budgets

		26/27	Programme Three - Baseline			Programme Three - Baseline			Programme Three - Baseline			
		Baseline	27/28	28/29	29/30	27/28	28/29	29/30	27/28	28/29	29/30	
Local Share	Rates	9.1	8.7	9.0	9.4	9.1	9.4	9.8	9.7	10.1	10.5	26/27 Use of Reserves in lieu fo rates
	Reserves/other	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	NZTA FAR Subsidises	12.9	12.7	13.2	13.8	13.4	13.9	14.5	14.7	15.3	15.9	
		23.3	21.5	22.3	23.2	22.5	23.3	24.2	24.5	25.4	26.4	
<u>Subsidised</u>												
NZTA- MOR*		18.6	18.3	19.03	19.79	18.3	19.0	19.8	18.3	19.0	19.8	\$18.3M Baseline MOR Programme
Low Cost / Low Risk		0.9	1.0	1.0	1.1	2.0	2.1	2.2	4.0	4.2	4.3	Reducing Low Cost Low Risk Programme
		19.5	19.3	20.1	20.9	20.3	21.1	22.0	22.3	23.2	24.1	
<u>Unsubsidised</u>		1.7	1.6	1.7	1.7	1.6	1.7	1.7	1.6	1.7	1.7	
Internal Overhead		1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Now funded through subsidised programme
Finance costs		0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	
		23.3	21.5	22.3	23.2	22.5	23.3	24.2	24.5	25.4	26.4	
Rates Movement \$			-0.40	0.33	0.34	-0.06	0.34	0.35	0.62	0.37	0.38	Rates impact above 2026/27 baseline
Rates Movement %			-1.41%	1.12%	1.12%	-0.20%	1.17%	1.17%	2.23%	1.26%	1.26%	
*overheads included from 27/28												
Base Rate (= 1% on rates)			0.28	0.29	0.30	0.28	0.29	0.30	0.28	0.29	0.30	

Note - Negative rates impact in 27/28 due to reserves in 26/27 baseline, also from 27/28 Internal Overhead moves to a NZTA subsidised cost centre

		Maintenance on Roads (MOR) - Cost PA								
		Baseline - \$18.3m			Transitional - \$18.9m			Optimal \$20.2m		
	\$m	Y1	Y2	Y3	Y1	Y2	Y3	Y1	Y2	Y3
Low Cost / Low Risk - Cost PA	\$1.0	-1.41%	1.12%	1.12%	-0.68%	1.15%	1.15%	0.84%	1.21%	1.21%
	\$2.0	-0.20%	1.17%	1.17%	0.53%	1.20%	1.20%	2.06%	1.25%	1.25%
	\$4.0	2.23%	1.26%	1.26%	2.96%	1.29%	1.29%	4.49%	1.35%	1.35%

ITEM 10.1 ATTACHMENT 3

Annual MOR Programme				
NZTA Classification	Work Activity	Programme One - Optimal	Programme Two - Transitional	Programme Three - Baseline
Local road operations				
114	Structures maintenance	A	A	A
121	Environmental maintenance	A	A	A
122	Network service maintenance	C	C	C
123	Network operations	C	C	C
131	Rail level crossing warning devices maintenance	A	A	A
140	Minor events	A	A	C
151	Network and asset management	A	A	A
215	Structures component replacements	C	C	C
222	Traffic services renewals	A	A	A
Local road pothole prevention				
111	Sealed pavement maintenance	A	B	C
112	Unsealed pavement maintenance	C	B	A
113	Routine drainage maintenance	A	B	C
211	Unsealed road metalling	A*	B	C
212	Sealed road resurfacing	A*	B	C
213	Drainage renewals	A	B	C
214	Sealed road pavement rehabilitation	C	C	C
Walking and cycling maintenance				
125	Footpath maintenance	C	C	C
225	Footpath renewal	C	C	C
Total Programme Cost		\$20.2M	\$18.9M	\$18.3M
Local Share		\$6.9M	\$6.6M	\$6.2M

A Enhanced
B Transitional
C Core only
 * Meets KPI's

10.2 Bulls Domain Master Plan

Author: Arno Benadie, Deputy Chief Executive

Authoriser: Carol Gordon, Chief Executive

1. Reason for Report

- 1.1 This reason for the report is to present the final version of the Bulls Open Spaces Strategy and Bulls Domain Master Plan to Council for endorsement.

2. Context

- 2.1 RDC engaged Design Environment to facilitate community engagement and provide strategic and master planning advice to inform a Recreation and Open Space network survey and analysis. The information gathered during the community engagement, survey and analysis of all the Open Spaces and recreational facilities in Bulls formed the basis to the creation of the Bulls Open Spaces Strategy and the Bulls Domain Master Plan.
- 2.2 The Bulls Open Spaces strategy took the following factors into consideration:
 - 2.2.1 Aligning future investment in Bulls open space with future residential growth areas.
 - 2.2.2 Understanding constraints such as the State Highway and the opportunities such as the Rangitikei River and how they might inform an open space strategy.
 - 2.2.3 Review pedestrian and cycleway connections that connect the community to the recreational and open space network and future investment suggestions.
 - 2.2.4 Understanding the community's current and future recreational and open space needs, with a focus on both passive recreation and active sports codes, sporting facilities, fields, and future investment suggestions.
 - 2.2.5 Understanding how the historical and cultural landscape might inform the future recreational and open space network investment.
 - 2.2.6 Understanding the type of recreation investment that might be needed on Haylock Park and other reserves around the township.
- 2.3 The process followed to create the documents included site visits to each of the parks and open spaces in Bulls to document the landscape context, topography, structures, boundaries, historic and natural heritage, and landscape character of the parks and the domain.
- 2.4 This was followed by a series of community and user group workshops over a three-day period where we met and worked with domain user groups, sports team representatives, local schools, mana whenua, Ohakea leadership, event organisers, Bulls Community Committee, the Mayor and Elected Members.

ITEM 10.2

- 2.5 The resulting document contains three sections. The first section reviews the current open space strategy for Bulls and documents the quality of open spaces. The second section records the comments from each group workshop including an analysis diagram. These diagrams show the constraints and opportunities per user group which then informs the master plan.
- 2.6 The third section of the document contains the master plans for the Bulls Domain and Haylock Park based on the feedback from the community workshops. These master plans provide suggestions for future spatial layout of recreational amenities including playing fields, toilets, playgrounds and walkways.
- 2.7 The document also provides strategic suggestions for Walker Park, Clifton Grove Reserve, Bridge Street, Kittyhawk open space and Te Matapihi open space that might inform future investment.
- 2.8 It is important to note that endorsement of the Bulls Master Plan does not commit Council to any financial expenditure. Any future funding required to give effect to the Master Plan will be subject to Council consideration and prioritisation through the 2027–37 Long Term Plan process.

3. Discussion and Options Considered

- 3.1 RDC created a similar strategy document for the Taihape Domain and created the Taihape Domain Master Plan.
- 3.2 The Taihape Domain Master Plan document has proven to be valuable in assisting decision making regarding long term goals and outcomes for the Taihape Domain. The document has been used by Council staff and user Groups to ensure new initiatives will contribute to the enjoyment of the Domain.
- 3.3 The Bulls Open Spaces Strategy and Bulls Domain Master Plan is the second master plan document for the district. These strategic documents will contribute to Capex investment decisions as well as keeping focus on high priority operational activities.
- 3.4 We are planning on creating similar documents for Marton Open Spaces. These documents are aligned with our RDC Open Spaces and Sporting Facilities Strategy and will form the basis of the work plan that will give effect to the overarching strategy.

4. Financial Implications

- 4.1 There are no financial implications.

5. Impact on Strategic Risks

- 5.1 There are no impacts on Strategic Risks

6. Strategic Alignment

- 6.1 This work aligns with Council strategic direction.

7. Mana Whenua Implications

- 7.1 There are no Mana Whenua implications.

8. Climate Change Impacts and Consideration

- 8.1 There are no Climate Change impacts or considerations.

9. Statutory Implications

- 9.1 There are no statutory implications.

10. Conclusion

- 10.1 Craig Pocock from Design Environment will attend the Council meeting and present the findings and outcomes of the document.
- 10.2 This master plan forms part of a structured roll-out of similar documents across the district to give effect to the RDC Open Spaces and Sporting Facilities Strategy.
- 10.3 The Bulls Open Spaces Strategy and Bulls Domain Master Plan will add value to decisions regarding new user group initiatives in Bulls and contribute to achieving the community and Council's future ambitions for the enjoyment of Bulls open spaces.

Attachments:

- 1. Bulls Domain Master Plan (under separate cover)**

Recommendation 1

That the report 'Bulls Domain Master Plan' be received.

Recommendation 2

That Council endorses the Bulls Open Spaces Strategy and Bulls Domain Master Plan.

11 Meeting Closed