

Document No: A699230

Report To: Council



Meeting Date: 28 November 2023

Subject: **Presentation: ShakeOut 2023**

Type: Information Only

Purpose

- 1.1 The purpose of this business paper is to advise that Waitomo District Council has won the 2023 ShakeOut Business Category.
- 1.2 Drew Mehrstens, Community Resilience and Recovery Coordinator, Waikato Civil Defence and Emergency Management Group and Cathie Shaw, Emergency Management Co-Ordinator for the Western Waikato Area, will be in attendance at the meeting at 10.00am to present the Business Category prize.

Commentary

2.1 What is ShakeOut?

- 2.2 ShakeOut takes place across the world to remind people of the right action to take during an earthquake - Drop, Cover and Hold:

DROP down on your hands and knees. This protects you from falling but lets you move if you need to.

COVER your head and neck (or your entire body if possible) under a sturdy table or desk (if it is within a few steps of you).

HOLD on to your shelter (or your position to protect your head and neck) until the shaking stops. If the shaking shifts your shelter around, move with it.

- 2.3 ShakeOut is New Zealand's national earthquake drill and tsunami hikoi (evacuation walk). In coastal areas a tsunami hikoi drill is often practiced following the earthquake drill with the right action to take being – Long or Strong: Get Gone.

LONG or STRONG In low lying coastal areas, if an earthquake is LONG or STRONG

GET GONE Get to higher ground as soon as possible in case a tsunami caused by the earthquake

- 2.4 ShakeOut is a self-run drill carried out in a manner to best suit those participating and is organised by the National Emergency Management Agency Te Rākau Whakamarumarū (NEMA) and the Government through "Get Ready".

- 2.5 More information on ShakeOut can be found at - [Home — Get Ready — Emergency preparedness in New Zealand](#).

2.6 ShakeOut 2023

- 2.7 New Zealand ShakeOut 2023 took place on Thursday 19 October.

- 2.8 WDC registered with Get Ready NZ (a total of 640,000 people were registered as taking part in 2023) and conducted the ShakeOut drill at 9.30am across all of its worksites i.e. Queen Street Office, Customer Service Centre/i-Site, Library, Water and Wastewater Treatment Plants, etc. WDC's workplace drill was coordinated by Council's Health and Safety Administrator, Nicole Sheward.

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- 2.9 WDC's Leader - Communications and Engagement, Jenelle Burnell and Customer Services Officer/Communications Support, Ayla Pratt promoted the event extensively through the Waitomo District Library with members (mainly children) participating in the "What's the Plan, Stan?" colouring competition, resulting in a ShakeOut Business Category win for WDC.
- 2.10 Ayla Pratt also promoted a competition where people were encouraged to create a Whanau Household Emergency Plan with a "Go Bag" provided to one lucky family.
- 2.11 Waikato CDEM, on behalf of the National Emergency Management Agency Te Rākau Whakamarumarū, have requested to present the Business Category Winner Prize to Jenelle, Ayla and Nicole at the Council meeting.

Suggested Resolutions

- 1 The Presentation of the 2023 ShakeOut Business Category Winner by Waikato Civil Defence and Emergency Management on behalf of the National Emergency Management Agency Te Rākau Whakamarumarū be noted.
- 2 Council express its congratulations to WDC's Health and Safety Administrator, Nicole Sheward, Leader - Communications and Engagement, Jenelle Burnell and Customer Services Officer/Communications Support, Ayla Pratt in their promotion of ShakeOut 2023 and the resulting Business Category win.



MICHELLE HIGGIE
MANAGER – GOVERNANCE SUPPORT

WAITOMO DISTRICT COUNCIL

MINUTES OF A MEETING OF THE WAITOMO DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, QUEEN STREET, TE KUITI ON TUESDAY 31 OCTOBER 2023 AT 9.00AM

PRESENT: Mayor John Robertson
Deputy Mayor Allan Goddard
Councillor Eady Manawaiti
Councillor Janette Osborne
Councillor Dan Tasker
Councillor Gavin Todd

IN ATTENDANCE: Waitomo Caves Discovery Centre (Waitomo Caves Museum) – Dr Briget Mosely and Ben Stubbs

Chief Executive, Ben Smit
Manager – Governance Support, Michelle Higgie
General Manager – Community Services, Helen Beever
Manager – Strategy and Policy, Charmaine Ellery
Chief Financial Officer, Tina Hitchen
General Manager – Strategy and Environment, Alex Bell

1. Karakia Tuwhera

2. Apology

Resolution

The apology from Councillor Janene New be received and leave of absence granted.

Robertson/Goddard Carried

3. Declarations of Member Conflicts of Interest
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No declarations made.

4. Presentation: Waitomo Caves Discovery Centre – Reporting against Multi-Year Community Partnership Grant Agreement

Dr Bridget Mosley, Museum Director, and Ben Stubbs, Trustee of Waitomo Caves Discovery Centre (Waitomo Caves Museum) were in attendance speak to the six monthly key performance measure report as required by the Waitomo Caves Discovery Centre's Multi-Year Community Partnership Grant Agreement.

Resolution

The Presentation from Waitomo Caves Discovery Centre – Reporting against Multi-Year Community Partnership Grant Agreement be received.

Todd/Osborne Carried

Dr Bridget Mosely, Ben Stubbs, and the General Manager – Community Services left the meeting at 9.30am

5. Confirmation of Minutes: 24 September 2023

Resolution

The Minutes of the Waitomo District Council meeting of 24 September 2023, including the public excluded Minutes, be confirmed as a true and correct record.

Goddard/Osborne Carried

6. Confirmation of Minutes: 4 October 2023

Resolution

The Minutes of the Waitomo District Council meeting of 4 October 2023 be confirmed as a true and correct record.

Robertson/Manawaiti Carried

7. Confirmation of Minutes: 17 October 2023

Resolution

The Minutes of the Waitomo District Council meeting of 17 October 2023 be confirmed as a true and correct record.

Osborne/Tasker Carried

8. Receipt of Unconfirmed Minutes: Audit and Risk Committee – 17 October 2023

Resolution

The Unconfirmed Minutes of the Waitomo District Council Audit and Risk Committee meeting of 17 October 2023, including the public excluded Minutes, be received.

Robertson/Goddard Carried

9. Verbal Reports: Elected Member Roles and Responsibilities

Elected members gave verbal reports on their individual portfolio roles and responsibilities as follows:

Councillor Dan Tasker

- Flood Meeting in Council Chambers with affected property owners
- Centennial Park Work Group

Councillor Janette Osborne

- Waitomo Caves Museum Society
- Tere Waitomo Community Trust
- North King Country Development Trust - Directorship Strategic Training
- Bridie Walker Bains Poetry Release

Councillor Eady Manawaiti

- Flood Meeting in Council Chambers with affected property owners
- Centennial Park Work Group

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Deputy Mayor Allan Goddard

- TKDI AGM
- CDEM Joint Committee
- Flood Meeting in Council Chambers with affected property owners

Councillor Gavin Todd

- Complaints re Logging on Roads

Resolution

The verbal reports be received.

Robertson/Tasker

Carried

10. Mayor's Report – October 2023

Council considered the Mayor's Report for October 2023.

Resolution

The Mayor's Report – October 2023 be received.

Robertson/Goddard

Carried

The Manager – Strategy and Policy, Charmaine Ellery and Chief Financial Officer, Tina Hitchen entered the meeting at 9.45am.

11. Inframax Construction Limited – Governance Matters for 2023 Annual General Meeting

Council considered a tabled business paper presenting matters for consideration relating to the upcoming Inframax Construction Limited 2023 Annual General Meeting which will be convened after the Council Meeting on 31 October 2023.

The Manager – Governance Support and Mayor expanded verbally on the business paper and answered members' questions.

Resolution

- 1 The business paper on Inframax Construction Limited – 2023 Annual General Meeting be received.
- 2 Pursuant to Clause 11.1 of the Inframax Construction Limited Constitution, Council confirm that the Inframax Construction Limited Board of Directors remain at a minimum of four and maximum of six directors (including the Chairperson).
- 3 Council approve the Board of Directors recommendation that the three Directors appointed in April 2022 retire by rotation as follows:

2023 – Janie Elrick
2024 – Chris Ryan
2025 – Hugh Goddard
- 4 Pursuant to Clause 11.6.3 of the Inframax Construction Limited Constitution, Council re-appoint Janie Elrick to the Inframax Construction Limited Board of Directors following retirement by rotation.

Goddard/Tasker

Carried

12. Annual Report 2022/23 – Adoption

Council considered a business paper presenting the Draft Annual Report 2022/23 for consideration and adoption, subject to amendment, as recommended by the Audit and Risk Committee.

The Chief Financial Officer expanded verbally on the business paper and answered members' questions.

Resolution

- 1 The business paper on Draft Annual Report 2022/23 – Adoption be received.
- 2 The Chief Executive be delegated authority to ensure any formatting/grammatical changes and feedback from Council is accurately reflected in the Final Annual Report 2022/23 prior to publication.
- 3 The Mayor and Chief Executive be delegated authority to sign the Letter of Representation for the year ended 30 June 2023 to Deloitte on behalf of Waitomo District Council.
- 4 The audited Draft Annual Report 2022/23 be adopted.

Robertson/Manawaiti Carried

Mayor Robertson acknowledged the work of the financial team in getting the Annual Report completed and adopted on time.

The Manager – Strategy and Policy, Charmaine Ellery left the meeting at 10.05am.

13. 2022/23 Carry Forwards

Council considered a tabled corrected business paper seeking approval to carry forward unspent 2022/23 operational and capital budgets to the 2023/24 financial year.

Council noted the corrections relate to formatting within the business paper.

Resolution

The corrected paper on 2022/23 Carry Forwards as tabled be received.

Robertson/Osborne Carried

The Chief Financial Officer expanded verbally on the business paper and answered members' questions.

Resolution

- 1 Council approve the carry forward of \$10,934,800 of unexpended 2022/23 capital budget and \$564,300 operational budget to the 2023/24 financial year as follows:

Activity	Project	Carry Over \$	Comment
Business Support and Fleet \$285,200	Information Services – Building Access Security System Replacement	140,000	The current building access security systems are at the end of life and replacement is required. It is planned to expand the Building Access Security System installation project across other WDC facilities up to the same standard
	Furniture Replacement	30,600	Renewal of furniture for customer service centre fit-out, completed in August 2023, due to delays in receiving supplies.

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Activity	Project	Carry Over \$	Comment
	Customer Service Centre refurbishment	57,900	Contract in progress at June 2023 and completed in August 2023 due to delays in receiving supplies.
	Administration Building – air conditioning renewals	6,000	Four units are due for replacement however due to need for traffic management plan and crane this project has been delayed to 2023/24 year.
	Mower Replacement	50,700	Due to ongoing supplier delays, there is no certainty as to when delivery of the mowers will be made.
Community and Partnership \$27,300	Bikes in Schools	27,300	Bikes in Schools – external funding (and expenditure) will be carried over to complete this project in 2023/24
Recreation and Property \$395,400	Development Coastal Reserves	42,300	Te Nau Nau Reserve Road project - project is currently on hold awaiting consultation with Mana Whenua before proceeding. Request carryover of funding so once community engagement has occurred the project can progress.
	Park improvements (repurposed to Rora Street toilet upgrade)	44,100	Budget unspent for park improvements, to be repurposed to Rora Street toilet upgrade.
	Unspecified renewals (Rora St Toilet upgrade)	20,600	Budget unspent in 2022/23 to be used for Rora Street toilets
	Playground Renewals	40,500	Ongoing playground renewals
	Holiday Park Renewals	79,300	Tui park improvements – delays in contractors availability.
	Aerodrome runway renewals	15,900	Resurface the hard surface of the runway ends, specifically areas currently covered in chip to be resurfaced with bitumen for durability and safety of operations
	Les Munro Centre	76,500	Project underway - replacement of the air conditioning system.
	Toilet Renewals	25,600	Project underway – 24 hour access to disability toilet
	Improvements for areas surrounding Te Ara Tika	50,600	Upgrade of skatepark to improve safety and useability.
Regulatory \$13,800	Animal pound renewals	13,800	Project underway – required for H&S and sanitary improvements.
Stormwater \$157,700	Carroll St – remedial work	147,700	Additional budget approved by Council at the April 2023 meeting. Project underway– contract awarded.
	Rural Stormwater Renewals	10,000	Minor renewals planned
Wastewater \$302,500	Te Kuiti Reticulation Renewal	135,300	Project underway – Project covers two years (Alexandra and Seddon Streets).

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Activity	Project	Carry Over \$	Comment
	Te Kuiti Scada and telemetry	81,800	Replacement of components of SCADA located at Te Kuiti wastewater plant. Contractor (based in Napier) could not complete work due to impact of Cyclone Gabrielle.
	Te Waitere Renew & Extend Soakage Field	80,400	Project underway – delayed due to health and safety considerations of operating heavy equipment in wet/boggy conditions.
	Benneydale minor plant renewals	5,000	Renew wastewater treatment equipment for emergency breakdowns – delayed due to availability for resourcing
Water Supply \$319,400	Te Kuiti water resilience project	282,000	Procurement underway.
	Piopio water plant renewals	16,400	Scoping of project completed, ready for procurement to improve raw water walkway as it is unsafe.
	Piopio water resource consent renewal	21,000	Continuation of resource consent renewal – underway.
Roads \$9,433,500	Minor Improvements	1,179,900	Carry over budget for the completion of the awarded Taharoa Road resilience project awarded as part of the pavement rehabilitation project awarded to Inframax Limited.
	Footpath Improvements and Renewals	733,000	Footpath Renewals Project Awarded to Camex for multiple sites across the district.
	Drainage Renewals	157,100	For drainage renewals associated to the pavement rehabilitation project awarded to Inframax Limited.
	Pavement Rehabs Renewals	919,900	For the pavement rehabilitation contract awarded to Inframax, 3 Sites Te Anga, Waimiha and Taharoa Road.
	Sealed Road Surfacing Renewals	25,600	Carried over for sites not completed as part of the 22/23 resurfacing programme.
	Structural Bridge Renewals	242,500	Carried over for the bridge component replacement contract awarded to Maxbuild.
	Structures Components Renewals	599,300	Carried over for the bridge component replacement contract awarded to Maxbuild.
	Unsealed Road Metalling Renewals	33,100	Carried over for sites not completed as part of the 22/23 unsealed metaling programme.
	Emergency reinstatement and Cyclone Dovi renewals	5,500,800	Carried over for works associated with Cyclone Dovi and the Winter Storm, sites already awarded including Mangatoa Road x 4 sites, Kopaki Road, Taumatotara West Road.
	Road improvements Mokau toilets (unsub)	42,300	Project underway – delayed to due weather and will be completed this calendar year.
		\$10,934,800	

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Activity	Project	Carry Over \$
Infrastructure	Project Management Framework implementation continues into 2023/24	159,100
Roads	Truck parking – Mokau Toilet associated works (unsubsidised) – operational portion. Delayed due to weather, will be completed this calendar year.	307,100
Community Services	District promotion – purchase of district wide street flags for new FlagTrax system and development of comprehensive district wide image library.	72,100
	Funding from National Libraries (and expenditure) for library programme will be carried over and spent in the 2023/24 year	\$26,000
Total:		<u>\$564,300</u>

- 2 Council note the revised forecast of \$1.24 million for the Better Off projects and associated funding for the 2023/24 year.

Project	Total	Actual 30/06/23	By 30/06/24	By 30/06/25	By 30/06/26	By 30/06/27
Town Gateways Statements	1,419,000	0	213,000	709,500	141,900	354,600
Walkways	537,000	65,878	471,122	0	0	0
Community and Cultural Hub	200,000	0	50,000	150,000	0	0
Social Good Partnerships	960,000	212,582	343,268	380,000	24,150	0
Town Amenity Projects	575,000	14,132	510,868	50,000	0	0
Better Off Funding Projects	3,691,000	292,592	1,588,258	1,289,000	166,050	354,600

Robertson/Osborne Carried

14. Mokau Museum – Request for Financial Assistance

Council considered a business paper seeking Council's consideration of a request from the Mokau Museum for financial assistance toward the upgrade of the Mokau Museum, by the Tainui Historical Society, as presented to Council by Mr Murray Seamark in September 2023.

The Chief Executive expanded verbally on the business paper and answered members' questions.

Councillors expressed their concern at setting a precedent whereby the applicant has not applied through Council's formal grant funding process.

MOTION

- 1 *The business paper on Mokau Museum – Request for Funding (October 2023) be received.*
- 2 *That subject to Council officers being assured that the project has robust project management around it, that Council provide \$30,000 of funding to the Tainui Historical Society from the '3 Waters' 'Better-Off' funding Civil Defence Resilience Planning project (which has been funded from alternative sources) for the upgrade of the Mokau Museum.*

Moved: Robertson / Seconded: Todd

CARRIED

Resolution

- 1 The business paper on Mokau Museum – Request for Funding (October 2023) be received.
- 2 That subject to Council officers being assured that the project has robust project management around it, that Council provide \$30,000 of funding to the Tainui Historical Society from the '3 Waters' 'Better-Off' funding Civil Defence Resilience Planning project (which has been funded from alternative sources) for the upgrade of the Mokau Museum.

Robertson/Todd Carried

Councillors Osborne and Tasker voted against the Resolution.

15. Information Services, Finance and Leadership/Governance Activity Update Report

Council considered a business paper providing an update Council on activities of Finance, Information Services and Leadership/Governance.

The Chief Financial Officer and Chief Executive expanded verbally on the business paper and answered members' questions.

The General Manager – Strategy and Environment entered the meeting at 10.30am.

Resolution

The business paper on Information Services, Finance and Leadership/Governance Activity Update Report be received.

Robertson/Manawaiti Carried

16. Regulatory Activity Update Report

Council considered a business paper providing an update Council on work programmes that form part of the regulatory activity.

The General Manager – Strategy and Environment expanded verbally on the business paper and answered members' questions.

Resolution

The business paper on the Regulatory Activity Performance Reporting be received.

Manawaiti/Osborne Carried

17. Motion to Exclude the Public

Council considered a business paper enabling Council to consider whether or not the public should be excluded from the consideration of Council business.

- 1 The public be excluded from the following part of the proceedings of this meeting.
- 2 The general subject of each matter to be considered while the public is excluded and the reason for passing this resolution in relation to each matter, as specified by Section 48(1) of the Local Government Official Information and Meetings Act 1987 are as follows:

General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Section 48(1) grounds for the passing of this resolution
1. Inframax Construction Limited: Financial Statements for the year ended 30 June 2023	Section 7(2)(c)(1) (c) To protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information — (i) would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied;	Section 48(1)(d)
2. Appointment of Waitomo District Council Local Controller	(i) To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations);	Section 48(1)(a)(1)
3. Road Names: Walker Road to "Walker Street"	(i) To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations);	Section 48(1)(a)(1)

- 3 Council agree the following staff, having relevant knowledge to assist in the consideration of the items of business to be public excluded, remain in attendance to assist the Committee with its decision making:

Staff Member	Reason for Remaining in Attendance
Chief Executive	Council CEO
Manager – Governance Support	Committee Secretary
Chief Financial Officer	Portfolio Holder
General Manager – Community Services	Portfolio Holder
General Manager – Strategy and Environment	Portfolio Holder

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

Robertson/Tasker Carried

The meeting adjourned for morning tea at 10.35am and reconvened at 11.02am.

18. Public Excluded Items to be made public following Council's decision taking
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Resolution

Following Council's consideration and decision taking of the public excluded items of

- 1 Inframax Construction Limited: Financial Statements for the year ended 30 June 2023**

The Resolution only be made public as follows:

Resolution

- 1 *The business paper on Inframax Construction Limited: Financial Statements for the year ended 30 June 2023 be received.*
- 2 *The audited Financial Statements – Inframax Construction Limited for the year ended 30 June 2023 be received.*
- 3 *The Inframax Construction Ltd Annual Report 2022/23 be published on Council's website.*

Robertson/Goddard Carried

2 Appointment of Civil Defence Local Controller

The Resolution only be made public as follows:

Resolution

- 1 *The business paper on Appointment of Waitomo District Council Local Controller be received.*
- 2 *Council endorse the appointment of Alex Bell as Local Controller for Waitomo District Council, subject to approval from the Waikato Civil Defence Emergency Management Group Joint Committee.*
- 3 *Council note that where placed in control of an event, council must provide Local and Group Controllers with uncapped financial delegations to manage emergency events (as defined in the Civil Defence Emergency Management Act 2002), declared or otherwise within their area” as provided for in Council's Delegations Register.*

Goddard/Osborne Carried

3 Road Names: Walker Road to "Walker Street"

The Resolution only be made public as follows:

Resolution

- 1 *The business paper on Road Names: Walker Road to “Walker Street” be received.*
- 2 *Council engage with affected parties, including mana whenua and receive and consider any feedback received at a subsequent Council Meeting.*

Robertson/Osborne Carried

Robertson/Todd Carried

There being no further business the meeting closed at 11.49am.

Dated this 28th day of November 2023

JOHN ROBERTSON
MAYOR

Confidential Confidential

Confidential Confidential

Confidential

Confidential Confidential

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Confidential

WAITOMO DISTRICT COUNCIL

MINUTES OF A MEETING OF THE WAITOMO DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, QUEEN STREET, TE KUITI ON TUESDAY 9 NOVEMBER 2023 AT 9.00AM

PRESENT: Mayor John Robertson
Deputy Mayor Allan Goddard
Councillor Dan Tasker
Councillor Eady Manawaiti
Councillor Janene New

IN ATTENDANCE: Submitters:
Raymond Cribb
Garry Paki Titi
Pania Turner Hughes (Te Wharekura o Maniapoto)
Tracy Rikihana
Ronald Takarei
Kale Pompey (via ZOOM)

Staff:
Manager – Governance Support, Michelle Higgle
General Manager – Infrastructure Services, Shyamal Ram
General Manager – Strategy and Environment, Alex Bell
Manager – Strategy and Policy, Charmaine Ellery
Senior Strategy and Policy Advisor, Alice Tasker

1. Karakia Tuwhera

Mayor Robertson welcome those Submitters in attendance and explained the process for the Hearing.

2. Apologies

Resolution

The apologies from Councillors Janette Osborne and Gavin Todd be received and leave of absence granted.

Robertson/New Carried

The Manager – Governance Support advised Council of the apology from Submitter Maude Green (The Valley Foodtruck) to the Public Places Bylaw 2023 meaning that there will be no Hearing required by the Public Places Bylaw 2023 or Public Health & Safety Bylaw 2023.

3. Hearing of Submissions to the 2023 Speed Management Plan

9:00am **Raymond Cribb** **Submission No 8**

Raymond Cribb spoke in support of his written submission.

9:10am **Garry Paki Titi**..... **Submission No 10**

Garry Paki Titi spoke in support of his written submission and made a PowerPoint Presentation of photos supporting the submission.

9:20am **Pania Turner Hughes (Te Wharekura o Maniapoto)** **Submission No 13**

Pania Turner Hughes (Presiding Member of Te Wharekura o Maniapoto) noted the apology from Denise Marshall and spoke in support of the submission lodged by Denise Marshall on behalf of Te Wharekura o Maniapoto.

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- 9:30am **Tracy Rikihana****Submission No SP17e**
Tracy Rikihana spoke in support of her written submission.
- 9:40am **Ronald Takarei**..... **Submission No 15**
Ronald Takarei spoke in support of his written submission.
- 9:50am **Kale Pompey (via ZOOM)** **Submission No SP17g**
Kale Pompey attended the Hearing via ZOOM and spoke in support of his written submission.

Resolution

- 1 The business paper on Hearing of Submissions to the 2023 Speed Management Plan and Public Places Bylaw 2023 be received.
- 2 Council noted the apology from Submitter Maude Green (The Valley Foodtruck) to the Public Places Bylaw 2023.
- 3 Council noted that due to no Submitters being heard to the Public Places Bylaw 2023 or the Public Health and Safety Bylaw 2023, no hearing was required for either Bylaw, and the written submissions received will be considered as part of the deliberations process to be completed at a Council Meeting scheduled for Tuesday 28 November 2023.
- 4 Council noted the verbal submissions made to the 2023 Speed Management Plan by the following Submitters:

Time	Submission No	Organisation / Name
9:00am	8	Raymond Cribb
9:10am	10	Garry Paki Titi
9:20am	13	Pania Turner Hughes (Te Wharekura o Maniapoto)
9:30am	SP17e	Tracy Rikihana
9:40am	15	Ronald Takarei
9:50am	SP17g	Kale Pompey (via ZOOM)

- 5 The written and verbal submissions be referred for consideration as part of the deliberations process to be completed at the Council Meeting scheduled for Tuesday 28 November 2023.
- 6 Council acknowledges and thanks all of those Submitters who have participated in the consultation process.

Robertson/New Carried

4. Karakia Whakamutunga

There being no further business the meeting closed at 10.30am.

Dated this 28th day of November 2023

JOHN ROBERTSON
MAYOR

WAITOMO DISTRICT COUNCIL

MINUTES OF A MEETING OF THE WAITOMO DISTRICT COUNCIL TE RAANGAI WHAKAKAUPAPA KOORERO (MĀORI RELATIONS COMMITTEE) HELD IN THE COUNCIL CHAMBERS, QUEEN STREET, TE KUITI ON THURSDAY 9 NOVEMBER 2023 AT 3.00PM

PRESENT: Councillor Eady Manawaiti (Chairperson), Mayor John Robertson and Councillor Dan Tasker

IN ATTENDANCE: Ben Smit, Chief Executive; Michelle Higgie, Manager – Governance Support and Charmaine Ellery, Manager – Strategy and Policy

1. Karakia Tuwhera

2. Declarations of Member Conflicts of Interest

No declarations were made.

3. Confirmation of Minutes – 23 February 2023

Resolution

The Minutes of a meeting of the Te Raangai Whakakaupapa Koorero (Māori Relations Committee) held on 23 February 2023 be confirmed as a true and correct record.

Robertson/Tasker Carried

4. Terms of Reference Review

The Committee considered a business paper presenting for review the Terms of Reference for Te Raangai Whakakaupapa Koorero (Māori Relations Committee) following the Council's decision of Tuesday 17 October 2023 regarding Māori Representation.

The Manager – Governance Support expanded verbally on the business paper and answered Members' questions.

Resolution

The business paper on Terms of Reference - Te Raangai Whakakaupapa Koorero (Māori Relations Committee) be received.

- 1 The business paper on Terms of Reference review be received.
- 2 Te Raangai Whakakaupapa Koorero (Māori Relations Committee) recommend to Council that the Terms of Reference be amended as follows:
 - 1 Amending Clause 1.4 to include reference to the Joint Management Agreement required under the Maniapoto Claims Settlement Act 2022 as follows:
 - 1.4 This agreement does not alter or override any of WDCs obligations in the Joint Management Agreement that was developed as part of the Nga Wai o Maniapoto (Waipa River) Act 2012, or any Joint Management Agreement developed as part of the Maniapoto Claims Settlement Act 2022.

2 Addition of a new Clause 2.1 to align with Council's resolution of 17 October 2023 as follows:

2.1 To be the Committee who works with mana whenua to develop a model of representation that enhances relationships between Council and mana whenua and provides a platform to discuss and advance issues that are of interest to Māori.

Robertson/Tasker Carried

5. Activity Report: February to October 2023

The Committee considered a business paper documenting, for recording and transparency purposes, the activities of Te Raangai Whakakaupapa Koorero (Māori Relations Committee) during the period February to October 2023 as follows:

Date	Event
8 May 2023	Meeting at Korapatu Marae with Te Whare ki Hauāuru ki Uta
15 May 2023	Meeting at Tiroa House with Te Whare ki Tokanganui a Noho
12 June 2023	Meeting at Te Kuiti Pā
8 August 2023	Meeting at Council Chambers with Te Whare ki Rereahu representatives
14 August 2023	Meeting at Rereamanu Pā with Te Whare ki Hauāuru ki Uta
17 August 2023	Drop-in session at Railway Building 3, open to public
21 August 2023	Meeting at Te Nehenehenui offices with Te Whare ki Tokanganui a Noho
31 August 2023	Meeting at Piopio College with Te Whare o Mokau ki Runga
29 June 2023	Meeting at Hetet Homestead with Holland Whanau to discuss the Water Reservoir and Te Kuiti Water Resilience Project
24 July 2023	Meeting via ZOOM with Mana Whenua o Marokopa (Working Group) to discuss the future development of the Marokopa Campground, the old School House and the Tennis Courts

Resolution

The Activity Report – February to October 2023 be received.

Robertson/Tasker Carried

6. Māori Representation in Waitomo District - Potential Considerations for Decision Making Process

The Committee considered a business paper providing a discussion document so that a process can be developed for the creation of a model for engagement with mana whenua that enhances relationships between Council and mana whenua, and which will provide a platform to discuss and advance issues that are of interest to Māori.

Following discussion, Chair Manawaiti reiterated that not all Whare supported the establishment of Māori Wards and summarised that the first part of creating a suitable model for Māori Representation going forward will be to re-engage with each Whare as to how they wish Council to engage with them in future.

Resolution

The business paper on Māori Representation in Waitomo District - Potential Considerations for Decision Making Process be received.

Tasker/Robertson Carried

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There being no further business the meeting closed at 3.45pm

Dated this day of 2024

EADY MANAWAITI
CHAIRPERSON

Document No: A699193

Report To: Council



Meeting Date: 28 November 2023

Subject: Mayor's Report – November 2023

Local Government is given the power by Central Government to rate to cover the costs of the services that it supplies to its communities. That power is one that we elected members are careful to apply wisely.

Our approach is to decide first what services we need to provide, and only after that exercise is completed do we determine rating levels.

At times we use debt to fund investments for major assets. Rates are struck to cover both interest and debt repayment costs.

There are many pressures currently on Council costs.

- Inflation is higher than it has been for decades.
- Interest rates on our debt have risen substantially and are forecasted to continue to rise.
- We have a backlog of work to complete to fix damage from storm events.
- We have underground pipe networks in Te Kuiti that need upgrading and maintaining better.

If we are to be fair to our ratepayers, get priorities taken care of, and take account of affordability issues, it is important that as we go through the budgeting exercise for the next 10-year plan we challenge current practice and review matters.

Do we need to continue to do all that we do now, do we need to keep all the assets we own, and are there more efficient ways to do things that will bring down costs?

Elected members have a role to play in all three. We make the policy. The Chief Executive is there to execute such policy.

- Do we need all our public toilets? We have just spent close to \$1 million on new toilets on SHW 3 in Mokau. We have another set up the road in Awakino, and in between these we have a set in Awakino Heads Road. Do we need three within a few kilometres?
- We built a Holiday Park for caravans in Te Kuiti in 2018, where parking and amenities are charged for. Yet we also have 140 metres of parking in Rora Street beside a public toilet marked exclusively for Motorhomes, where parking and toilets are free?
- We still have land and houses sitting idle that could be sold to help the housing crisis and reduce debt.
- In the last several years, applications for grants have been less than we have rated for. We could reduce the rate for grants by \$50,000 and not reduce grants made.
- Employing local cleaners in our villages makes sense to reduce travelling time and cost. Surely our Te Kuiti centralised system to mow community parks an hour away needs review. Besides there must be opportunities to partner with schools for some such work.

There will be other matters that elected members and members of our community notice, where improvements can be made in the way we deliver services, where waste can be reduced, and where productivity can be increased.

It is important that we discuss these.

A handwritten signature in blue ink, appearing to read "John Robertson".

JOHN ROBERTSON, QSO
MAYOR

Document No: A699225

Report To: Council



Meeting Date: 9 November 2023
Subject: Terms of Reference Review
Type: Decision Required

Purpose of Report

- 1.1 The purpose of this business paper is to consider a recommendation from the Te Raangai Whakakaupapa Koorero (Māori Relations Committee) to review the Committee's Terms of Reference following Council's decision of Tuesday 17 October 2023 regarding Māori Representation and to address the Joint Management Agreement being developed as required under Section 135 of the Maniapoto Claims Settlement Act 2022.

Background

- 2.1 Te Raangai Whakakaupapa Koorero (Māori Relations Committee) (TRWK) was established by the Council following the 2022 Triennial Elections for the purpose of providing guidance, assistance, and support to the Waitomo District Council on matters specific to Iwi and Mana Whenua relationships.
- 2.2 At the time the TRWK was established the Council also adopted Terms of Reference (ToR) setting out the Purpose and Scope, Responsibilities, and Delegations of TRWK.
- 2.3 The first edition of the ToR provided was amended by Council on 30 May 2023 to provide for the Committee to meet on an "as required" basis.

Commentary

2.1 2023 Māori Representation Review

- 2.2 Following completion of a comprehensive consultation process for the review of Māori Representation, including the consideration of establishing Māori Wards, and after deliberation of all submissions, Council at its meeting on 17 October 2023 resolved:

2 Council works with mana whenua through its committee Te Raangai Whakakaupapa Koorero to develop a model of representation that enhances relationships between Council and mana whenua and provides a platform to discuss and advance issues that are of interest to Māori.

- 2.3 Due to the significance of this project for which Council has passed responsibility to the TRWK – "to develop a model of representation that enhances relationships between Council and mana whenua" it is recommended that this new responsibility be included in the ToR.

2.4 Terms of Reference – Purpose and Scope

- 2.5 Clause 1.4 of the current ToR provides as follows:

1.4 This agreement does not alter or override any of WDCs obligations in the Joint Management Agreement that was developed as part of the Nga Wai o Maniapoto Waipa River) Act 2012

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- 2.6 As work is currently progressing on the development a Joint Management Agreement (JMA) between Te Nehenehenui, Waitomo District Council, Otorohanga District Council and Waikato Regional Council, as required under Section 135 of the Maniapoto Claims Settlement Act 2022 (MCS Act), it is prudent to also address this JMA in the TRWK ToR review.
- 2.7 A copy of the ToR marked up with recommended amendments is attached for Council's consideration.

Suggested Resolutions

- 1 The business paper on Terms of Reference review be received.
- 2 The Te Raangai Whakakaupapa Koorero (Māori Relations Committee) Terms of Reference be amended as follows:
- 1 Amending Clause 1.4 to include reference to the Joint Management Agreement required under the Maniapoto Claims Settlement Act 2022 as follows:
- 1.4 This agreement does not alter or override any of WDCs obligations in the Joint Management Agreement that was developed as part of the Nga Wai o Maniapoto (Waipa River) Act 2012, or any Joint Management Agreement developed as part of the Maniapoto Claims Settlement Act 2022.
- 2 Addition of a new Clause 2.1 to align with Council's resolution of 17 October 2023 as follows:
- 2.1 To be the Committee who works with mana whenua to develop a model of representation that enhances relationships between Council and mana whenua and provides a platform to discuss and advance issues that are of interest to Māori.



MICHELLE HIGGIE
MANAGER – GOVERNANCE SUPPORT

Attachment: Copy of Terms of Reference - Te Raangai Whakakaupapa Koorero (Māori Relations Committee) with recommended addition highlighted (Doc A641565)

Waitomo District Council

Te Raangai Whakakaupapa Koorero
Māori Relations Committee

Terms of Reference

First Adopted:	29 November 2022
Review History:	Amended 30 May 2023 Reviewed November 2023
Date of Next Review:	November 2025
Responsibility:	Manager – Governance Support
Adopted by:	Council

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Te Raangai Whakakaupapa Koorero (Waitomo District Council Māori Relations Committee)

Terms of Reference

1. PURPOSE AND SCOPE

- 1.1 The purpose of the Committee is to provide guidance, assistance, and support to Waitomo District Council (WDC) on matters specific to Iwi and Mana Whenua relationships.
- 1.2 The Committee may also be a place where deputations occur on matters which are of particular interest to Māori.
- 1.3 This Committee will not replace the existing relationship that WDC has formed with the Regional Management Committees (RMCs) through the Proposed District Plan (PDP) process and direct relationships with hapu such as at Te Kuiti Pa Committee. WDC will continue to work with the RMCs through the PDP and other engagement processes.
- 1.4 This agreement does not alter or override any of WDCs obligations in the Joint Management Agreement that was developed as part of the Nga Wai o Maniapoto (Waipa River) Act 2012, [or any Joint Management Agreement developed as part of the Maniapoto Claims Settlement Act 2022](#).

2. RESPONSIBILITIES

[2.1](#) To be the Committee who works with mana whenua to develop a model of representation that enhances relationships between Council and mana whenua and provides a platform to discuss and advance issues that are of interest to Māori.

~~2.2~~ [2.2](#) To be the Committee where matters specific to the Maniapoto Settlement are canvassed:

- a. Motakiora
- b. Mangaokewa Reserve
- c. Others that are yet to be advised.

~~2.2~~ [2.3](#) To be the Committee where partnership opportunities with Iwi / Mana Whenua for community initiatives are canvassed, including:

- a. Housing and Papakainga.
- b. Youth initiatives, for example Rangatahi Vocational Pathways.
- c. Methamphetamine Harm Reduction Programme.
- d. Town entrance gateways and cultural hubs.
- e. Central Government Reforms.

~~2.3~~ [2.4](#) To be the Committee that supports Council with advice on matters like:

- a. Māori Wards
- b. Cultural awareness and understanding of staff and elected members (Te Ao Māori, Tiriti, Te Reo).
- c. General relationships with iwi and mana whenua.
- d. Workplace practices and protocols.

~~2.4~~ [2.5](#) To be the Committee that assists Council reflect cultural values in terms of strategy, policy, and the written content of Plans.

3. DELEGATIONS

- 3.1 The Council delegates to the Committee the following powers and duties:
- a. Recommend changes to its Terms of Reference to the Council for adoption.
 - b. Receive and consider staff reports.
 - c. Make recommendations to Council with respect to any of the matters listed as Responsibilities in Section 2 above.

4. MEETINGS

- 4.1 Meetings of the Committee shall be conducted in accordance with Model Standing Orders for Meetings of the Waitomo District Council.
- 4.2 The Committee will meet on an as required basis.
- 4.3 All minutes and recommendations of the Committee will be presented to the Council.

5. REVIEW OF TERMS OF REFERENCE

- 5.1 These Terms of Reference will be reviewed by the Council no later than the November following every triennial election.

Document No: A698058

Report To: Council



Meeting Date: 28 November 2023

Subject: Maru Energy Trust – Request for Funding

Type: Decision Required

Purpose of Report

- 1.1 The purpose of this business paper is for the Council to consider a funding request from Maru Energy Trust.

Background

- 2.1 The Maru Energy Trust is a not-for-profit charitable trust, established in August 2018 by The Lines Company.
- 2.2 The purpose of the Trust is, as part of the Government's Warmer Kiwi Homes programme, to help insulate homes in the King Country and Central North Island. Their goal is to help create warmer, drier, and healthier homes that ultimately use less energy.
- 2.3 Attached to the business paper is a letter from Maru Energy Trust seeking funding support from the Council.

Commentary

- 3.1 The attached letter from Maru Energy Trust outlines challenges the Trust is facing in achieving their goal of creating healthier homes in the King Country.
- 3.2 Research by the Trust indicates there are currently 921 homes in the Waitomo District eligible for home insulation and 537 homes eligible for heat pump installations. The total projected cost of these installations is \$1,112,700.
- 3.3 The Trust's current funding model allows for approximately 130 home insulations and 50 heat pump installations per year across the Otorohanga, Ruapehu and Waitomo Districts.
- 3.4 Based on these numbers the Trust estimates a delivery timeline of 20 years for insulation and 17 years for heat pump installations.
- 3.5 The Trust is wanting to speed up delivery of the programme by way of seeking funding support from councils across the three districts.
- 3.6 The Trust is asking the Council for support of a 4-year funding arrangement totaling \$120,000 (\$30,000 per annum) with all funds allocated to homes located in the Waitomo District.
- 3.7 The funding will be targeted at increasing the number of installations in the District and providing support to those homeowners needing assistance with maintenance work prior to installation taking place.
- 3.8 As outlined in the letter from the Trust, the Waitomo Housing Strategy makes reference to healthy homes and notes that strong collaboration is required because no single entity can solve housing challenges alone.

3.9 Outcome 2 of the Strategy states:

"Our aim in Waitomo is to provide affordable, healthy homes that improve the well-being of our community. These homes are cost-effective to maintain, free from dampness and mould, and support good health. We believe that the quality of homes directly impacts personal health, and we strive to ensure the highest level of well-being for our residents."

Analysis of Options

4.1 Option 1: Decline the request for funding.

4.2 Option 2: Grant \$30,000 in the current financial year. Budget capacity is available via the community grants activity due to the Single-Year Community Assistance Grant being under subscribed.

For future years the Trust would be eligible to lodge an application to the contestable Multi-Year Community Partnership Grant category, should they wish.

Considerations

5.1 **RISK**

5.2 There is a risk that the total funding pool which includes the ECCA contribution may decrease which would result in a reduction in the number of homes insulated and/or receiving heat pumps.

5.3 **CONSISTENCY WITH EXISTING PLANS AND POLICIES**

5.4 The consideration of the funding request is undertaken in accordance with the Council's Community Outcomes.

5.5 **SIGNIFICANCE AND COMMUNITY VIEWS**

5.6 This decision is not a significant decision in terms of the Council's Significance and Engagement Policy.

Recommendation

6.1 Support the funding request to grant \$30,000 in the current financial year, funded by way of unallocated budget via the community grants activity.

Suggested Resolutions

1 The business paper on Maru Energy Trust - Request for Funding be received.

2 Council provide \$30,000 of funding to the Maru Energy Trust in the current financial year to support the Trust in increasing the number of home insulations in the district.



HELEN BEEVER

GENERAL MANAGER – COMMUNITY SERVICES

16 November 2023

Attachment: Maru Energy Trust – Request for Funding - (Doc A696365)



4 October 2023

Ben Smit
Chief Executive
Waitomo District Council
PO Box 404
Te Kūiti
By email: ben.smit@waitomo.govt.nz

Dear Ben

Thank you for council's warm welcome as Jo Meads and I presented to council at the recent monthly council meeting.

We are submitting this application for financial support to allow Maru Energy Trust to meet the following challenges:

- There is often a level of repairs and maintenance required for many homes before they are eligible for insulation. This is currently unfunded and a problem for us and homeowners.
- Our feedback shows we are having a dramatic impact on the lives of the most vulnerable in our communities.
- High level assessment shows there is still 2588 (**921 in Waitomo District**) homes eligible for insulation, and 1521 (**537 in Waitomo District**) homes eligible for heat pumps in Otorohanga, Waitomo and Ruapehu districts.
- Our current funding allows for approximately 130 insulation installs per year and 50 heat pump installations per year.
- Based on these numbers there is still nearly 20 years of installation installs and 17 years of heat pump installs in front of us.
- Our concern is while we have 4 further years of ECCA funding, this could change at any time as Government focuses change. We want to speed up our delivery programme.
- Costs have also risen significantly over past year. Currently the average costs across TLC's network region are \$800 per insulation install and \$700 per heat pump funded by Maru Trust.
- The projected cost of future work in Waitomo District is \$736,800 for insulation, plus \$375,900 for heat pumps- a total future cost of \$1,112,700.
- We are approaching councils for funding support. We believe what we do supports a partnership approach consistent with the Waitomo Housing Strategy, specifically Outcome 2 under 'Housing Outcomes' titled 'Everyone lives in a Healthy Home' and community wellbeing goals helping the vulnerable in our communities. What we do improves wellbeing, self-esteem and pride, as well as improved health outcomes.

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- We are looking for long-term partnerships and are asking councils to commit \$30,000 per year for the next 4 years to help us achieve our targets. We commit that WDC funding will only be allocated within the Waitomo district area, and annual reporting will account for our use of council funds.
- As an aside both Otorohanga and Ruapehu District Councils have committed to support us to this level. In fact, Otorohanga was so supportive they have committed \$30,000 for the 23/24 year. We are presenting to Taupo District Council shortly.
- In summary extra funding will target:
 1. Increasing the number of installations.
 2. Allow us to help residents whose properties need some minor repairs and maintenance work carried out before insulation installation can take place.

We look forward to your consideration and response.

Any queries, please do not hesitate to contact myself or our manager Jo Meads for further information.

Kind regards.

Yours sincerely



Brain Hanna
Chair, Maru Energy Trust

Document No: A695712

Report To: Council



Meeting Date: 28 November 2023

Subject: **Community and Partnerships Activity Update Report**

Type: Information Only

Purpose of Report

- 1.1 The purpose of this business paper is to update Council on activities that form part of the Community and Partnerships Group.
- 1.2 The business paper also provides an update on a range of Council recreation services and activities.

Background

- 2.1 At its meeting of 28 February 2023 the Council adopted a new reporting framework detailing bi-monthly financial reporting and Council group activity reporting.
- 2.2 A reporting schedule was agreed, with Infrastructure and Community reporting on the same bi-monthly agenda.
- 2.3 The Community and Partnerships report incorporates commentary and its activities, along with commentary on the Aquatic Centre, Libraries, Les Munro Centre and Stadium.

Community Support and Development

- 3.1 The Community Support and Development group of activities incorporates Safe Communities, Community Grants, Youth Engagement and Events.
- 3.2 **CURRENT ACTIVITY**
- 3.3 **CREATIVE COMMUNITIES SCHEME**
- 3.4 The purpose of Creative New Zealand's Creative Communities Scheme (CCS) is to support arts and cultural activities that encourage participation in a wide range of arts activities.
- 3.5 The Waitomo District Council (WDC) administers two CCS funding rounds per year.
- 3.6 Applications for the current round closed on 1 November 2023 with a total of seven applications received from a range of groups and individuals within the community.
- 3.7 Applications will be assessed by the Committee on 23 November 2023.
- 3.8 **SPORT NEW ZEALAND RURAL TRAVEL FUND**
- 3.9 The Rural Travel fund was launched by Sport New Zealand in response to concerns raised by Territorial Authorities about the lack of participation in sport by young people living in rural communities. Geographical isolation, urban drift, lack of employment opportunities, and lack of access to other funding sources have been identified as barriers to participation in physical activity by young people in rural communities.
- 3.10 Sport NZ believes that an effective and efficient network will assist it to achieve its community sport goal of more kiwi kids being physically active through sport or other recreation.

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- 3.11 Waitomo District Council administers the fund on behalf of Sport NZ.
- 3.12 Applications for the current round closed on 1 November 2023 with a total of eight applications received from a range of groups and schools within the community.
- 3.13 Applications were assessed by the Committee on 14 November 2023, with funding allocated to all eight applicants.
- 3.14 **WAITOMO DISTRICT CHRISTMAS PARADE**
- 3.15 The Waitomo District Christmas Parade will be held on 8 December 2023, on Rora Street, Te Kuiti. The parade will commence at 6pm. The theme for this year's parade is 'Magical Christmas'.
- 3.16 Legendary Te Kuiti are running Christmas Markets alongside the parade at the Railway Plaza, along with our local food trucks.
- 3.17 **MAYORS TASKFORCE FOR JOBS**
- 3.18 The Mayors Taskforce for Jobs (MTFJ) programme continues to achieve excellent outcomes with 15 Sustainable Employment Outcomes already completed for the 2023/2024 fiscal year.
- 3.19 **RISKS AND OPPORTUNITIES**
- 3.20 The Christmas Parade is a public event. A Health and Safety Plan will be in place to mitigate risks.
- 3.21 **LOOKING FORWARD – THE NEXT 3 MONTHS**
- 3.22 Review of Council's Citizens Awards Policy.
- 3.23 Planning for the 2024 Great NZ Muster.
- 3.24 Planning for Waitangi Day celebrations.
- 3.25 Vibrant Waitomo Community Connectors and Regional Coalition meetings.

District Promotion / Development

- 4.1 The District Promotion / Development group of activities incorporates Economic Development, Visitor Information Centre, District and Regional Promotion and Sister City.
- 4.2 **CURRENT ACTIVITY**
- 4.3 **CENTENNIAL PARK CONCEPT DEVELOPMENT PLAN**
- 4.4 As part of the Better Off Funding, WDC is enabled to proceed with the Centennial Park Concept Development project. WDC will conduct stakeholder and community engagement to gain feedback that will influence the development of the plan.
- 4.5 Initial meetings of the project team have occurred. Stakeholder and community engagement will take place over the coming months.
- 4.6 **HAMILTON & WAIKATO TOURISM**
- 4.7 WDC continues to work with Hamilton & Waikato Tourism (HWT) to maximise opportunities in support of district tourism and promotion.
- 4.8 Tiaki Promise is an initiative that explored and promoted tourism operations in the District who actively contribute to the community and environment. The initiative included a series of engaging videos and articles in the King Country News.

4.9 **RISKS AND OPPORTUNITIES**

4.10 For the Centennial Park Concept Development Plan project there is a risk that wide representation of community feedback is not gathered due to a lack of participation.

4.11 **LOOKING FORWARD – THE NEXT 3 MONTHS**

4.12 Centennial Park Concept Development Plan – engagement.

Customer Services and Library

5.1 **CURRENT ACTIVITY**

5.2 The Library is on track to launch the “beanstack” app in mid-December. It is hoped this will encourage patrons to continue reading while on holiday during the festive season.

5.3 At a previous Council workshop, it was highlighted that the Library has lacked consistency in displaying both the Council and Library logos in publications. This will be rectified by integrating Waitomo District Council into the Library logo. This is a work in progress.

5.4 Library events during the September/October school holidays were a success with a total participation of over 200. This included a recycling time trial, a collaborative art-piece, a creative junk event, creating a milk bottle sculpture and a colouring-in competition which was promoted and displayed in conjunction with Civil Defence.

5.5 100 activity packs were handed out in the first week of the holidays, which was very well received as can be seen by the notice that was in the local paper the following week.

Our grateful thanks to WDC and the library for the children's Holiday Packs once again. We appreciate all the thought and time spent in making up these packs. It got our three grandsons (aged 8, 11 & 13) off computers, i-pads, phones etc on to family solving puzzles, growing seeds making darts etc. When they went home and were asked what was the best thing they did in Te Kūiti (which included baking, bush walks, skate park etc) the response was "The visit to the library". Thank you for your help.

5.6 In collaboration with Creative Communities, Mandi Lynn will be visiting the Library on November 22nd to offer a photography workshop. This free 6-hour program promotes mental health while simultaneously teaching participants ages 9 to 99 how to transform their smartphone into a DSLR camera.

5.7 **RISKS AND OPPORTUNITIES**

5.8 There are no immediate identified risks with this activity.

5.9 **LOOKING FORWARD – THE NEXT 3 MONTHS**

5.10 Staff are developing and designing the annual summer literacy program in collaboration with Otorohanga District Library. This program aims to help reduce the impact of the summer reading slump. This year's theme will be “Sea Quest”. It is a reading and stem-based board game that children will complete over a 7-week period. Participants will need to do some stem challenges, read some books, and check in at the Library at least twice over this period.

Council Recreation Services

- 6.1 Council Recreation Services incorporates the Waitomo Aquatic Centre, Les Munro Centre, and Gallagher Recreation Centre.
- 6.2 **CURRENT ACTIVITY**
- 6.3 **GALLAGHER RECREATION CENTRE**
- 6.4 The Centre continues to be a popular destination for many in the community. As of 21 November 2023 the membership is 453.
- 6.5 Waitomo Basketball are working on having home games at the Centre which will bring outside visitors to the Centre.
- 6.6 Mini-Ball has nearly come to an end at the Centre, with 2 weeks remaining. It has been very busy over Wednesday and Thursday nights with parents and coaches supporting the children.
- 6.7 Futsal is proving to be a popular activity at the Centre on Monday nights, with 2 weeks remaining for this season's competition.
- 6.8 Mixed Basketball now takes centre stage on Tuesday nights, proving popular with the community.
- 6.9 The "Fit for 50's +" class has also proved popular with patrons with up to 15 patrons taking part on Wednesdays and Fridays.
- 6.10 **WAITOMO DISTRICT AQUATIC CENTRE**
- 6.11 The opening of the Aquatic Centre has been delayed this season due to unexpected delays with maintenance works on the pools. The Centre will open on Friday 24 November 2023.
- 6.12 **RISKS AND OPPORTUNITIES**
- 6.13 There are no immediate identified risks with this activity.
- 6.14 **LOOKING FORWARD – THE NEXT 3 MONTHS**
- 6.15 Ongoing advertising and promotion of the Gallagher Recreation Centre.
- 6.16 Ongoing advertising and promotion of the Waitomo District Aquatic Centre, promoting the 2023/24 swim season.

Human Resources

- 7.1 At the time of writing this business paper, recruitment is currently underway for an Animal Control Officer, Manager – Programme Delivery, Customer Support and Parks and Facilities Operator.

Suggested Resolution

The business paper on Community and Partnerships Performance Reporting be received.



HELEN BEEVER
GENERAL MANAGER – COMMUNITY SERVICES

20 November 2023

Document No: A694999

Report To: Council



Meeting Date: 28 November 2023

Subject: **Infrastructure Services Group Activity Update Report**

Type: Information Only

Purpose of Report

- 1.1 The purpose of this business paper is to update Council on the activities that form part of the Infrastructure Services Group.

Background

- 2.1 At its meeting on 28 February 2023, Council adopted a new reporting framework detailing bi-monthly financial reporting and Council group activity reporting.
- 2.2 A reporting schedule was agreed, with Infrastructure and Community reporting on the same bi-monthly Agenda, and Business Support and Leadership / Governance and Regulatory reporting on the other month.
- 2.3 The Infrastructure Services report provides commentary on activities and operational projects covering three waters, roading, waste management, housing, and other property.
- 2.4 The report provides relatively high-level detail and will provide commentary on significant, not 'business as usual' matters.
- 2.5 Each sub-group will cover the following:
 1. **Current Activity** - This narrative will cover operational projects, any further narrative on Capex projects not covered in the bi-monthly financial report, issues, and operational topics in these activities.
 2. **Risks and Opportunities** that are important to note.
 3. **Looking Forward** - What is happening in the next 1-3 months to give a picture of what is coming up.

Roads and Footpaths

- 3.1 The Roads and Footpaths group of activities incorporates maintenance and renewal of the road surface, pavement, footpaths and other roading assets such as bridges and structures.
- 3.2 **CURRENT ACTIVITY**
- 3.3 The Mokau Toilet Associated Works contract was awarded to Cambridge Excavators Limited. The sealing work is complete, however there were some defects which have been highlighted to the contractor. The defects are expected to be rectified by early December.
- 3.4 The 2022/23/24 Footpaths and Associated Works contract previously awarded to Cambridge Excavators is currently in the middle of construction. Having completed separable portion one, work is well underway for separable portion two. Works are on track to be completed before Christmas. Currently approximately 2 kilometers of 2.5 kilometers have been completed.

- 3.5 The Structural Component Renewals contract that was awarded to MaxBuild is part way through construction. This includes replacement and repair of structural components, including bridge deck joints, retaining walls and larger culvert linings. Separable portion one is nearing completion and works for separable portion two will begin after Christmas, once water levels are down as the works involve culvert relining.
- 3.6 Public Consultation for the draft Speed Management Plan closed on 11 September with deliberations to happen in November. 15 formal submissions and 12 comments on the Social Pinpoint were received.
- 3.7 Waimiha Pavement Rehabilitation site work started in early October and is progressing well. This will be completed and sealed in November.
- 3.8 **CYCLONE RECOVERY**
- 3.9 In February 2022, July-August 2022, and January 2023 the region was struck by severe adverse weather. The initial response works have been completed, and repair works are now well underway with some significant contracts.
- 3.10 Kopaki Road Retreat has now been sealed and work is completed. Works are continuing along Mangatoa Road with the first of the four sites nearing completion, and works are also progressing in the other three sites.
- 3.11 Taumatotara West Road has been awarded to Nicholls & Uttinger Civil Ltd. This is a new contractor to Waitomo so additional observations will be undertaken. Bulk earthworks have commenced and are on track to be completed this calendar year.
- 3.12 Design and investigation work was completed for the July-August Storm Event and a funding application of approximately \$5.5 million (of which \$1.426 million has already been approved for 2022/23) was recently submitted to Waka Kotahi.
- 3.13 Design and contract documentation works for Cyclone Dovi - Year 2, and the Winter Storm Event are underway and are to be released to market late this year for construction in 2024.
- 3.14 Further damage to the roading network was incurred during the Auckland Anniversary Storm Event 2023. The initial clean up works were funded at 100% through Waka Kotahi. Design and investigations for these sites will be undertaken during the 23/24 Financial Year.
- 3.15 Mangarino Road was damaged during the storm event on the 24 September 2023. The road was damaged to the point of a full road closure being put in place. Initial investigation works have been completed to inform the funding application to be submitted to Waka Kotahi.
- 3.16 **CONTRACT RENEWAL/EXTENSION**
- 3.17 An Industry Briefing for potential contractors was held in September. The new Road Maintenance and Reseals tender documents were issued to the market in November. The tender will close in January 2024.
- 3.18 **ACTIVITY MANAGEMENT PLAN**
- 3.19 A draft Activity Management Plan (AMP) was developed to provide a high-level plan for the next 10 years. The AMP incorporates details from the next National Land Transport Program (NLTP). This gives an indication to Waka Kotahi of what funding will be required in the near and distant future.
- 3.20 A key focus of the draft AMP is on roading infrastructure resilience and structures. A paper was submitted to a Council Workshop on 9 May 2023 discussing possible funding limitations and a further update was given during the Council Meeting on 11 July 2023.

3.21 The AMP was submitted to Waka Kotahi for approval in August.

3.22 **RISKS AND OPPORTUNITIES**

3.23 Indications are, there is an increasing likelihood of more regular and more intense weather events which will affect the region going forward. These types of events interrupt scheduled work programs and potentially push jobs into the next financial year.

3.24 Expected increases in inflation and material prices will be reflected in contractors' rates. This is of particular relevance with the new Maintenance Contract coming up for tender next year. There is strong interest in the rebid of this contract.

3.25 Indications suggest that this summer there will be above average temperatures and finer conditions. This will allow for completion of proposed works for 23/24 period, alongside the works that were carried over from the 22/23 period.

3.26 Due to limited funding for year three, the resurfacing KPI will not be met. The current KPI was to reseal 34.5 kilometres of the network, but the forecast based on the available budget will be 21.1 kilometres which is 4.6% of the total sealed network. This has been reduced due to the Rora Street Asphalt site being added which has a much higher cost compared to rural chip sealing. This budget may further be affected by any drainage upgrade works.

3.27 **LOOKING FORWARD – THE NEXT 3 MONTHS**

3.28 Cyclone recovery emergency works are ongoing.

3.29 Maintenance Contract Renewal has been released and will be evaluated in late January 2024.

3.30 The Piopio carpark Project funded from the Better-off Funding budget commenced on 27 October 2023. Most of the drainage work is complete and the pavement and concrete work will be completed in the coming weeks. Work will start on the Benneydale Sealing Project upon completion of the Piopio Carpark works.

3.31 The Speed Management Plan deliberations are to happen in November.

3.32 Pavement Rehabilitation sites including Taharoa and Waimiha Roads are ongoing, due to be completed this financial year.

3.33 There is a planned full road closure in Rora Street, Te Kuiti, to hold the Christmas Parade on 8 December 2023.

3.34 Multiple large roading contracts are due to go to market. These include Te Anga Road Pavement Rehabilitation and Storm Repairs, and Fullerton and Mairoa Road Retaining Walls.

3.35 A temporary speed limit reduction is proposed to be put in place at Point Road, Mokau. This will be posted at 30km/h and run through till Easter 2024.

Three Waters

4.1 The Three Waters group of activities includes drinking water, wastewater and stormwater, management of treatment plants and the reticulation network. This section will also cover a summary of transition activities relating to the three waters reform.

4.2 **THREE WATERS REFORM**

4.3 WDC staff attended a meeting on 6 October 2023 with the Department of Internal Affairs (DIA) and Entity B staff in the new Hamilton Office. Discussions were had around planning

and legislation updates, national engineering design standards, property, and asset transfer.

4.4 The 2-year LTP Addendum Plan will be sent to DIA by the end of this calendar year.

4.5 There is a lot of uncertainty regarding this reform due to the changes in Central Government.

4.6 **CURRENT ACTIVITY**

4.7 **DRINKING WATER**

4.8 The Te Kuiti Water Resilience Project is progressing well with road and land access to and near the Hetet Reservoir currently being arranged with the nearby landowners. WSP Ltd have been appointed and have completed the on-site investigative work such as Geotech site investigation, site topographical survey, cadastral survey, reservoir structural assessment physical work, and water network investigations.

4.9 The 2022/24 Three Waters Renewals contract for Moa and Tui Streets in Piopio is progressing well and will be completed by the end of November 2023.

4.10 Staff have started working with Co-lab on water conservation, particularly targeting the townships of Piopio and Mokau.

4.11 Staff will be carrying out leak detection around the Piopio water network during the third week of November 2023.

4.12 **WASTEWATER**

4.13 Work is in progress to achieve the target of 1000 tonnes at Te Kuiti Wastewater Sludge Processing Plant this financial year, 2023/24. There is a risk of not meeting this target due to delays with procurement.

4.14 Renewal of the Te Waitere Wastewater Soakage Field Project has been put on hold due to rainfall and issues with access to the site.

4.15 Inspection work continues with the Inflow and Infiltration programme. So far, 300 properties have been inspected. A number of illegal downpipes and faulty gully traps have been identified.

4.16 The 2023/24 Wastewater Renewals contract for Seddon Street in Te Kuiti was awarded to Cambridge Excavators Civil. The renewal project started in October and is expected to be completed by December 2023.

4.17 Responses to the abatement notice related to the wastewater overflow from the Te Kuiti Wastewater Treatment Plant received on 7 September 2023 were sent to Waikato Regional Council on 27 October 2023.

4.18 **STORMWATER**

4.19 The Stormwater Project on Carrol Street, Te Kuiti was initially awarded to McIndoe Group. We are currently waiting for updated costings from McIndoe Group due to a change of the scope of the works.

4.20 Staff have completed inspections of all known open channels/drains in Te Kuiti to identify potential cause(s) of overland flow paths.

4.21 CCTV and cleaning of the problematic stormwater pipe network within the flooded areas have been completed.

4.22 Critical stormwater reticulation will continue to be monitored before and after heavy rainfall events.

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- 4.23 An Environmental Consultant (Te Mairo) has been appointed to apply for the renewal of the District Wide Comprehensive Stormwater Consent as the current one expires in July 2024. Inspections of certain stormwater networks will be undertaken as part of this work.
- 4.24 The scope of stormwater modelling in Te Kuiti is currently being finalised.
- 4.25 Work is progressing on short term measures to alleviate the flooding issue in Te Kuiti. Details of this will be presented in a separate paper.
- 4.26 **RISK AND OPPORTUNITIES**
- 4.27 It is predicted that there will be an increased likelihood of stormwater flooding in Te Kuiti and other towns due to the predicted increase in frequency and severity of storm events in the future.
- 4.28 Piopio water supply may struggle to meet demand during the summer period without breaching the consented water take limit.
- 4.29 **LOOKING FORWARD – THE NEXT 3 MONTHS**
- 4.30 Inflow investigations will continue over the next 6-9 months. This will involve visiting every property and identifying illegal downpipes connected to the wastewater system.
- 4.31 Work continues on all critical stormwater inlets that have been identified as requiring wingwalls or domes. The physical work will be carried out this financial year, 2023/24.
- 4.32 Work will continue during November to inspect and service domestic sewer pumps for each property in Piopio township.
- 4.33 Work will continue in Te Kuiti and Mokau until the end of November 2023, for the inspections and servicing of all our water network fire hydrants.
- 4.34 Flushing of water mains for Mokau township commenced in November 2023, before the summer peak demand and return of holidaymakers and batch owners.
- 4.35 Staff are currently analysing water consumption trends before implementing any water restrictions. Water restrictions will most likely be in place from December 2023.

Waste Management

- 5.1 The Waste Management activity incorporates Landfill, kerbside collections and Transfer Station operations.
- 5.2 **CURRENT ACTIVITY**
- 5.3 The new cell development, high wall stabilisation and gas flaring projects at the Landfill are on hold.
- 5.4 The Waste Assessment has been reviewed by MOH (Medical Officer of Health) and finalised.
- 5.5 The Waste Management and Minimisation Plan (WMMP) includes a summary of the waste situation, along with goals, objectives, and targets. It has an action plan with detailed information about activities to achieve the objectives and targets and how they will be carried out and resourced. A WMMP Draft is currently under review.
- 5.6 The above documents will require public, as well as Council consultation.
- 5.7 Standardised signs for all Transfer Stations and Landfills are currently being designed according to standardisation templates from the Central Government.

5.8 **RISKS AND OPPORTUNITIES**

5.9 Waitomo District's kerbside collection contract ends on 1 May 2024. There is a risk that any new contract will cost significantly more for a like-for-like service due to the escalation of operational costs. The end of the contract does provide Council with an opportunity to review the Level of Service and consider changes.

5.10 There is consideration of extending the kerbside collection contract to 30 June 2025 to align with neighbouring councils to collaborate and work under one contract. If extended this will allow WDC to review all collections and recycling.

5.11 Ministry for the Environment (MfE) has stated, if councils work together there is a potential of receiving 75% funding for waste minimisation, which includes food waste, green waste, recycling and collection.

5.12 **LOOKING FORWARD – THE NEXT 3 MONTHS**

5.13 Funding has been approved by MfE for a feasibility study (\$93,000) for organic collection and quotes have been received. The feasibility study will be conducted according to our PMF guidelines.

Property and Other Facilities

6.1 The property and other facilities activity covers parks and reserves, public amenities, residential and elder housing, Library, i-Site, Railway and Admin buildings, Aerodrome and camping grounds.

6.2 **CURRENT ACTIVITY**

6.3 The i-Site refurbishment and fit-out contract is almost complete. The outside canopy work is outstanding.

6.4 Work on four Property Asset Management Plans is now under review.

6.5 The dirt at the back of the Te Kuiti Holiday Park is due to be levelled.

6.6 Tree felling will be completed on unsafe poplar trees that threaten tracks and walkways in Brook Park. These will be felled over the next three months.

6.7 Tui Park renewal work (fencing) will commence in November/December to make the site safe and secure.

6.8 A temporary toilet during the summer period on Point Road in Mokau has been ruled out as it was not supported by Mana Whenua. Alternative options are approximately 600m away on the State Highway.

6.9 **RISK AND OPPORTUNITIES**

6.10 There is a risk to the public with users of Brook and Tui Parks if works are not completed.

6.11 **LOOKING FORWARD – THE NEXT 3 MONTHS**

6.12 Signboard/Signage Development will continue through Motakiora, as well as the new and upgraded trails out to the Mangaokewa Reserve as part of the 'Better-off' Funding Project.

6.13 New solar lighting will be installed at Te Waitere Jetty for nighttime safety.

6.14 Rora Street 24-hour access disabled toilet building work will be completed in early 2024.

Suggested Resolution

The business paper on Infrastructure Services Group Activity Update Report be received.

A handwritten signature in blue ink, appearing to read 'SRam', with a large, sweeping flourish above the letters.

SHYAMAL RAM
GENERAL MANAGER – INFRASTRUCTURE SERVICES

10 November 2023

Document No: A699360

Report To: Council



Meeting Date: 28 November 2023

Subject: **Tainui Wetere Domain Recreational Reserve Society Incorporated Lease**

Type: Decision Required

Purpose of Report

- 1.1 The purpose of this business paper is for the Council to review a suitable rental amount for the Ground Lease of the Tainui Wetere Domain Recreational Reserve Society Incorporated for the Tainui Domain.

Background

- 2.1 Waitomo District Council (WDC) owns the Tainui Wetere Domain as a recreational reserve. This land encompasses five sections within the Tainui Domain area where various activities take place, including:
 - Rugby
 - Camping
 - Fishing
 - General recreation activities.
- 2.2 The Tainui Wetere Domain Recreational Reserve Society Incorporated, (a nonprofit organisation), has indicated their interest in leasing the Tainui Wetere Domain.
- 2.3 The said Society believes that the lease should be a symbolic peppercorn lease, set at \$100 per year. This is because the Society operates on a volunteer basis as a non-profit organisation, and any funds generated are reinvested into the domain or other community initiatives.

Commentary

- 3.1 **Lease Agreement**
- 3.2 A ground lease agreement has been prepared and agreed with the Society providing for a 15-year term with two rights of renewal of 5 years each. There are ongoing discussions regarding payments of rates.
- 3.3 As part of Council's Lease Policy rental fee based on market rates will be in effect. An extract from the policy follows: "Occupants of any WDC land and/or building with a lease agreement in place, regardless of type or use, shall be charged rent at the market rate in accordance with the Lease and Occupancy Guidelines (the Guidelines)".
- 3.4 A Community Lease Grant is also in place as part of the Lease Policy. To be eligible for the Grant, groups must meet the following criteria:
 - a) The land and/or building must be used exclusively or principally for sporting, recreation, or community purposes; and
 - b) The applicant, who must also be the tenant, must be a community organisation (or representative of) as defined in this Policy.

- 3.5 The usual value of the Grant is equal to 50% of the amount charged for the lease of the land and/or building. The Council may, at its discretion, approve a further Grant where exceptional circumstances apply. The Council also retains discretion as to whether to provide a Grant in any particular case.
- 3.6 The Society has asked to apply for a higher level of Grant as per the Council's Lease Policy so that they pay only \$100 pa.
- 3.7 Determining the market rental for this reserve land will be very subjective given the quite unique nature of the property. Therefore, it seems of little value to go to the expense of getting a market rental if a community lease grant applies to net the lease rental back to \$100 pa. Therefore, for the sake of complying with the Lease Policy, a notional market rental of \$9,000pa (24ha at \$375 per ha) has been set. Please be aware that there is no evidence behind determining this value other than referring to our Lease and Occupancy Guidelines.
- 3.8 In addition to the rental payment, the Society will be responsible for covering all associated outgoings i.e., Insurance, electricity and gas and is responsible for all repairs and maintenance.

Considerations

4.1 **Risk**

- 4.2 Failing to pay the rental amount.
- 4.3 Failing to take out sufficient insurance.
- 4.4 Failing to comply with other conditions/obligations as contained in the lease.
- 4.5 Public perception that the setting of \$100 pa net lease is unfair.

Suggested Resolutions

- 1 The business paper on Tainui Domain Recreational Reserve Society Incorporated Lease be received.
- 2 Council approves a notional market rental of \$9,000 per annum and a Community Lease Grant of \$8,900 per annum to the Tainui Wetere Domain Recreational Reserves Society Incorporated.



ADRIAN LINDSAY
LEGAL OFFICER

Document No: A697415

Report To: Council



Meeting Date: 28 November 2023

Subject: Te Kuiti West Flooding – October 2023

Type: Information Only

Purpose of Report

- 1.1 The purpose of this business paper is to provide a summary of the 8 October 2023 flooding event on the western side of Te Kuiti and provide information on staged works to improve the resilience of the stormwater network.
- 1.2 The paper identifies potential budget implications for both the roading and water activity groups as a flag for future decision making.

Background

- 2.1 The Te Kūiti West stormwater network was overwhelmed by a short period of intense and very localised rain on Sunday 8 October 2023.
- 2.2 Repair and recovery works prioritised after the weather events earlier in the year were unable to alleviate damage to private property which included flooding, gravel displacement and scouring of driveways.
- 2.3 These works included:
 - Unblocking stormwater open drains and pipes on Ward Street, Ngatai Street, George Street, Te Kūiti Road, Ngarongo Street, Eketone Street, King Street West and Anzac Street.
 - Repairing a stormwater pipe on Park Street that had been damaged by tree roots.
 - Replacing a damaged water main pipe on Mangarino Street.
 - Improvements to stormwater open drain inlets, outlets and road cesspits.
- 2.4 Most of the stormwater network in Te Kūiti is designed for a two-year storm event, however it is accepted that weather patterns are changing and that these rain events will happen more frequently and with increased intensity.
- 2.5 Seven critical sites in the western area of Te Kūiti have been identified. These drainage sites are now regularly monitored before and after a rainfall event.

Commentary

- 3.1 **FLOODING DAMAGE**
- 3.2 Public and private properties were damaged during the event.
- 3.3 The most significant damage was experienced by properties in Eketone, George, Ngatai, Ward, Duke, King Street West and Queen Streets. Flooding Rapid Building Assessments were undertaken on 16 flooded dwellings. Inspections and assessments are made by Building Officers under the Building Act to determine whether buildings are insanitary or dangerous.
- 3.4 It is understood that three families required emergency accommodation however as this is organised by families themselves exact numbers are not known.

- 3.5 Nine properties incurred damage to driveways scoured out by the water running off roadsides and hills. Some of the damage was significant with access to properties affected.
- 3.6 Other more widespread and less significant damage related to sections, garden sheds and garages being inundated with flood waters. Gravel was also displaced from roads and driveways and spread across lawns.
- 3.7 Council's administration building on Queen Street was flooded with water damage incurred to the ground level rooms closest to Queen Street.
- 3.8 The carpark at the Gallagher Recreation Centre (the Stadium) was inundated, with floodwaters getting very close to the building itself.
- 3.9 Some defects and shortcomings have been identified as exacerbating flood risk to the Stadium. These matters are being worked through between the Engineer to the Contract and the Contractors. The Defects and Liability period for the development remains live.
- 3.10 **COUNCIL AND EMERGENCY SERVICES RESPONSE**
- 3.11 Actions taken during the flood event and immediately afterwards by Council and emergency services, included:
- Dewatering of flooded sections in Duke Street by the Fire Service.
 - Rapid Building Assessments undertaken by Building Inspectors.
 - Critical sites checked for blockages by WDC contractors.
- 3.12 Whilst the stormwater network couldn't cope with the initial intensity of the event, once the rain slowed the drainage system was able to clear the majority of floodwater within approximately 40 minutes. This relatively quick drainage allowed the majority of property owners to begin clean-up works without needing to wait for waters to recede or for help to pump it away. It also shows there were not significant blockages within the main drainage networks.
- 3.13 A dedicated webpage 'District Flooding Updates' has been created to provide residents with useful information in one place. It includes a Frequently Asked Questions Fact Sheet and information on insurance claims. This page will be updated with news and information as appropriate. <https://www.waitomo.govt.nz/our-services/roads-water-waste/infrastructure-updates/district-flooding-updates/>
- 3.14 Residents who attended the Community Meeting held on 17 October 2023 were sent a link to the webpage via text message.
- 3.15 **RESIDENTS CONCERNS**
- 3.16 Key concerns raised by residents at the community meeting and through service requests can be summarised as people wanting to know:
- (a) What is being done to prevent future damage?
 - (b) Who pays for damage caused to private property when stormwater networks are overwhelmed?
 - (c) Are residents provided with copies of inspection reports?
- 3.17 The answer to (a) is covered in Section 3.30 below.
- 3.18 The response to (b), is that damage caused to private property as a result of a weather event is the responsibility of the property owner and a matter for the property owner's insurer. However, some residents may qualify for financial support from the Ministry for Social Development.
- 3.19 Residents have expressed concern that the increased number of events has resulted in several claims being made over a short period of time. It has been brought to staff attention that one property is no longer being covered for loss caused or contributed to by flood. The insurance company has assessed it as being at risk of being affected by flooding after rainfall due to the number of claims lodged.

- 3.20 With regards to (c), Rapid Building Assessments are made under a Civil Defence declaration. Where no declaration has been made, inspections and assessments can be made by Building Officers under the Building Act. The purpose of these inspections is to ensure buildings are not unsanitary or dangerous.
- 3.21 Rapid Building Assessments are kept on property files and are available to those who wish to access them.
- 3.22 The Afterhours phone service as well as Customer Services received an influx of phone calls from concerned and affected residents during and after the event. People were looking to the Council for support and to provide assurance that things would be okay.
- 3.23 People were also very keen to share video footage, to show Council what had happened in real time in the hope that this information would help identify problems and inform remedial actions going forward.
- 3.24 **INITIAL COUNCIL FINDINGS AND CHALLENGES**
- 3.25 The storm event was considerably more intense (approximately a 30-year storm) than the two-year capacity the stormwater network is designed for, but there were also contributing factors such as the topography of the catchment acting as a funnel in some areas, existing land use, and debris from properties getting swept up in the deluge and blocking cesspits.
- 3.26 Farms and rural land use on the surrounding hills and catchments have been identified as one of the largest contributors to the flooding. Cooperation of farm owners on the western hills will be critical in ensuring flood damage from any future events is mitigated. This not only causes flooding of downstream properties but also leads to a lot of damage to the roading network and driveways.
- 3.27 Large commercial buildings with large roof surfaces and inadequate stormwater management collects and channels large volumes of water onto hard surfaces which can contribute to the amount of water ending up on surrounding properties and roads. Most of these are older buildings so meeting current standards will require cooperation from property owners. Ideally, these large buildings should have retention tanks to hold a certain volume of storm runoff before discharging to private soakholes or stormwater reticulation.
- 3.28 Like with large commercial buildings, older dwellings were found to have inadequate stormwater management. Water from the downpipes discharges onto the lawn or hard surfaces. This is even more problematic for dwellings that are lower than the road level. Most properties do not have retention tanks or drainage/cesspits to manage the runoff from their own properties. This all contributes to the overall flooding issue. Ideally, the properties will have private cesspits drain their property and tanks to hold a certain volume of runoff before discharging to private soakholes or stormwater reticulation.
- 3.29 During an event like the one experienced on 8 October 2023 loose debris from properties get sweep up in the deluge and end up blocking drainage inlets and cesspits. While cesspits on roads are cleaned once or twice a year, it is unfeasible and impractical to inspect all Council cesspits before every storm event. This requires the cooperation of the property owners to ensure private actions prevent debris such as lawn clippings and planter boxes from ending up in the stormwater and blocking inlet structures. Property owners can play their part by ensuring that the cesspits in front of their houses are clear. Any major blockages of cesspits and other inlet structures should be reported to Council.
- 3.30 The Water Services Bylaw 2015 requires property owners to clear any open channels on their property. In several cases, the channels are overgrown and unmaintained. We need to consider whether to enforce the bylaw or Council clears the channels for the property owners. If Council clears them then it will come at an unbudgeted cost and could lead to the property owners expecting it to be Council's responsibility in future.
- 3.31 **REMEDIAL OPTIONS**
- 3.32 Several plans, both long-term and short-term, are being worked on to help restore, repair, and improve the resilience of the stormwater network. This will help reduce the impact of future weather events.

3.33 SHORT-TERM SOLUTIONS – WITHIN 6 MONTHS

- CCTV in stormwater pipes to find blockages and also confirm pipe sizes.
- Water blasting to clean out blockages inside pipes.
- Removing screens from outlet drains that prevent blockage.
- Installing scruffy domes in designated areas to help drain out the surface flooding into underground pipelines.
- Install screens on open drain inlets to help with capturing debris and prevent blockage.
- Installing wingwalls on critical open drains to help control and divert surface flooding.
- Increasing the size and quantity of roadside catchpits on certain streets.
- Checking and clearing all critical blockage points before potential heavy rainfalls.
- Improving information and advice to property owners on their stormwater related responsibilities under the Water Services Bylaw 2015.

3.34 MEDIUM-TERM SOLUTIONS – 12 TO 24 MONTHS

- Investigate how we can reduce surface flooding coming down from the hills. One option is to build retention ponds; however, further investigation is required. This will involve several and considerable steps such as identifying potential sites, dealing with landowners, seeking Regional Council resource consents, securing sufficient budget for the project, procurement and construction.

3.35 LONG-TERM SOLUTIONS – 24 MONTHS AND MORE

- Carry out stormwater modelling. The modelling will identify network capacity issues, depth of flooding under the different storm sizes and where more significant works may be required such as larger pipes or new pipes. Pipe upgrades will be a costly exercise and options will be considered based on budget, design and available land.
- The scope of this exercise is currently being finalised with a consultant. The modelling and full mitigation options are expected to cost over \$200,000. The whole process of building the model, calibration, analysis and mitigation options will take almost 24 months. After the options have been agreed on, detailed design will need to be done before procuring a contractor to carry out the upgrades.

3.36 COMMUNICATIONS PLAN

- 3.37 Ongoing engagement with the most affected residents and Te Kuiti residents will be planned to keep people informed.

Potential/ Future Budget Implications
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4.1 WATER BUDGET IMPLICATIONS

- 4.2 The capital cost of \$240,000 to implement short term measures has been approved for the following financial years 2023/24 and are planned for in the LTP for 2024/25 and 2025/26.

- 4.3 The medium and long term solutions are unbudgeted.

Description	Area	Current FY	Y1	Y2
		2023/24	2024/25	2025/26
Stormwater - Improvement	Te Kuti	\$240,000.00	\$240,000.00	\$240,000.00
Stormwater - Renewals	Te Kuti	\$168,760.00	\$109,000.00	\$113,000.00
Consent Renewals	District Wide	\$200,000.00		
Medium term (ponds) and Long term (Modelling and pipe upgrades)	Te Kuiti	Unbudgeted		
Additional - Devices & Structure Management	District Wide		\$87,000.00	\$90,000.00

Description	Area	Current FY	Y1	Y2
		2023/24	2024/25	2025/26
Additional - Renewals	District Wide		\$86,000.00	\$104,000.00
Additional - Comprehensive SW Management Plan	District Wide	Implemented this FY		
Proposed actions through Management Plan	District Wide		\$250,000.00	\$200,000.00
Additional - Renewals	District Wide		\$150,000.00	\$150,000.00
TOTAL		608,760.00	922,000.00	897,000.00

4.4 **ROAD BUDGET IMPLICATIONS**

- 4.5 The initial cost to complete the short-term solution for works related directly to the roading expenditure is estimated to be \$450,000.
- 4.6 These works include the installation of new double catchpit and associated connections into the existing stormwater network at specific locations that were directly affected by surface flooding.
- 4.7 As these works were not planned during this current funding period, the following re-allocation of funds are proposed:

Roading GL:	Proposed Reallocation	Comment
Minor Improvements (73060715)	\$215,000	Proposed resilience site located on Te Waitere Road will be deferred.
General Roding Renewal Budgets	\$150,000	It is proposed to take budget from GLs that will not further impact KPIs and areas where a small amount will not have a large impact including Unsealed Metaling, resurfacing & pavement rehabs.
Unsubsidised Road Improvements (74060705)	\$106,000	Currently unallocated budget.
Total:	\$471,000	

Suggested Resolution

The business paper on Te Kuiti West Flooding – October 2023 be received.



SHYAMAL RAM
GENERAL MANAGER – INFRASTRUCTURE SERVICES

20 November 2023

Document No: A697838

Report To: Council



Meeting Date: 28 November 2023

Subject: Land Transport Procurement Strategy
2022 - 2025

Type: Decision Required

Purpose of Report

- 1.1 The purpose of this business paper is to present to Council for adoption the Waitomo District Council Land Transport Procurement Strategy for the 2022-2025 period, as endorsed by NZ Transport Agency (NZTA).

Background

- 2.1 Section 25 of the Land Transport Management Act 2003 (LTMA) requires NZTA to approve procurement procedures for goods and services funded through the National Land Transport Programme (NLTP). The NZTA Procurement Manual, published in 2009 (most recently updated in October 2022), sets out the approved mechanisms for giving effect to this requirement. Compliance with the manual's rules is mandatory for procurement of all subsidised land transport works and projects. It includes the requirement for Council (and other approved organisations) to develop and adopt a Procurement Strategy, with WDC's first Procurement Strategy adopted in October 2010.
- 2.2 WDC has been in the process of reviewing its Land Transport Procurement Strategy (Procurement Strategy), due every three years, with the current review corresponding to the 2022-2025 period.

Commentary

- 3.1 The purpose of a Procurement Strategy is to assist Council to develop and document a long term, strategic approach to the procurement of transport activities funded through the NLTP. The intention is to facilitate understanding of the procurement procedures and actions that will obtain the best, whole of life, value for money through strategic consideration of the factors impacting on the local Land Transport supplier market and the procurement environment.
- 3.2 The review includes an updated assessment of the market and best value for money potential for WDC's procurement of subsidised Land Transport works and services. It has involved a review of each category of Council's Land Transport activity, including non-subsidised works. It has looked at ways to increase market efficiency and competitiveness within each category, including a review of the previous structure of the main Land Transport contracts. Sizing of contracts to achieve a balance between Council's contract administration costs and cost reduction through a more competitive market has been identified as a strategy to retain and increase market participation in Council's Land Transport activities. It recognises that while the larger contractors have capacity and capability to price and deliver the full scale of Land Transport works, increased market participation can be achieved through packaging construction works into a combination of different sized, Land Transport outputs.
- 3.3 The strategy follows consideration and selection of the most relevant **delivery model** from the following options:

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- Staged e.g., a Request for Information (RFI) or Registration of Interest (ROI) to shortlist potential suppliers.
- Design and build (includes performance specified maintenance contract and hybrid).
- Shared risk (advanced).
- Supplier panels (advanced).

(Note: Options annotated as "advanced" require NZTA prior approval before they may be used).

3.4 The component parts of WDC's Land Transport activity are well defined and of low risk and complexity from a procurement standpoint. Therefore, Council's roading activities are generally suited to the 'Staged' delivery model.

3.5 The above delivery model options for roading activities have been considered on a case-by-case basis, taking account of the risk, project timing and urgency, innovation potential, size and complexity of the project, the state of the supplier market and capacity of Council resources to manage and implement the strategy.

3.6 The options for **supplier selection** method include:

- Direct appointment (direct appointment up to \$100,000, closed contest up to \$200,000, for both professional services and physical works).
- Lowest price conforming (professional services and physical works).
- Purchaser nominated price (professional services).
- Price quality (professional services and physical works).
- Quality based (advanced).

3.7 The greatest opportunity for best value for money outcomes sit within the road maintenance contract. The current contract has been scoped to combine a mix of work that extends across all seasons, to encourage most efficient use of contractor resources. It incorporates both maintenance and reseal activities, with pre-reseal work responsibilities now sitting within the same contract. Previously, the latter was a source of frustration between separate maintenance and reseal contractors.

3.8 The current maintenance contract commenced in 2017 and is for a 3+2+2-year period, subject to successful performance etc. The longer term has been shown to increase the contractor's investment in, and help to recover the cost of, fit for purpose plant.

3.9 WDC's other strategies include:

- Designing the maintenance contract format to increase WDC's control over routine work planning, scoping and delivery.
- Combining the annual reseals programme with the maintenance contract and procuring this work as a seven-year (3+2+2) contract, with effect from 2016/17 (a s.25 LTMA review of best value for money criteria to be completed as part of the second two-year extension considerations. A specific approval will be required from NZTA).
- After negotiation with the Transport Agency, it was agreed that the tender document for the new Roads and Footpaths Maintenance Contract would stipulate a term of 5 + 2 years. The current contract was a 3 + 2 + 2-year contract awarded to Inframax Construction Ltd. This contract ends on 30 June 2024.
- Retaining a competitive market by sizing road improvement and renewal works to a smaller number of higher value works with the view to maintaining a work stream opportunity for small to larger enterprises, and by timing procurement processes for the first half of the year and not at the same time as neighbouring territorial authority procurement.

- Improving in-house asset management practices by including better utilisation of modern road asset data collection and reporting technology as an important element of the maintenance contract.
 - Utilising in-house professional services on less complex operational activities to leverage synergies between in-house asset management capacity, local knowledge and accessibility, and to offset the cost impacts of Waitomo's isolation on the supplier market.
- 3.10 The Procurement Strategy remains a subset of Council's organisation wide procurement policy. It is reviewed on a 3-yearly basis in line with NZTA's programme funding cycle.
- 3.11 The strategy development process requires that any strategy be endorsed by NZTA and adopted by Council. NZTA has recently reviewed and endorsed the strategy, as per the attached correspondence.
- 3.12 A copy of the 2022-2025 Procurement Strategy is attached for Council's review and adoption.

Recommendation

- 4.1 That Council adopts the attached Land Transport Procurement Strategy.

Suggested Resolutions

- 1 The business paper on Land Transport Procurement Strategy 2022-2025 be received.
- 2 Council adopts the 2022-2025 Land Transport Procurement Strategy.



PAUL MOLLER
PROGRAMMEE LEAD – PROCUREMENT



SHYAMAL RAM
GENERAL MANAGER – INFRASTRUCTURE SERVICES

14 November 2023

Attachments:

- 1 Land Transport Procurement Strategy (A691383)
- 2 Endorsement Letter NZTA (A691382)



Land Transport Procurement Strategy

2022 - 2025

V2 14th October 2022

Document Control Sheet

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1.0 Executive Summary

1.1 Background

WDC's original Land Transport Procurement Strategy was prepared and subsequently endorsed by Waka Kotahi in 2010. This is the third review of that Strategy. It identifies specific changes to the operating environment within which WDC procures land transport services. Ongoing assessments will be required to access if better value for money can be achieved with minor refinements to procurement timing and the scope of road maintenance and construction contracts.

1.2 Reason for and Scope of Strategy

Section 25 of the Land Transport Management Act 2003 (LTMA) requires the New Zealand Transport Agency (Waka Kotahi) to approve procurement procedures designed to achieve best value for money. Council is in turn required by Waka Kotahi to adopt a procurement strategy for all projects funded through the National Land Transport Programme (NLTP). Council has previously decided to extend the scope of the Strategy to cover all NLTP and Council funded land transport activities.

The issues considered in this strategy include:

- What is being purchased and why
- The capacity, capability and competitiveness of the market to deliver the required outputs
- The capability and capacity of Waitomo District Council (WDC) to manage the procurement activity
- How activities are to be purchased including the selection of a procurement procedure and its components (i.e. the delivery model, supplier selection method and contract term)
- The package of road maintenance and reseals procurement programmes proposed for 2022/23 – 2024/25.

1.3 Procurement Environment

The Procurement Strategy is required by Waka Kotahi to be forward looking at the procurement environment for council by identifying issues for council relating to the supplier market and how to tailor procurement to keep gaining value for money. Section 4 of this document provides this analysis.

Waitomo District Council (WDC) is located at the south-west end of the Waikato Region. The District is characterised by its remoteness from major population centres, its large network of low traffic volume, rural roads (total approx. 1,006.5km, of which 54% unsealed) connecting small and isolated farm communities and a small population base of approximately 9,810 usually resident people (2018 census) dispersed over a large land area. The main population centre of Te Kuiti has approximately 46% of the population, at just over 4,500 people. The land transport activity is Council's single largest activity, accounting for nearly 36% of total annual operating expenditure over the 2021-31 Long Term Plan (LTP) period, and 67% of total capital expenditure.

Total subsidised roading operating expenditure is forecast to increase in WDC's 2021-31 LTP from approx. \$6,490,769 in 2021/22 to \$7,057,560 in 2030/31, with unsubsidised direct roading increasing from \$131,400 to \$140,200. Subsidised roading capital expenditure is forecast to decrease from \$6,801,700 to \$6,141,000 over the same planning period, with unsubsidised capital expenditure increasing from \$166,040 to \$170,000.

1.4 Delivery Model

The majority of Council's land transport activities are well defined and of low risk and complexity. Therefore, Council's roading activities are generally suited to the 'Staged' delivery model. This Procurement Strategy describes the principals underlying the procurement rules as set out in the separate Waitomo District Council Procurement Policy. The Waitomo DC Procurement Policy is also subject to the NZ Transport Agency Procurement Manual in respect of any Waka Kotahi -subsidised procurements.

1.5 Supplier Selection Method

The approximate value of WDC's annual land transport programme, including interest and depreciation) and proposed supplier selection methods, are summarised below.

Programme	Approx. Annual Value¹ (2021-31 LTP)	LPCT	Price - Quality
Waka Kotahi subsidised operation & maintenance	\$7.01M	✓	✓
Waka Kotahi subsidised renewals & improvements	\$6.14M	✓	✓
Unsubsidised operation and maintenance	\$139K	✓	✓
Unsubsidised renewals and improvements	\$169K	✓	✓

¹ Budgets include interest and depreciation

1.6 Waitomo District Council's Procurement Strategy for Obtaining Best Value for Money:

- Designing the maintenance contract format to increase Council's control over routine work planning, scoping and delivery
- Combining the annual reseals programme with the maintenance contract and procuring this work as a seven year (3+2+2) contract, with effect from 2016/17 (a s.25 LTMA review of best value for money criteria to be completed as part of the second two-year extension considerations, and a specific approval will be required from Waka Kotahi)
- Pricing of Council's road aggregate supplies made market contestable so that suppliers can select the best value, complying aggregate source
- Retaining a competitive market by sizing road improvement and renewal works to a larger number of smaller value works with the view to maintaining a work stream opportunity for small to medium enterprises, and by timing procurement processes for the first half of the year and not at the same time as neighbouring territorial authority procurement
- Improving in-house asset management practices by including better utilisation of modern road asset data collection and reporting technology as an important element of the maintenance contract
- Acquiring the services of Pinnacles Civil Group Limited for the provision of a range of professional services for roading through Contract 500/20/010 in order to address long term shortages in personnel for the roading department. This contract is for three years with two one-year extensions subject to performance. Pinnacles started on 1 July 2021.

1.7 Recommendations

Waitomo District Council request that the Waka Kotahi:

- Endorses this Procurement Strategy,
- Agrees to the continued use of in-house professional services; and
- Approves WDC to continue to use a term of 7 years for its Road Maintenance contract.

Table 1: Land Transport Activity – Summary of Operational, Renewal and Capital Works Programmes for the 6 Years Commencing 2021/22

	Year					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
1. SUBSIDISED PROGRAMME		Strategy Review			Strategy Review	
Subsidised Roding - Maintenance costs	6,490,769	7,057,587	7,056,471	7,106,379	7,057,560	7,057,560
Subs Roding - Renewals²	6,801,700	6,079,900	6,522,000	5,754,000	6,141,000	6,141,000

	Year					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
2. UNSUBSIDISED ROADING PROGRAMME (\$000's)²		Strategy Review			Strategy Review	
Unsubsidised Roding - Maintenance Costs	131,400	140,200	140,200	140,200	140,200	140,200
Unsubsidised Roding - Capex	166,040	170,000	170,000	170,000	170,000	170,000

1.8 Review Period

Council's land transport procurement strategy will be next reviewed in 2025 following completion of Council's next three-yearly long term planning cycle (2024–35) and Waka Kotahi's 2024-27 land transport funding programme. As Council's procurement environment changes, more frequent updates may be required.

1.9 Adoption of Procurement Strategy

This revised strategy is still to go to council for approval following endorsement from Waka Kotahi.

1.10 Endorsement of Procurement Strategy

This revised strategy was endorsed by Waka Kotahi (refer to Appendix B)

² Includes allowance for emergency works projects on a case by case basis, as may be required from time to time.

2.0 Policy Context

2.1 Community Outcomes

Council's land transport activity contributes to the community's outcomes of:

- Sustainable infrastructure
- Thriving business
- Effective leadership.

2.2 Council's Strategic Goal for Land Transport is:

- The economic and lifestyle needs of the District are supported through provision of a safe and reliable transport network providing access to properties and an effective transportation service, and ensuring passage of through traffic.

2.3 Council's Key Projects and Programmes for Land Transport, as stated in its 2021-2031 Long Term Plan, are:

- Increased funding for annual cost of emergency reinstatement, unsealed metalling and minor improvements
- Review of the One Network Roding Classification (ONRC) implementation plan to new "fit for purpose" levels of service
- Progressively widen the carriageway at critical areas to improve road geometry and safety, e.g. sharp bends on unsealed rural roads that do not currently meet the minimum carriageway width of 5.0m
- Progressively widen the carriageway of rural sealed roads to 6.5m to achieve the "fit for purpose" LOS acceptable under ONRC and to improve road safety
- Complete footpath renewals and improvements totalling \$5.5M over the 2021-31 period
- Complete 4 km per year of road pavement rehabilitation to the value of \$21.8M over the 2021-31 period
- Complete an average of at least 32 km per year of sealed road resurfacing (including Asphaltting in some years) over the 2021-31 period to the value of \$15.2M
- Complete various road minor improvements to the value of \$7.2M over the 2021-31 period.

2.4 Description of Outcomes Sought from the Land Transport Procurement Strategy:

- Obtaining best value for money to maximise the economic, social and environmental benefits obtained from outputs that are delivered for the most favourable overall whole-of-life costs.
- Maintaining competitive markets and improving the effectiveness of procurement
- Ensuring that procurement planning reflects Council's core values, corporate aims and objectives.
- Commitment to strategic procurement measures from elected members and officers at all levels of the organisation.
- Providing a corporate focus to procurement to assist coordination of Council's procurement activity
- Planning for continuous improvement of Council's procurement activity to keep ensuring value for money.
- Recording, in a single document, all the existing elements of Council's procurement strategies for obtaining best value for money.

2.5 Description of Procurement Objectives

- Ensure that risk is appropriately managed, and that all procurement remains legal, ethical and transparent and embodies Council's vision and priorities.
- Ensure a structured approach to education, training and development for all individuals with procurement responsibilities or interests across the organisation.
- Use technology to reduce the transactional cost and improve the efficiency and effectiveness of all aspects of the procurement process for Council, its suppliers and contractors.
- Improve the accuracy, availability, appropriateness and accessibility of procurement related management information.
- Reduce the cost of the procurement process and obtain best value for money on all procured goods and services to maximise the economic, social and environmental benefits for the most favourable overall whole-of-life costs.
- Facilitate the development of a range of suppliers and providers that will contribute to regeneration of the local economy.
- Identify the barriers to competition and the steps to lower these barriers.
- Plan the forward procurement programme so that there is a steady flow of work to the market.
- Manage Council's supply chains, develop collaborative relationships with suppliers and promote cooperative procurement arrangements with neighbouring TAs.

2.6 Description of Waka Kotahi's Procurement Requirements

The Land Transport Management Act 2003 (LTMA) sets out the requirements for Waka Kotahi to evaluate activities (s.20) for inclusion in the National Land Transport Programme (NLTP).

Section 25 of the LTMA requires that procurement procedures used by approved organisations be designed to obtain best value for money spent. The following provisions influence procurement from a value for money perspective:

- Procurement procedures must be designed to obtain best value for money spent, having regard for the purpose of the LTMA.
- The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.
- When approving a procurement procedure, regard must also be given to the desirability of enabling fair competition that encourages competitive and efficient markets for the supply of outputs required for funded activities.

To reinforce that the lowest price proposal received for the provision of any output does not always equate to the best value for money spent, s.25 ends with a specific provision stating that an approved organisation is not compelled to accept the lowest price proposal. This has important implications when it comes to determining value for money.

The Waka Kotahi Procurement Manual is to be used for subsidised activities funded through the NLTP. Clause 3.2 of the Manual (amendment October 2019) defines 'best value for money' as: 'the most effective combination of cost, quality, benefit and risk to meet a requirement'.

In this context:

- Cost: means all expenditure and resources required over the life of the asset or contract
- Quality: means the extent that a specification, performance level, of safety standard is met
- Benefit: means outcomes, results and impact (and can include (dis-)benefits)
- Risk: means the degree of certainty (of cost, quality and benefit).

This definition aligns with the Government Procurement Rules 2019.

The Manual contains procurement procedures approved by Waka Kotahi for use by approved organisations when purchasing infrastructure, planning and advice, and public transport services.

Certain expenditure does not have to be subject to an approved procurement procedure and therefore does not have to meet the requirements of this strategy. Exempt. Expenditure is defined under s.26 of the LTMA and includes expenditure on administration activities, in-house professional services and immediate (initial) or temporary repair of damage caused by a sudden or unexpected event.

In order to meet the requirements under s.25, and to ensure that WDC, as an approved organisation, can obtain best value for money spent, WDC must demonstrate to Waka Kotahi that it understands its market conditions and the procurement procedures best suited to delivering best value for money and encouraging competitive and efficient markets.

Best value for money, as referred to above, means to maximise the economic, social and environmental benefits obtained from outputs that are delivered for the most favourable overall whole-of-life costs.

Once an activity has been selected, and funding approved by Waka Kotahi, the procurement procedure provides the framework for WDC to purchase or otherwise acquire the required outputs.

2.7 Government Procurement Rules

For all Waka Kotahi subsidised transport activities, the mandatory rules detailed under Waka Kotahi's Procurement manual and the Government Procurement Rules will be followed by WDC, this includes:

- Advertising open tender opportunities to supply on the Government Electronic Tenders Service (GETS)
- Allowing sufficient time for suppliers to respond to a request for proposal (RFP) in compliance with Government Procurement Rules
- Managing the supplier response process to ensure compliance with Government Procurement Rules
- Reporting the engagement of suppliers

2.8 S17a Review

- The last review of the roading and footpaths activity was undertaken in May 2017, the next review is currently being commissioned and is to be completed before the end of 2023.

2.9 Broader Outcomes

Broader Outcomes (Government Procurement Rule 16) are the secondary benefits that are generated from the procurement activity. These outcomes can be social, environmental, cultural, or economic benefits, and will deliver long-term public value. Broader outcomes require consideration not only of the whole-of-life cost of the procurement, but also the costs and benefits to society, the environment, and the economy.

The Waka Kotahi Broader Outcomes Procurement Strategy requires Approved Organisations (AO's), of which WDC is one, to consider broader outcomes as part of the procurement framework.

Roading networks are essential for the movement people and goods, communication and the exchange of ideas, and access to services and support. Council recognises that the maintenance and good condition of the extended rural road network of the Waitomo district is essential for the ongoing wellbeing of the local communities, while the condition within urban areas and around tourist destinations is essential to promote the area as a prime tourist destination, increasing local economic benefits.

WDC's Community Outcomes identified in the 2021-31 LTP are for a prosperous district, a district for people, a district that cares for its environment and a district that works with you. There is potential for broader outcomes to be enabled within our procurement to assist Council in achieving these community outcomes and its overall vision.

The table below highlights some areas where WDC is giving effect to or can give effect to broader outcomes in the roading sector.

Table 3: Broader Outcomes

Objectives	WDC Considerations	Link to Governments Prioritised broader outcomes
Prosperous and sustainable practices New Zealand regions	Purchasing from suppliers that generate local benefits. Purchasing materials, resources and services from local suppliers. A prosperous district	Increasing access for New Zealand Business
Skills and workforce development	Purchasing from suppliers that deliver skills and workforce development outcomes, such as woman in construction or apprenticeships and training schemes. A district that works with you	Construction skills and training
Environmentally sustainable New Zealand regions	Purchasing from suppliers that deliver project specific outputs that have a positive impact on our environment, such as no RMA abatement notices, trained in erosion control. A district that cares for its environment	Reducing emissions and waste
Sustainable, fair and equitable employment opportunities	Purchasing from suppliers that comply with our Health and Safety requirements. A district for people	Improving conditions for New Zealand workers

Implementation:

The broader outcomes detailed in Table 3 above will be implemented using the following:

- Including broader outcomes in WDC procurement procedures and procurement plans.
- Investigate methods to incentivise suppliers to provide for broader outcomes in their business i.e. skills training/youth employment programmes..
- Include questions and criteria relating to broader outcomes in request for proposals (RFP's).

Monitoring:

Broader outcomes will be monitored by measuring the number of suppliers providing the outcomes detailed in Table 3 and reporting these as required.

Maintenance works use local people to provide the service, and local suppliers for the majority of non-specialist roading materials. This generates income for the local community by reinvestment of maintenance costs into local businesses through the wage payments to staff.

Our contractors are developing local staff and capabilities by the cadet/training programmes and the use of local contractors with lower levels of capability and experience to supplement their workforce when needed, with the added benefit of upskilling those local resources and generating economic benefit within the community.

2.10 Other Relevant Contextual Factors, such as Organisational Policies, Wider Organisational Procurement Plan, Regulatory Environment

This Procurement Strategy will form part of and is consistent with WDC's Procurement Policy for the whole of organisation. WDC's procurement function must be consistent with the purpose and principles of the Local Government Act 2002 (LGA). The LGA requires WDC to prepare a Long Term Plan every three years that outlines the activities the Council plans to undertake, the costs of these proposals and how they will be paid for.

WDC's 2021-31 Long Term Plan provides the current over-arching strategic framework from which its contribution to community outcomes has been defined. The guiding principles under-pinning the LTP are:

- Enhancing community development initiatives
- Prudent financial management of our infrastructure and community facilities and services, in support of a vibrant and thriving population in Waitomo District
- Affordability - balancing community needs and expectations with the ability to pay; and
- Community outcomes – prioritising activities to those areas which extract maximum value for money in terms of gains to community well-being.
- s17A Review: The last review of the roading and footpaths activity was undertaken in May 2017, the next review is currently being commissioned and is to be completed before the end of 2023.

2.11 Waka Kotahi – Procedural Audit

A procedural audit was undertaken in June 2021. Under the heading procurement procedures Waitomo received a significant improvement needed. Generally, these items were localised to a specific project and have since be addressed.

The item related to tender invitation is currently being addressed to be in line with the Waka Kotahi publication rules.

2.12 Health and Safety

The Health and Safety at Work Act (HSW Act) 2015 is the key work health and safety law in New Zealand. The HSW Act provides a balanced framework for ensuring the health and safety of workers and others.

Council as a PCBU has a primary duty of care to make sure that while work is happening, workers and others affected by the work stay healthy and safe, so far as reasonably practicable. Council's current health and safety policy was last reviewed and issued in March 2021. The health, safety and wellbeing of workers and the public is of prime importance at the Waitomo District Council. It is WDC's intention to provide a safe and healthy workplace and work environment for our workers, meet legislative requirements, including but not limited to the Health and Safety at Work Act 2015 (the Act) and strive for excellence in health and safety management. Council operates a register of providers whose Health and Safety policy, plan and track record have been accepted and who have been approved for working on a Council site. Generally, this registration will be sufficient for working on any site, but a site-specific Health and Safety Plan will be required for some sites where unique risks are present. Registration on the Council's Health and Safety register must be renewed every two years. Tenderers must either be registered on the Council Health and Safety system or submit the required application documentation with their tender, this is a key consideration in the procurement decision. In addition, tenderers must complete the Health and Safety Management Confirmation form that is attached to the RFx document.

3.0 Procurement Programme

The following table shows the planned land transport procurement analysis and strategy for the next three years.

The risk assessment column relates to the risk to Council's business processes if the project is not completed successfully.

Complexity relates to the level of uncertainty or inter-dependence between related outputs and hence the degree of difficulty in implementing the programmed works. In most cases, the programme outputs are of a well-established, conventional nature.

Apart from variations between specific projects, there will only be minor variation in scope and value for each output from one year to the next. Overall, the various work categories are of low risk and complexity.

Table 2: WDC Land Transport Procurement Strategy Assessment:

WORK CATEGORY	Risk Assessment	Complexity	Market	Current supplier	Procurement Strategy - delivery model and supplier selection
1. SUBSIDISED PROGRAMME					
SUBSIDISED MAINTENANCE					
Road Safety Promotion	Low	Low	Local	WDC employee or shared with Otorohanga DC	Retain current resource sharing arrangement with Otorohanga DC. In-house/shared delivery or Direct Appointment/LPCT
Emergency Reinstatement 141	Medium - high	Medium	Regional	Incumbent Road Maintenance Contractor for immediate response. Other from regional market.	Staged. Immediate response -include in road maintenance contract. Price-quality or LPCT, or; Direct appointment (\$100k limit) or closed contest (\$200K limit) for permanent repairs.
Environmental Maintenance	Medium	Low	Regional	Incumbent Road Maintenance Contractor	Combine with road maintenance contract. Staged. Price quality.
Level Crossing Warning Devices	High	Low	Specific	KiwiRail	N/A - reimbursement of device maintenance and replacement costs to KiwiRail.

WORK CATEGORY	Risk Assessment	Complexity	Market	Current supplier	Procurement Strategy - delivery model and supplier selection
Network and Asset Management	High	Medium	Regional	Part included in current maintenance contract. Part in -house prof. services business unit.	Undertake using Council's in-house professional services business unit. Bridge inspection, reporting and programming out-sourced. Staged. Price-quality method for outsourced component, or direct appointment (\$100k limit)/closed contest (\$200k limit) for low dollar value work.
Routine Drainage Maintenance	Medium	Low	Regional	Incumbent Road Maintenance Contractor	Combine with road maintenance contract. Staged. Price-quality.
Sealed Pavement Maintenance	Medium	Low	Regional	Incumbent Road Maintenance Contractor	Combine with road maintenance contract. Staged. Price-quality.
Structures Maintenance 114	Medium	Low	Regional	Incumbent Road Maintenance Contractor	Combine with road maintenance contract. Staged. Price-quality.
Traffic Services Maintenance	Medium	Low	Regional	Incumbent Road Maintenance Contractor and Street Light Maintenance Contractor	Combine with road maintenance contract. Staged. Price-quality.
Unsealed Pavement Maintenance	Medium	Low	Regional	Incumbent Road Maintenance Contractor	Combine with road maintenance contract. Staged. Price-quality.
Footpath maintenance	Low	Low	Regional	Incumbent Road Maintenance Contractor	(Include in maintenance contract) Price-quality or LPCT

WORK CATEGORY	Risk Assessment	Complexity	Market	Current supplier	Procurement Strategy - delivery model and supplier selection
SUBSIDISED RENEWALS AND IMPROVEMENTS					
Stock effluent disposal facility	Low	Medium	Regional	TBA	Staged. LPCT.
Walking & cycling strategy implementation	Low	Low	Regional	TBA	Staged and direct appointment.
Drainage renewals	Medium	Low	Regional	Incumbent Road Maintenance Contractor	Staged. Include in maintenance contract. Price-quality.
Minor improvements	Low	Low	Regional	TBA	Staged. Direct appointment (\$100k limit) or closed contest (\$200k limit) - by negotiation, or LPCT.
Pavement rehabilitation	Medium	Low	Regional	TBA	Staged. Look to include in next generation road maintenance contract or package, separate programme. Price-Quality
Sealed road surfacing 212	Medium	Low	Regional	Incumbent Road Maintenance Contractor	Combine with maintenance contract Staged. LPCT or Price-Quality
Structures components replacements	Medium	Medium	Regional	TBA	Separate contract – specialised work. Staged. Price-Quality. Direct appointment (\$100k limit) or closed contest (\$200k limit) for low value works – by negotiation or LPCT.

WORK CATEGORY	Risk Assessment	Complexity	Market	Current supplier	Procurement Strategy - delivery model and supplier selection
Traffic services renewals	Low	Low	Regional/local	Incumbent Road Maintenance Contractor	(Include in maintenance contract). Price-quality.
Unsealed road metalling	Low	Low	Regional	Incumbent Road Maintenance Contractor	(Include in maintenance contract.) Price-quality.
Emergency reinstatement (permanent) Cyclone Dovi – Reinstatement (permanent)	Medium	Medium	Regional	TBA	Staged. LPCT or Price Quality. Direct appointment (\$100k limit) or closed contest (\$200k limit) for low value works – by negotiation or LPCT.
Footpath renewals and improvements	Low	Medium to Low	Regional	TBA	Price-quality

2. UNSUBSIDISED ROADING PROGRAMME					
UNSUBSIDISED MAINTENANCE					
Footpath maintenance	Low		Regional	Incumbent Road Maintenance Contractor	(Include in maintenance contract). Price-quality.
Street cleaning	Low	Low	Regional	Incumbent Road Maintenance Contractor	(Include in maintenance contract). Price-quality.
UNSUBSIDISED RENEWALS AND IMPROVEMENTS					
Unsubsidised road improvements	Low	Low	Regional	TBA	Staged. Closed contest or LPCT.
Property purchase	Low	Low	Local	Council	In - house.
Retaining wall replacement	Medium	Medium	Regional	TBA	Staged. Closed contest or LPCT.

4.0 Procurement Environment

4.1 District Profile

Waitomo District is characterised by its remoteness from major population centres, its large network of low traffic volume, rural roads (total approx. 1,006.5km, with 54% unsealed) connecting small and isolated farm communities and a small population base (approximately 9800 people) dispersed over a large land area. The main population centre of Te Kuiti has a population of just over 4,200 people.

4.2 Analysis of Supplier Market

General Overview

The Waitomo District has a small population and is relatively remote from larger centres. This gives rise to issues with attracting tenderers (both prof services & physical works). Another contributing factor to attract tenders is the relatively small scale works.

Physical works

The major contractors (Fulton Hogan, Downer Group, Inframax, and Higgins.) are all established in the region as a result of their own individual strategic positioning and business development processes. A shift towards greater horizontal integration of expertise within these companies, including research and development capacity in some cases, has been observed in response to increased requirements for innovation and quality, and in order to extract greater efficiency and competitiveness, inherent in some contract delivery models (e.g. network outcome contracts).

There is currently a supplier & material shortage across the roading market, this is putting increased pressure on budgets and generally seeing a lack of responses. Inframax Ltd is owned by Waitomo District Council as a Council controlled entity.

Local Context

There is a lean mix of contractors available to support delivery of contracted services to WDC from smaller firms to the local presence of tier 1 and 2 contractors. Contractors servicing the district are typically based in the main urban areas, Hamilton, Te Kuiti, Cambridge & Te Awamutu. Contractors operating in WDC include:

- Inframax Ltd – (Te Kuiti)
- Schick Civil Construction – Hamilton
- Splice – Hamilton
- MS Civil – Te Awamutu
- Nick Pemberton Construction – Hamilton
- ECB Contractors – Te Awamutu
- Cambridge Construction Services – Cambridge
- Jilesen Contractors – Taumarānui and,
- Other tier 1 contractors (Fulton Hogan, HEBs, Downers etc)

Regional Context

The Waikato/Bay of Plenty region has a healthy contracting sector with the presence of all the recognised national construction firms (Fulton Hogan, Downer, HEB, Higgins) and established local firms (Schick, Splice, Base Civil, Dempsey Wood etc). The MBIE National Construction Pipeline Report 2021 indicates that infrastructure activity (non-residential building and infrastructure) in the (Waikato/Bay of Plenty) region could reach \$3-3.5 billion per annum by 2024.

Planned non-residential building and infrastructure work for Waikato/Bay of Plenty includes:

- Schools, universities, and research buildings
- Hospitals
- Manufacturing facilities and processing plants including dairy, warehouses and distribution (i.e. Ruakura Inland Port, Northgate, Sleepyhead in Ohinewai)
- Sports facilities
- Community buildings and town centres
- Subdivisions, mainly residential/retirement
- Infrastructure including roads (local, regional and national bodies), rail and streetscapes
- Three waters developments (drinking water, wastewater and stormwater).

As mentioned previously the pipeline of work in the Waikato region is significant and this could be contributing to decisions made by firms about whether to tender or not for work given the challenges present in the market, the risk appetite and how projects are being procured.

Whilst WDC is part of the Waikato Region the WDC Network has a perceived distance from the major urban centres. The greater the distance from these market bases increases the risk of reduced interest from the market. There is also a historic trend of Inframax Ltd winning the majority of packages further reducing the received tenders.

Smaller contracts are advantageous in that they encourage participation from smaller suppliers. Breaking the programme into smaller packages therefore affords Council the opportunity to purchase from and maintain a wider market. Contract administration costs are higher but are believed to be offset by the benefits of greater competition.

Late season tendering has been shown to be less competitive. Providing works programmes are timed to enter the market pre-Christmas, higher levels of competition are achieved. Similarly, coordination of procurement processes to avoid "swamping" of the market, due to requests for tenders occurring simultaneously with neighbouring roading authorities, has been shown to leverage higher quality proposals and pricing from the contracting sector.

Pricing movements generally follow national trends.

Professional services

The supplier market for external professional services operates at a regional or national level. There is no local market outside of Council's own internal professional services business unit. There may be a need to increase the capacity and scope of the latter to fill this void and strengthen its viability.

Council's Professional Services are currently provided through a combination of external engineering consultants, and Waka Kotahi approved internal business unit with an internal asset management component supported (through data collection and reporting) by the current maintenance contract. Management of the RAMM database including interpretation and reporting functions, and development of the annual reseal programme in conjunction with the road maintenance contractor, is carried out in-house, with the support of specialist consultants as necessary.

Outsourced services include bridge inspections and reporting. Bridge structural inspections are provided under a shared services arrangement managed by RATA. Design, documentation and engineer to the contract services are outsourced for more specialised activities including structural component replacements and pavement rehabilitation.

Waitomo DC is also a member of the WCLASS Multi-party Funding and Services Agreement under which RATA is used for delivery of shared services. RATA (Regional Asset Technical Accord) became a business unit of Waikato LASS (Local Authority Shared Services) from 1 July 2016. RATA provides the opportunity for collaboration in strategic asset management planning between nine Waikato councils. The current collaborative services provided to Waitomo DC by RATA are:

- Joint procurement of bridge (and other structures such as retaining walls, large culverts, sea walls etc.) inspection professional services
- Joint procurement of asset condition data (including pavement and surfacing condition data, traffic counting and footpath condition data)
- One day per week of an Asset Information Engineer to support data management within WDC.

Outsourcing the monitoring of contract implementation phase incurs additional direct costs due to the travel distances involved, given that there is no local consultancy resource available. Contract observation and monitoring is provided by the internal professional services business unit in all cases.

Waitomo DC requests Waka Kotahi approval for the continued use of in-house Professional Services in accordance with s.26 of the Land Transport Management Act. This includes the continuation of the current contract with Pinnacles Civil Group Limited for the provision of a range of professional services for roading through Contract 500/20/010.

4.3 Analysis of Major Procurement Expenditure and Profile

Table 2: Summary of Major Land Transport Expenditure Activities as at 2022/23

Supplier	Activity	Term of contract	Expiry date	Procurement Arrangement
Incumbent Road Maintenance Contractor	Road Maintenance and Reseals Contract	3+2+2	Initial 3-year term expired 28 February 2020, followed by two discretionary terms of two years each	Price-Quality
Incumbent provider of a range of professional services for roading	Provision of Local Roading Professional Services	3 + 1 + 1	Initial 3-Year term expires on 30 June 2024, followed by two discretionary terms of one year each	Price-Quality
Currently tendered each year	Pavement rehabilitation	Annual. Future options under consideration include packaging rehabilitation programme into 3 -year term contracts, or including in next generation road maintenance contract, as with reseals.	30 June	Price-Quality
Incumbent Streetlight Maintenance Contractor	Street Lighting	3-Years	30 th June 2024	Price-Quality
Tendered each year	Bridge structural maintenance	Annual. Future option under consideration includes packaging rehabilitation programme into term contracts.	30 June	Price Quality
To be tendered	Minor Improvements	As required	-	LPCT or Price Quality

The current road maintenance contract (2017-2020 + two, two-year extensions (expiring Feb 2024) comprises the following Waka Kotahi outputs:

- Emergency reinstatement (initial response and secure)
- Environmental maintenance
- Elements of asset and network management
- Routine drainage maintenance and renewals
- Sealed pavement maintenance
- Structures maintenance
- Traffic services maintenance
- Unsealed pavement maintenance
- Sealed road surfacing
- Traffic services renewals
- Unsealed road metalling and grading
- Footpath maintenance
- Street cleaning
- Unsubsidised drainage projects
- Drainage renewals

The scope of work represents an integrated, “whole of corridor” approach to road maintenance works. It facilitates coordination and synergies between complementary road maintenance work types and provides a single point of reference for WDC contract administration staff with attendant reduced costs of procurement. While the scale and variation of work type lends it to larger contractors with sufficient resources and expertise to manage the required levels of output, quality and safety management. It also affords opportunity for small to medium enterprises to be involved at a subcontractor level.

Outputs separately procured outside the maintenance contract are:

- Road Safety Coordination
- Level crossing warning devices
- Road asset data (3-yearly)
- Bridge replacements
- Stock effluent disposal facility
- Minor improvements
- Pavement rehabilitation
- Replacement of structural components
- Emergency reinstatement – permanent repairs (>\$100,000)
- Road improvements (including growth related improvements)
- Retaining wall replacements
- Noxious plant control
- Footpath renewals
- Street light maintenance and renewals
- Street light electricity.

4.4 Analysis of the Impact of the Procurement Programmes of Other Approved Organisations and Entities

Council's procurement requirements for its roading activity sits alongside a number of other approved organisations purchasing from the same supplier market. They include:

- Waka Kotahi
- Otorohanga District Council (ODC)

Road Safety Promotion activities are procured through a shared services arrangement with Otorohanga District Council.

The possibility of tendering similar work types jointly with adjacent road controlling authorities has not been considered in depth to this point. ODC in particular presents a number of opportunities for joint contracts due to a high degree of similarities of work type and scope, although different levels of service and contract expiry dates currently prevent shared procurement for major road maintenance and renewal contracts. There is also a danger that should these contracts be combined, the unsuccessful supplier may cease operating in the region, with an attendant risk of an increase in tender prices in the longer term through a lack of tendering competition.

The introduction of new, standardised technical levels of service under ONRC may afford opportunity to review this, although the remoteness of the district could negatively influence potential economies of scale.

Extension of contracts to achieve alignment with neighbouring territorial authorities and Waka Kotahi highway network contracts may facilitate opportunity for greater collaboration towards better value for money through economies of scale.

The current Street Light Maintenance Contract has reached the end of its initial term but due to the reduced scope of works as a result of the LED conversion, the incumbent supplier has indicated that they may not be interested in accepting the contract extension period available. Waitomo DC is now exploring the possibility of joining a wider regional street lighting maintenance contract with other councils and/or Waka Kotahi. Waka Kotahi street lights have not been converted to LED in this district yet and Waka Kotahi streetlights are currently maintained by their own contractor.

5.0 Approach to Delivering the Work Programme

5.1 Introduction

The primary purpose of Council's procurement strategy is to establish the best mix of approaches for Council to use to achieve its best value for money outcomes.

Developing an approach to delivering a work programme consists of two components:

- Confirmation of Council's specific objectives in relation to each segment of the work programme. These objectives will take into account the risk and complexity of the activities to be undertaken, how value for money will be obtained and how the competitive health of the supplier market will be sustained.
- Identifying the delivery models and supplier selection methods that will best deliver the work programme and achieve Council's objectives.
- Procurement models are being reviewed and it is envisaged that more use will be made of Price Quality Method (PQM) tenders rather than Lowest Price Conforming (LPC), in order to encourage improved long term outcomes and sustainability.

5.2 Procurement Approach

Delivery models

Delivery models assist in the process of obtaining value for money by:

- Setting the terms under which the required outputs are to be delivered;
- Allocating risk and control to the most appropriate parties to manage; and
- Mitigating those risks.

The following delivery model options for roading activities will be considered on a case by case basis, taking account of the risk, project timing and urgency, innovation potential, size and complexity of the project and the state of the supplier market:

- Staged
- Design and build (includes performance specified maintenance contract and hybrid)
- Shared risk (advanced)
- Supplier panels (advanced)

(Note: Options annotated as "advanced" require specific Waka Kotahi approval before they may be used).

In most instances, the staged delivery model will be used for Council's Road maintenance, renewal and construction projects due to the generally conventional nature of the work and the organisation's familiarity and capability in managing this model. Opportunity for innovation is limited for these standard and well defined work outputs.

For larger construction projects and where there is scope for innovation, (e.g. complex bridge construction/renewal projects), the design-build model will be considered, particularly where providers are better equipped to manage the attendant risks.

For larger contracts, where there is an identified potential for encouraging the use of local sub-contractors or suppliers, the assessment criteria should include measures to reward the use of local suppliers.

The shared risk model will require additional resources beyond Council's in-house capability.

Road safety promotion:

This programme comprises a series of projects designed to raise road user awareness of good traffic safety practices and encourage a road safety culture within the community. Value for money was achieved by combining the resourcing of a road safety coordinator with Otorohanga District Council (ODC) on previous programmes of this nature.

The total budget is modest (approximately \$120,000 per annum). WDC and ODC are currently working together on a programme that has a primary focus on driver licence compliance and safe driving skills. Other projects may include a series of innovative awareness campaigns. Delivery is on a staged basis and suppliers are selected on a direct appointment basis to avoid disproportionate costs of administering the procurement.

The risk to Council in the event of unsuccessful delivery of this programme is low, possibly resulting in reduced community awareness of road safety risks and avoidance strategies.

Contract management will be through monitoring programme delivery against agreed performance targets.

Waitomo DC may in future consider working together with Otorohanga DC on other Road Safety Promotion initiatives, as has happened in the past.

Physical Works

The physical works programme mostly comprises routine and unscheduled maintenance and renewals of Council's roading assets. There is a minor level of new asset capacity planned as a result of growth.

Where practicable, the contracts will be scoped to improve market competitiveness for smaller and more specialised outputs. However, the number of separate contracts will need to be balanced against the organisation's ability to resource multiple contract management procedures and processes.

Bundling more work into one larger contract and offering longer contract terms, provide the benefits of enhancing the appetite for tendering to offset the issues experienced due to the remote location which in the past has resulted in no tenders. Other potential benefits include the reduced costs in tendering and administration which can be achieved by bundling and longer term contracts.

Supplier arrangements will comprise a mix of short and longer term contracts. The latter will be associated with routine maintenance work, while shorter contracts will be used for specific and definitive projects such as bridge renewals.

Historically, road rehabilitation works have been delivered on an annual contract basis. An internal review of this activity has identified potential value to be derived from longer term contracts, given the technical complexity of this work type and the limited availability locally of appropriate expertise and relevant experience. Longer, three year term rehabilitation contracts will also realise reduced procurement costs, and reduce demand on WDC's limited capacity to resource multiple contract procurement in any one year.

Retaining roading contractors in the district is important from the perspectives of social and economic well-being (responsiveness, contestability and employment) and can be facilitated through a selection of short term, finite projects, plus opportunity to subcontract to the principal maintenance contractor.

Equally, the diverse and remote nature of much of the Waitomo rural roading network is best served in emergency events through a network of local subcontractors working alongside and coordinated by the principal maintenance contractor, instead of the principal contractor being expected to resource for every eventuality, in all parts of the district. The district is fortunate to have a geographical spread of local subcontractors to help fulfil this response configuration.

The current maintenance contract is a measure and value contract. The emphasis is on preventative, routine maintenance to offset the past tendency towards reactive maintenance.

The scope of the current maintenance contract (Contract 500/16/028) includes Council's reseal programme, after it was previously separated and placed in an annual reseals contract for open tender. Poor coordination between separate contractors carrying out pre-seal maintenance work and reseals, plus market feedback that inclusion of the reseals programme would realise greater efficiencies through economies of scale, led to inclusion of the reseals programme in the current maintenance contract. That packaging has generated better value for money.

WDC has also identified the potential for enhanced value for money through an increased emphasis on quality in the preferred price-quality procurement procedure for road maintenance services. Attendant with that is the need for a longer term contract than the current Waka Kotahi maximum of five years. An elevated requirement for contractor investment in quality justifies a longer term contract period over which contractor pricing can be spread and accountability for maintenance methodologies secured. It follows that WDC's willingness to pay a higher supplier premium for quality warrants a longer contract period over which those benefits can be monitored and realised, and accountability for any non-performance fastened to the service provider. A contract period of three years with two, two-year extensions has been provided, with the procurement procedure following an open and competitive process to encourage participation by the contractor market, and efficiencies to be realised, consistent with s.25 of the Land Transport Management Act 2003.

Improved value for money through increased competitiveness has and will be achieved by timing capital works delivery ahead of the peak construction season. Contracts will be packaged to combine work of a similar type but sized to optimise workflow opportunity and encourage competition for the reasons mentioned above. Coordinating the timing or combining the scope of Council's maintenance and reseals contracts with its local authority neighbours has not been tested but is not expected to generate any

material advantage due to the distance between the roading networks and the differing levels of service, as above.

A key driver of efficient and competitive markets in the Waitomo district involves access to metal supply. Council is in a fortunate position of owning some 22 quarries across the district, five of which are currently operational, with most of the quarrying rights presently held by the incumbent maintenance contractor.

Rather than attempt to control a single source of the aggregate supply market, WDC has taken an arms-length view on supply and demand, noting that aggregate costs are influenced by a range of factors such as royalties, transport distances, quality standards and location, not just gate price. Contractors are best placed to price the collective impact of these factors through a competitive supply market.

Where practicable, benefits will also be achieved through combining the more specialised work outputs with other purchasers to encourage efficiencies arising from increased scale. Benefits arise through absorbing otherwise disproportionately high contract overhead costs within greater scale.

Specialist services such as bailey bridge installation or structural component replacements are confined to a limited number of suppliers. Procurement of these resources will be by direct appointment or closed contest to minimise procurement costs and to avoid delays associated with the urgent nature of this type of work.

The estimated value of work that may be completed using direct appointment or closed contest methods must be within the limits prescribed in Clause 10.9 of Waka Kotahi's Procurement Manual, currently:

Contract for	Physical Works – Cost Limits
Direct appointment	\$100,000
Closed contest	\$200,000

The preferred delivery model is staged delivery for most of the physical works. The opportunity for design innovation for routine maintenance works is limited and the market is healthy. Best value for money will be achieved by specifying the outputs.

Complex structure replacement projects may benefit from a design-build type delivery method, although the scale of these projects is modest and the scope for financial benefits stemming from innovation therefore limited. Conventional design using standard structural componentry is likely to be the most practical means of achieving value for money in these circumstances.

Lowest price conforming or price-quality will usually be the methods used to select suppliers for physical works contracts.

Careful timing of certain work outputs will be used to leverage value for money through increased competition. This will be achieved by avoiding periods of peak demand on the supplier market. Similarly, programming construction works ear-marked for the beach communities over the winter months will return value for money due to the shortage of similar work on unsuitable soils at inland areas.

Contract management will be appropriate to the value of works and level of risk, in accordance with Council's Procurement Policy.

Maintenance work contracts will be based on measure and value based specifications. The Council and contractor will agree a maintenance programme ahead of each month. The contractor will report to Council on actual achievement at the end of each month. Performance will be selectively monitored and assessed on a risk based approach as the basis of payment.

Contract management of construction projects will be managed against quality, performance and project timelines. The contractor will prepare the project plan and report on progress against timetable.

Professional Services

Professional services comprise planning, design, documentation and advisory services. Professional services is out sourced to Pinnacles Civil, (PSBU). The Professional Services contract is currently responsible for:

- Programming of annual road treatment selection programmes including rehabilitation and reseals, with the support of specialist consultants as necessary.
- Contract documentation and engineer to the contract for road renewals contracts and structures components
- Evaluating tenders

Other services to be delivered by the professional services specialist consultants, include:

Activity	Description	In-house professional services
Waka Kotahi Subsidised Services		
General Maintenance	Pavement, and drainage maintenance	Programming and business case preparation. Tender documentation and contract supervision. Reporting on physical works and financial performance
	Network condition	Data management, programme approval and budgeting
Reseals	Pre-reseal repairs and reseals contract	Pre-reseal and reseal programme and business case.
		Tender documentation. Contract administration, monitoring and reporting on physical and financial performance
Pavement rehabilitation	Programming	Feasibility reports and business case.
		Tender documentation. Contract administration, monitoring and reporting on physical and financial performance
Bridges	Routine repairs	Bridge inspections and programming is managed under RATA shared services contract. Data management. Preparation of feasibility reports and business cases. Tender documentation. Contract administration, monitoring and reporting on physical and financial performance

Activity	Description	In-house professional services
		Tender documentation. Contract administration, monitoring and reporting on physical and financial performance
Traffic Services	Maintenance	Programming. Tender documentation and contract supervision. Reporting on physical works and financial performance
	New works	Implement recommendations of approved safety audits and crash reduction studies.
Street lighting	Maintain	Tender documentation, evaluation, monitoring and reporting of contractor performance
Minor improvements	Implement	Prepare feasibility reports.
		Design work. Tender documentation, evaluation of tenders, contract supervision, monitoring and reporting
RAMM	Manage	Input data (collected by maintenance contractor) from all maintenance and construction work. Report on updating progress.
Road legislation	Manage	Legalisation of existing roads and structures.
		Obtain sale and purchase agreements with private owners.
		Tendering of legal surveys. Reporting on surplus road reserve.
Accident reduction studies	Undertake accident reduction studies	Investigate black spot reports.
		Implement safety improvements. Undertake safety audits and implement safety improvement measures when approved.
Road safety promotion	Liaise and support	Implement Road Safety Promotion programmes in conjunction with ODC

Administration Services		
Land Transport AMP administration	Administer	Application for work approvals.
		Monitoring and reporting performance of network
		Managing collection and processing of asset and service condition data.
		Reporting on asset management systems and development.
		Implement approved AMP improvements
		Reporting on project feasibility, development, physical and financial performance, asset service condition
		Provide advice and input to WDC's Long Term Plan
District Rooding Programme	Administer	Investigate activities and prepare annual DRP for inclusion in RLTP.
		Complete feasibility
		Prepare monthly subsidy claims to Waka Kotahi.
		Prepare all Waka Kotahi returns.
Client/customer interface	Provide	Public relations, media releases, interest group liaison and consultation.
		Investigating and resolving public enquiries.
Professional services administration	Administer	Prepare documentation, evaluate tenders and recommend consultant for professional services contract.
		Review outputs.
		Manage.
Unsubsidised betterment, minor community works and stormwater		
Unsubsidised works	Minor improvements, and stormwater	Feasibility reports.
		Tender documentation and evaluation, contract supervision and administration
Regulatory services		
General	Provide	Administration of vehicle entranceways, roadside fencing, illegal dumping, abandoned vehicles, street openings
		Obtaining and implementing resource consents
Subdivision consents	Review	Advice to regulatory department on roading requirements, checking compliance.

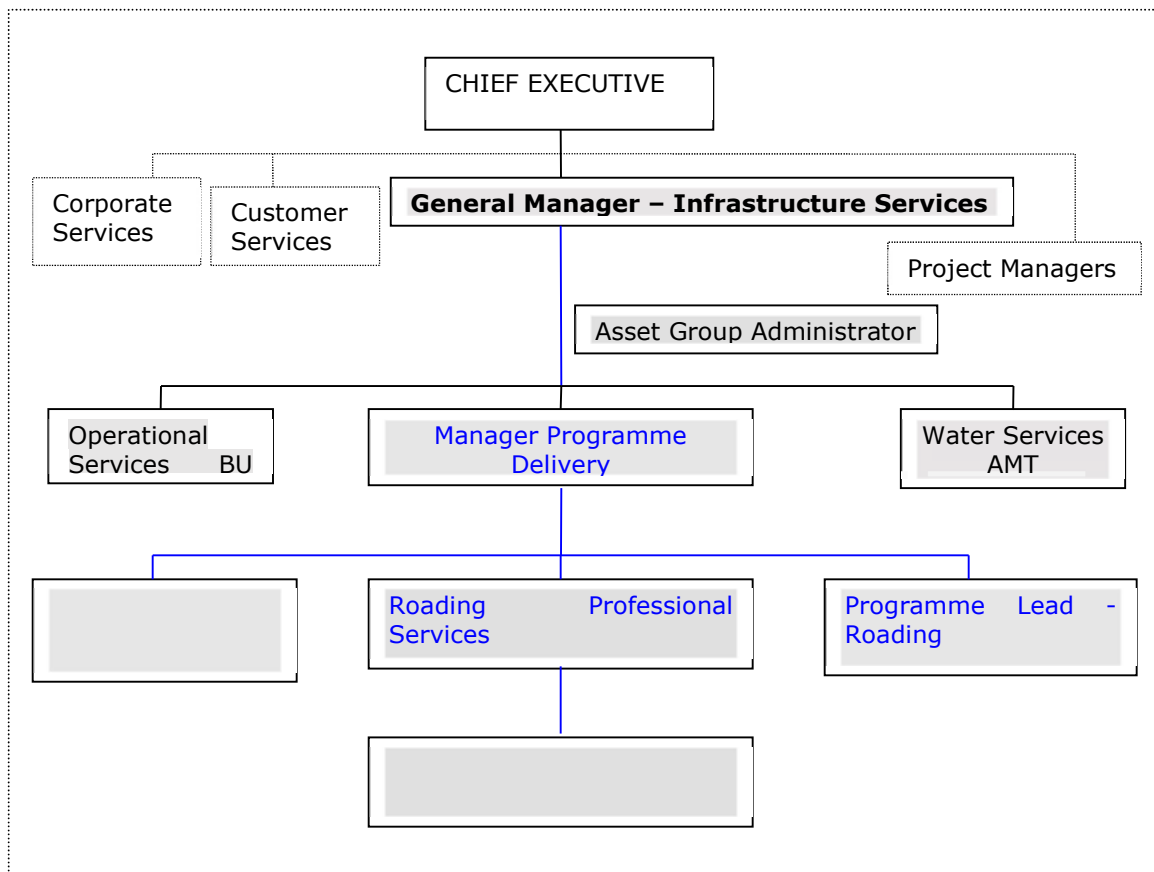
6.0 Implementation Plan

6.1 Internal Capability and Capacity

Council’s land transport programme for the next three years represents “business as usual”. Apart from a relatively small number of site-specific projects, the majority of the programme involves routine maintenance and renewal of the various road asset components.

Resourcing of Council’s roading activity currently comprises a Manager- Local Roads overseeing an Asset Engineer, Contract Manager/Supervisor and Network Supervisors. The Manager- Local Roads reports to the General Manager – Infrastructure Services, as shown below:

Figure 1: Management Structure – Roading Business Unit



Administrative support for the Roading Business Unit is through a Team Administrator,

The current structure operates as Council’s an external roading professional services, from design to contract monitoring, under a prior approval from Waka Kotahi.

Supplementary and specialist resources will be outsourced as necessary.

6.2 Internal Procurement Processes

This strategy is consistent with and forms part of Council's Procurement Policy.

The land transport procurement strategy uses evaluation and decision-making processes that are familiar to Council's roading staff. The qualified evaluator role is presently outsourced but Council plans to up-skill its own staff to fulfil this role, or resource-share with a neighbouring local authority.

6.3 Performance Measurement and Monitoring

The Waka Kotahi performance measurement and monitoring programme will be both quantitative and qualitative in nature and will focus on:

- Value for money – time, cost and quality
- Supplier markets – fairness and competition, and innovation
- Efficiency of procurement procedures.

Most of the information will be collected on a contract basis for every contract over the level of direct appointment and closed contest contracts. Other information will be required on an annual or aggregated basis

In addition to meeting Waka Kotahi's KPI's, Council's 2021 - 31 Long Term Plan includes a number of performance indicators and targets adopted for its land transport activity which link to its strategic objectives and levels of service. These are summarised in table 4 below:

Table 3: WDC Levels of Service and Performance Measures

Level of Service	Performance Measure	Performance Targets		
		2021/22	2022/23	2023/24
WDC are working towards a safe network with a vision of a decreasing trend of deaths and serious injuries on Waitomo District roads within ten years. We aim to achieve this by delivering projects that are focused on maintaining, upgrading or changing the conditions of the roading environment to keep our community safe.	The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network.	Maintain or decrease from previous year	Maintain or decrease from previous year	Maintain or decrease from previous year
WDC aim for a smooth road that provides comfort for road users and improves the safety of the roads	The average quality of ride on a sealed local road network, measured by smooth travel exposure, in a financial year. (Percentage of measured sealed road lane kilometres not exceeding a NAASRA* roughness count rating of 150 to be at least 90 %.)	90% (of total)	90% (of total)	90% (of total)
We will maintain the road network by resealing it as needed. Resurfacing is only undertaken as required depending on the condition of the surface in that financial year.	The percentage of Waitomo District's sealed local road network that is resurfaced each year.	7% (of total)	7% (of total)	7% (of total)
WDC will provide footpaths that are well maintained.	The percentage of footpath network that falls within a condition rating of 3.	90%	90%	90%
WDC will investigate and respond to the customer about their request for service relating to road and footpath issues.	The percentage of customer service requests relating to roads and footpaths responded to within 10 working days.	85%	85%	85%

6.4 Communication Plan

Council will prepare and distribute an annual communication to the following stakeholder groups:

- Internal stakeholders –Mayor and Councillors, Chief Executive, Group Manager - Assets and Land Transport Division, Corporate Services Department
- Neighbouring local authorities – Otorohanga DC, Ruapehu DC
- Waikato Regional Council
- The regional land transport contractor supplier market
- Professional services suppliers
- Waka Kotahi

The communication will set out Council's procurement programme for the next three years, the method of delivery for each group of activities and supplier selection method. Copy of the adopted procurement strategy will be posted on Council's web site.

The timing of the communication will occur following endorsement of the strategy by Waka Kotahi.

Council will publish details of all contracts let, or direct appointments made, valued at \$50,000 or more. Details published will include the name of the supplier, the value of the contract awarded and a brief description of the output to be delivered.

6.5 Corporate Ownership and Internal Endorsement

This strategy has been prepared for the roading asset department and reviewed and recommended for adoption by the Group Manager-Assets. The draft strategy was submitted to and adopted by Council on 6 October 2016.

This strategy is to be endorsed by Waka Kotahi (see Appendix B **attached**)

7.0 Appendix A: Land Transport Programme

	Adjusted Budget 2020/21	2022 (Yr1)	2023 (Yr2)	2024 (Yr3)	2025 (Yr4)	2026 (Yr5)
Roads and Footpaths	13,589,909	13,447,687	13,888,671	13,170,579	13,508,760	13,508,760
730. Subsidised Roads	13,292,469	13,137,487	13,578,471	12,860,379	13,198,560	13,198,560
Direct Expenditure	6,490,769	7,057,587	7,056,471	7,106,379	7,057,560	7,057,560
73031705. Community Co-ordination (431)	71,500	75,000	75,000	75,000	75,000	75,000
73031715. Emergency Reinstatement (140)	520,000	545,000	545,000	545,000	545,000	545,000
73031720. Environmental Maintenance (121)	572,400	653,300	650,160	649,464	648,231	648,041
73031725. Level Crossing Warning Devices	30,700	59,000	59,000	59,000	59,000	59,000
73031730. Network and Asset Management	270,000	300,000	300,000	300,000	300,000	300,000
73031732. Allocated Roading Business Unit Costs	666,214	590,038	593,019	602,087	604,083	605,853
73031735. Professional Services	390,000	481,685	465,331	426,931	320,761	308,175
73031738. Administration Services for Roading	685,696	640,277	653,650	682,983	787,156	797,972
73031745. Routine Drainage Maintenance	380,000	396,000	396,000	396,000	396,000	396,000
73031750. Sealed Pavement Maintenance	1,460,000	1,449,000	1,449,000	1,449,000	1,449,000	1,449,000
73031756. Footpath Maintenance	60,000	80,000	80,000	80,000	80,000	80,000
73031760. Structures Maintenance (114)	110,000	272,000	272,000	272,000	272,000	272,000
73031761. Stock Effluent Facility Maintenance	25,000	30,000	30,000	30,000	30,000	30,000
73031762. Stock Effluent Maintenance - Staff Time	20,239	20,727	22,751	23,354	25,769	25,959
73031775. Traffic Services Maintenance	155,000	300,000	300,000	300,000	300,000	300,000
73031776. WDC Street Lights	160,000	210,000	210,000	210,000	210,000	210,000
73031777. TNZ Street Lights	62,700	62,700	62,700	62,700	62,700	62,700
73031780. Unsealed Pavement Maintenance	820,000	890,000	890,000	890,000	890,000	890,000
73034485. Asset Management Plans	31,320	0	0	50,000	0	0
73039340. Operational Health & Safety	0	2,860	2,860	2,860	2,860	2,860
Capital Expenditure	6,801,700	6,079,900	6,522,000	5,754,000	6,141,000	6,141,000
73060706. Footpath Improvements	127,700	199,000	199,000	199,000	199,000	199,000
73060715. Minor Improvements (341)	678,600	594,900	1,037,000	269,000	656,000	656,000

Road Improvement (Re Coastal Roads & Rising Sea levels)						
73060717. TK Railway Overbridge	0	0	0	0	0	0
73061706. Footpath Renewals	410,000	299,000	299,000	299,000	299,000	299,000
73061725. Drainage Renewals (213)	260,000	232,000	232,000	232,000	232,000	232,000
73061740. Pavement Rehabs Renewals	2,000,000	1,495,000	1,495,000	1,495,000	1,495,000	1,495,000
73061755. Sealed Road Surfacing Renewals	1,400,000	1,395,000	1,395,000	1,395,000	1,395,000	1,395,000
73061760. Structural Bridge Renewals	0	80,000	80,000	80,000	80,000	80,000
73061765. Structures Components Renewals	420,000	369,000	369,000	369,000	369,000	369,000
Paraheka Road Suspension Bridge Replacement						
Te Anga road Bridge Replacement						
Mangarino Road Bridge Replacement						
73061770. Traffic Services Renewals (222)	160,000	65,000	65,000	65,000	65,000	65,000
73061775. Unsealed Road Metalling Renewals	630,000	648,000	648,000	648,000	648,000	648,000
73061785. Emergency Reinstatement Renewals	715,400	703,000	703,000	703,000	703,000	703,000
73061799. Emergency Works April 2017 Cyclone	0	0	0	0	0	0
740. Non Subsidised Roads	297,440	310,200	310,200	310,200	310,200	310,200
Direct Expenditure	131,400	140,200	140,200	140,200	140,200	140,200
74024515. Advertising	2,100	2,200	2,200	2,200	2,200	2,200
74029541. Road Reserve Legalisation	26,000	28,000	28,000	28,000	28,000	28,000
74031420. Non-Sub Roads Maintenance	0	0	0	0	0	0
74031705. Consultants Fees	0	0	0	0	0	0
74031715. Street Cleaning	103,300	110,000	110,000	110,000	110,000	110,000
Capital Expenditure	166,040	170,000	170,000	170,000	170,000	170,000
74060705. Unsubsidised Road Improvements	103,800	100,000	100,000	100,000	100,000	100,000
74060715. Property Purchase	0	20,000	20,000	20,000	20,000	20,000
74061710. Retaining Walls Renewals	62,240	50,000	50,000	50,000	50,000	50,000

8.0 Appendix B: Waka Kotahi Endorsement of Strategy



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21 October 2022

Johan Rossouw
Programme Lead – Rooding
Waitomo District Council
PO Box 404
Te Kuiti 3910

Dear Johan

Transport Activity Procurement Strategy Endorsement

Thank you for your request seeking endorsement from the Waka Kotahi NZ Transport Agency for the Land Transport Procurement Strategy dated 17 October 2022.

I am pleased to confirm that Waka Kotahi has reviewed the Land Transport Procurement Strategy dated 17 October 2022. This document forms Waitomo District Council's Procurement Strategy, the requirements of which are outlined in the Waka Kotahi Procurement Manual.

We are satisfied that it meets the requirements of the Waka Kotahi Procurement Manual and formally endorse the Procurement Strategy effective 19 October 2022.

We would like to draw your attention to the following matters. Waka Kotahi:

1. approves the continued use of in-house professional services by Waitomo District Council, in accordance with s.26 of the Land Transport Management Act.
2. approves under section 25(1) of the Land Transport Management Act, the continued use a maximum term of seven years (3+2+2 years) for the road maintenance and reseals term service contract in accordance with Procurement manual, section 10.21 *Maximum term of a term service contract for infrastructure or planning and advice.*

The Waka Kotahi Procurement Manual requires approved organisations to review their Procurement Strategy at a minimum once every three years and ensure that they always remain fit for purpose. The Procurement Strategy's endorsement will expire on the 19 October 2025, and you are encouraged to seek endorsement of a new or revised Procurement Strategy in advance of this date.

If you would like to discuss this matter further, please do not hesitate to contact Philip Walker, Approved Organisations Senior Procurement Advisor, directly on 021 633986.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Shane Avers'.

Shane Avers
Acting Senior Manager Procurement

Document No: A698545

Report To: Council



Meeting Date: 28 November 2023

Subject: **Speed Management Plan - Deliberation and Adoption**

Type: Decision Required

Purpose of Report

- 1.1 The purpose of this business paper is to present to Council the submissions received on the Interim Speed Management Plan (SMP) and provide analysis on these submissions.
- 1.2 Council needs to consider adoption of the Interim SMP with or without amendments based on the deliberations of the submissions.

Background

- 2.1 Speed Management is all about setting safe and appropriate speed limits in line with reducing deaths and serious injuries.
- 2.2 Throughout New Zealand, Road Controlling Authorities (RCAs) - Councils' and Waka Kotahi NZ Transport Agency - are working on interim Speed Management Planning as part of the nation's 2020-2030 Road Safety Strategy (Road to Zero).
- 2.3 Road to Zero outlines approaches to reduce the likelihood of people being killed or injured on our Nation's roads. It includes the national vision, principles, focus areas and targets – including an interim target of a 40% reduction in deaths and serious injuries (from 2018 levels) by 2030.
- 2.4 The Road to Zero Action Plan has 15 specific actions; of most relevance to WDC is Action 2 which is to introduce a new approach to tackling unsafe speeds. An action linked to similar other actions, as indicated below:
 - Action 1: Invest in safety treatments and infrastructure improvements.
 - Action 10: Prioritise road policing.
- 2.5 For Action 2 to be advanced, a new framework was required for tackling unsafe speeds, replacing the old Setting of Speed Limits Rule 2017 with the new Land Transport Rule: Setting of Speed Limits 2022. The new Rule was finally released on 19 May 2022 after substantial delays.
- 2.6 The release of the new rule made it easier for RCAs to set safe and appropriate speeds, to consider the need for safety infrastructure and safety cameras and, to more generally apply road safety initiatives. Speed management plans will replace the Council's bylaw process, and are designed to be more proactive, coordinated, and transparent.

Commentary

- 3.1 **PUBLIC CONSULTATION**
- 3.2 Attached for the Council's information is a copy of the Consultation Document (CD) as consulted on (**Attachment 1**).

3.3 The CD contained:

- Description of what we are proposing.
- Description of treatment at schools, marae and roads of concern
- Frequently asked questions.
- What happens next.

3.4 A consultation period was open from 24 July to 11 September 2023. Letters were sent directly to schools and marae within the District. A public notice was made on WDC's website, and posts were made to WDC's Facebook page and two radio interviews were undertaken.

3.5 A summary of submissions and analysis is presented below. Full submissions are also made available (**Attachment 2**).

3.6 A total of 27 submissions were received, 16 of these were standard submissions received either online, via email or via post (submission numbers 1 to 16). 11 of these were via Social Pinpoint (submission numbers 17a to 17k).

3.7 SUMMARY OF SUBMISSIONS

3.8 Three general questions were asked in regards to the proposed Speed Management Plan:

- Question 1: Do you agree with our approach to managing speeds outside and around schools within the District?
- Question 2: Do you agree with our approach to managing speeds outside marae within the District?
- Question 3: Do you support our draft Speed Management Plan in general?

3.9 With each of the questions – the submitter was asked to outline the reasoning for their responses.

3.10 Respondents were also invited to make comments on the engagement tool - Social Pinpoint, where they could make a comment directly onto a District map. These comments are available in Attachment 2 and also presented below.

3.11 Of the 16 standard submissions received (excluding Social Pinpoint),

- 10 submitters agreed with Question 1, nine agreed with Question 2, and five agreed with Question 3.
- Four submitters did not agree with Question 1, six did not agree with Question 2, and three did not agree with Question 3.
- Five submitters mentioned they would support the draft Speed Management Plan subject to changes.

3.12 These are summarised below with analysis:

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Question 1: Do you agree with our approach to managing speeds outside and around schools within the District?

Submitter	Submitter name	Submission point	Analysis
002	Gloria Wharekawa	No, I do not agree. <i>I think it's a waste of money.</i>	Thank you for taking the time to respond, Waitomo District Council as a road controlling authority have a legal requirement to undertake a speed management process and at a minimum implement speed reductions at all schools located within the District.
003	Peter Craig Darrah	Yes, I agree.	Thank you for supporting the proposal and the safety improvements we are trying to achieve.
004	Pam Voyce	Yes, I agree. <i>Safety of our children</i>	Thank you for supporting the proposal and the safety improvements we are trying to achieve.
005	Titia Allaries	Yes, I agree. <i>There are serious safety issues in the areas around the schools and marae and speed limits would make it safer.</i>	Thank you for supporting the proposal and the safety improvements we are trying to achieve.
006	Christian Lovell	Yes, I agree. <i>Graymont operates the Oparure limestone quarry, which supplies essential products that are necessary to address many of today's most pressing environmental issues, while supporting vital industrial processes and agricultural needs. Limestone products are dispatched from the quarry on a daily basis along Oparure Rd to SH3. Graymont has recently commissioned a traffic report for this road, in relation to a consent project to extend the life of the quarry. This has indicated that the road is generally constructed to a relatively high standard and there are no road capacity issues. The review recommends variable speed zones in the vicinity of Te Wharekura o Maniapoto. Feedback from consultation Graymont has conducted in the Oparure community suggests that there would be value to the community from a permanent reduction of the speed limit in this area. We therefore recommend that the speed limit in the vicinity of Te Wharekura o Maniapoto on Oparure Rd is permanently set at 50 km/h, and this limit extends to past the Oparure marae.</i>	Thank you for supporting the proposal and the safety improvements we are trying to achieve.
007	Roimata Harmon	Yes, I agree. <i>We agree with reducing the speed limit around urban and rural schools.</i>	Thank you for supporting the proposal and the safety improvements we are trying to achieve.
008	Raymono Cribb	Yes, I Agree.	Thank you for supporting the proposal and the safety improvements we are trying to achieve.

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Submitter	Submitter name	Submission point	Analysis
009	Ministry of Education	<p><i>Summary:</i></p> <p><i>The Ministry requests that WDC amends the speed limit changes along Te Anga Road to include the stretch of road adjacent to Piripiri School.</i></p> <p><i>The Ministry encourages WDC to consider the adoption of permanent speed reductions instead of variable speed reductions outside all schools to promote safer roading environments for students.</i></p> <p><i>Where a variable speed reduction must be adopted, the Ministry recommends engagement is undertaken with each school to understand their peak before and after school travel times to influence the timeframes the variable speed reduction should apply to.</i></p>	<p>Thank you for supporting the proposal and the safety improvements we are trying to achieve, we will update the plan to include this section of Piripiri School.</p> <p>The balance between fixed and variable speeds signs has been considered and the approach has been developed that where there is less impact to road users a permanent speed sign is to be installed.</p> <p>Commented noted and agreed – Variable signage timing will be confirmed with each relevant school before these are installed.</p>
010	Garry Paki-Titi	<p>No, I do not agree.</p> <p><i>Some schools have dangerous and inappropriate speed limits considering conditions.</i></p>	<p>Thank you for taking the time to respond. We have assessed each school and are proposing speed reductions in accordance with the recommending speed management plan.</p>
011	Andrew Vardine	<p>No, I do not agree.</p> <p><i>Most of us have children and or common sense. Why would you slow traffic to a crawl when school empty.</i></p>	<p>Thank you for taking the time to respond, Waitomo District Council as a road controlling authority have a legal requirement to undertake a speed management process and at a minimum implement speed reductions at all schools located within its district.</p>
012	Armagh Kihareka Putaranui	<p>No, I do not agree</p>	<p>Thank you for taking the time to respond.</p>
013	Denise Marshall	<p>Yes, I agree.</p> <p><i>Kia ora I do wish to reduce the speed level however rather than it be variable it should be permanent 50km from Fullerton Road up past Smart Plants. This road is already variable due to the ongoing roadworks. Driver behaviour has been consistent in increasing speed by the time they get out of the roadworks.</i></p>	<p>Thank you for taking the time to respond,</p> <p>We are recommending the following treatment:</p> <ul style="list-style-type: none"> • Change of speed limit – gated signs and red marking across the road with speed Limit signs • On approach to school – Gated school signs with supplementary “kura” plate with additional school marking on road. • Marae Signage (if not present) <p>Once the speed management plan has been implemented these sites can be monitored in discussion with each school for their effectiveness as to whether further treatment is required.</p>

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Submitter	Submitter name	Submission point	Analysis
014	Rangiwhiua Ngatai	<p>Yes, I agree.</p> <p><i>Te Kura o Maniapoto speed limit should be lowered to 40km as a School Zone and also due to these factors; 1. Large haulage trucks from Graymount travel along this road. To stop a vehicle fully laden travelling at 50km would be difficult. 2. Vehicles have to cross the road at a blind spot to enter the Kura carpark. 3. There is a short piece of road for vehicles to safely exit the kura carpark onto the road. heavy vehicles tend to speed up a hill to enable the momentum to carry them up, however this is only my assumption based on experience.</i></p>	<p>Thank you for taking the time to respond.</p> <p>We are recommending the following treatment:</p> <ul style="list-style-type: none"> • Change of speed limit – gated signs and red marking across the road with speed Limit signs • On approach to school – Gated school signs with supplementary “kura” plate with additional school marking on road. • Marae Signage (if not present) <p>Once the speed management plan has been implemented these sites can be monitored in discussion with each school for their effectiveness as to whether further treatment is required.</p>
015	Ronald Takerei	<p>I am not sure.</p> <p><i>I do not have an opinion due to not knowing the layout of all the schools involved to make an informed decision.</i></p>	Noted.

Question 2: Do you agree with our approach to managing speeds outside marae within the District?

Submitter	Submitter name	Submission point	Analysis
001	Edwina Te Aho	<p>Thank you for your email and taking the time to converse with tangata whenua.</p> <p><i>Yes please in order to ensure that our Whānau are safe commuting to and from our Marae it would be beneficial if speed signs were implemented in close proximity to our Marae thank you.</i></p> <p><i>Also our Mangapeehi Pa road sign needs to be replaced as it has been damaged if you could organise a replacement that would be greatly appreciated</i></p> <p><i>Thank you once again for making contact I look forward to meeting you one day in person.</i></p>	<p>Thank you for supporting the proposal and the safety improvements we are trying to achieve.</p> <p>As Menapii Pa is located on State Highway 30, the road signs are the responsibility of Waka Kotahi.</p>
002	Gloria Wharekawa	<p>No, I do not agree.</p> <p><i>Thats not going to help. See my reasons below.</i></p>	Noted.
003	Peter Craig Darrah	Yes, I agree.	Noted.
004	Pam Voyce	<p>Yes, I agree.</p> <p><i>Safety of everyone.</i></p>	Noted.
005	Titia Allaries	Yes, I agree.	Noted.
006	Christian Lovell	Yes, I agree. (See Question 1)	Noted.

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Submitter	Submitter name	Submission point	Analysis
007	Roimata Harmon	<p>No, I do not agree.</p> <p>We would like you to consider prioritising Marae as well as schools in the district. Even though many Marae are on rural roads, some of them, including Te Kauae Marae, have a lot of heavy trucks regularly moving past our gateway. We discussed this at our pa meeting yesterday (10th September) and all agree to creating a zone where the speed limits are reduced AT ALL TIMES on the road outside our Marae. We will also look at further measures, that we could implement ourselves, at the times that we have a lot of traffic moving in and out of our Marae.</p>	<p>Thank you for taking the time to respond, we have assessed all marae located on our roads within our District, due to the inconsistent use of most marae a permanent reduction of speed has not been recommended.</p> <p>We are recommending to install "Marae" signage on all approaches where these are not currently installed.</p>
008	Raymono Cribb	Yes, I Agree.	Noted.
009	Ministry of Education	N/A	
010	Garry Paki-Titi	<p>No, I do not agree.</p> <p>Most rural marae in the district have no speed limits.</p>	Noted.
011	Andrew Vardine	<p>No, I do not agree.</p> <p><i>As large gathers are infrequent traffic management of these times would suffice.</i></p>	<p>Thank you for taking the time to respond.</p> <p>We have assessed all marae located on our roads within our District, due to the inconsistent use of most marae a permanent reduction of speed is not recommended.</p>
012	Armagh Kihareka Putaranui	No, I do not agree.	Noted.
013	Denise Marshall	<p>Yes, I agree.</p> <p><i>Yes I wish this to be permanent 50km out side our marae. This is due to the increased traffic and heavy traffic using this road. It is a very dangerous road to turn into the marae or the neighbours to try and access the road to get on to.</i></p>	<p>Thank you for taking the time to respond. In general we have not recommended to reduce the speed limit outside of Marae but due to the location adjacent to the Oparure School, we are proposing to extend the speed limit reduction to include the Oparure Marae.</p>
014	Rangiwhiua Ngatai	<p>Yes , I agree.</p> <p><i>Mangatea Road -Tomotuki/Motiti Marae. At the bottom of the Awakino Hill Heading South, there is a small area that is available to safely wait while traffic passes so that you can safely turn right onto Mangatea Road. Should there be processions of vehicles turning onto Mangatea road this can potentially cause accidents. This is only highlighting there is only a 2 car space to holdup vehicles before crossing onto Mangatea Road whilst cars are travelling at 100km and preparing to overtake at the passing lane heading North.</i></p>	<p>Thank you for taking the time to respond.</p> <p>This section is located on a State Highway, the submitter will need to submit to Waka Kotahi when they undertake their own public consultation.</p>

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Submitter	Submitter name	Submission point	Analysis
015	Ronald Takerei	<p>No, I do not agree.</p> <p>The draft does not allow for events such as funerals to be consider.</p> <p>This is why we do need speed restrictions when there are events are taking place. 1 - Kaputuhi Marae - on State Highway 37. Waitomo Caves Road. Current speed is 80km. This entrance can be a near miss when entering and exiting especially on very wet days. 2 - Te Kauae paa - 954 Mangarino Road- Hangatiki 3 - Te Korapa Tuu paa - 102 Hangatiki East Road Although these two marae may not have the volume of traffic compared to State Highway 37, when an event is on, such as a funeral, the turning into the entrance way are both near misses based on the design of the road.</p>	<p>Thank you for taking the time to respond. Special events like these should be considered for an individual traffic management plan to be approved at the time of the event and provided by each Marae as needed.</p> <p>Waitomo District Council are not responsible for the State Highways these are the responsibility of Waka Kotahi.</p>

Question 3: Do you support our draft Speed Management Plan in general?

Submitter	Submitter name	Submission point	Analysis
002	Gloria Wharekawa	<p>No, I do not support the approach.</p> <p><i>No, I do not agree with the road or traffic management plan, it would be waste of money. I think that some areas are in serious need of improvements and or maintenance. Such as the stretch of roads including the 'Y' intersection on Hangatiki, Old Te Kuiti and Mangarino Roads, this needs to be maintained or improved somehow. The seal is very slippery or greasy and looks very shiny, regardless of the weather conditions. Also, cow shit is frequently visible all over the road at the 'Y' intersection. Personally, I think that basic road maintenance is a better solution to traffic management than the proposed plan, it would save both council funds and public lives. The council could concentrate on something of more importance, such as keeping our community clean and green and minimizing pollution and the blatant disregard for the environment. Without the earth there would be no roads to drive on!! It saddens me that rubbish is dumped inappropriately in places such as scenic reserves and forest parks. This is likely to be the result of the high cost of purchasing council rubbish bags and the taking household rubbish to the refuse station. As a community we are also faced with the rising cost of fuel, I theorize in the very near future, this will no doubt decrease the amount of traffic on our roads. And hence my view on the traffic management plan.</i></p>	<p>Thank you for taking the time to respond. Waitomo District Council as a road controlling authority have a legal requirement to undertake a speed management process and at a minimum implement speed reductions at all schools located within its district.</p> <p>Our roading department will inspect the intersection of Hangatiki East and Old Te Kuiti Road to understand if further maintenance works are required.</p>
003	Peter Craig Darrah	Speed Management Plan.	Noted.

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Submitter	Submitter name	Submission point	Analysis
004	Pam Voyce	Yes, I support the approach of the Speed Management Plan. <i>We need to protect people from themselves!</i>	Noted.
005	Titia Allaries	Changes are required for me to support it. <i>We want council to consider extending these restrictions to areas like Te Waitere village. The traffic into Te Waitere is driving at great speed. There is no footpath in the residential area, but there are families with children living there. On top of this the activities in the boat club and around the wharf and ramp are resulting in a lot of foot traffic on the road. It is dangerous with no footpath and no speed limit. (Submission agreed on in committee meeting on August 13 2023.)</i>	Thank you for taking the time to respond. This round of speed management has generally focused on speed around schools and Marae. Waitomo District Council are required as a road controlling authority to undertake speed management reviews every three years. In the next review speeds will be reviewed in other areas in the roading network. We have focused on these areas due to councils limited budget and will look to address these within the next speed management review.
006	Christian Lovell	Yes, I support the approach of the Speed Management Plan. <i>See Question 1.</i>	Noted.
007	Roimata Harmon	I am not sure. <i>We have not discussed the speed management plan together in detail, we have only discussed lowering limits around our Marae and others in our area.</i>	Noted.
008	Raymono Cribb	Changes are required for me to support it. <i>My Changes are I regards to Oparure in bringing the speed limit down past Kohanga Reo O Oparure, Te Whare kura o maniapoto Oparure Marae and village. See attached map currently have a petition with Council from Oparure community.</i> <i>Our situation is unique as a community as we have a international global mining company on our door step so the volume of traffic is more.</i> <i>We have to out up with speeding trucks and traffic.</i> <i>Loads being spilt on our roads, noise. Our community cannot walk down the rad safely because of speeding and is a health and safety concern for us and our children who used to walk from the Kura to the marae for learning.</i> <i>We have had 2 meetings with council and roading reps and met at a council meeting to submit our petition purposes. As a community we would like the opportunity to meet again and voice our concerns.</i>	Thank you for taking the time to respond. The proposed legislation requires a minimum speed limit set for schools as 60km/h. we are recommending 50km/h which is compliant with the legislation and still an acceptable speed for all road users.
009	Ministry of Education	No comment provided.	N/A

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Submitter	Submitter name	Submission point	Analysis
	Garry Paki-Titi	<p>Changes are required for me to support.</p> <p>This information/submission is for the Oparure Village on Oparure road 5km NW of Te Kuiti.</p> <p>1/ my proposal is that a 50km speed limit begin 100metres before Fullerton road. Large signage like image (1) but with Oparure instead of Te Kuiti. I propose large signs because traffic has NOT been keeping to the current speeds, I chose the location between bridges because the current temporary sign location blocks the view of cars coming(image 2) out of a driveway. Proposed location also makes it safer fir entry/exit for Fullerton.</p>	<p>Thank you for taking the time to respond.</p> <p>We are proposing the following treatment:</p> <ul style="list-style-type: none"> • Change of speed limit – gated signs and red marking across the road with speed Limit signs • On approach to school – Gated school signs with supplementary “kura” plate with additional school marking on road. • Marae Signage (if not present) <p>Once the speed management plan has been implemented these sites can be monitored in discussion with each school for their effectiveness as to whether further treatment is required.</p>
		<p>1a/ a no engine brake sign to be erected near this location aswell (image 4).</p>	<p>This has been passed onto the maintenance contractor to action.</p>
		<p>2/ the 50kph speed should end 100m past (west of) smart past driveway.</p> <p>So traveling east toward te kuiti the 50kph speed limit should begin 100m before smart plants.</p> <p>Signage at this location should be similar to image 1 and 4.</p>	<p>As above.</p>
		<p>3/ a 40kph speed zone should be in pace for the permanent slip and parure school zone . this 40kph should begin 300m past (west of) Fullerton road this will slow traffic down further to negotiate the slip AND the school which is a little further up the road 100m pas the school. I have included another image 7 which would be desirable also. The word school painted on the road is desirable.</p> <p>I sat at the school for 25mins while students were leaving school image 8 in which time 14 trucks and 6 light vehicles drove past.</p> <p>Over 50% of them were exceeding 50kmph WHILE THE SCHOOL BUSES AND CARS were leaving school.</p> <p>Lives are at risk.</p> <p>We pay rates.</p> <p>If we do this properly NOW it will benefit all in the future.</p> <p>These images are taken at other schools In the area. We should have the same, given out high volume of heavy vehicles.</p> <p>Lime trucks, logging trucks, stock trucks, supply trucks And all the light traffic as well.</p> <p>Image 9 is a mirror for the sharp corner at the school.</p>	<p>As above.</p>

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Submitter	Submitter name	Submission point	Analysis
011	Andrew Vardine	<p>No I do not support the approach,</p> <p>There is no point slowing traffic further when a school or marae is not being used . money would be better spend fixing our roads. There are always people who speed more passing lanes would have better traffic flow and safer passing manoeuvres. The police are seen many times over 100kph so they have proven the roads are safe at pour current levels.</p> <p>You can't fix stupid but you need to keep traffic flowing not slowing it down. Improve the roads to allow for our increasing population.</p>	<p>Thank you for taking the time to respond. Waitomo District Council as a road controlling authority have a legal requirement to undertake a speed management process and at a minimum implement speed reductions at all schools located within its District.</p> <p>Where schools have been located on a through or main road a variable speed limit has been recommended to reduce the impact on peak or non-use times.</p>
012	Armagh Kihareka Putaranui	<p>Changes are required for me to support it.</p> <p>My concern is the heavy traffic ie trucks having a big impact on our village, school as marae, noise, speed and early hours.</p> <p>Oparure road.</p>	<p>Thank you for taking the time to respond.</p> <p>We are recommending the following:</p> <ul style="list-style-type: none"> • Change of speed limit – gated signs and red marking across the road with speed Limit signs • On approach to school – Gated Schools signs with supplementary “kura” plate with additional school marking on road. • Marae Signage (if not present)
013	Denise Marshall	<p>Yes, I support the approach of the Speed Management Plan.</p> <p><i>I would like to see big signs up and also have a painted strip saying kura. and also a painted strip saying marae on the roads.</i></p>	<p>Thank you for taking the time to respond.</p> <p>We are recommending the following:</p> <ul style="list-style-type: none"> • Change of speed limit – gated signs and red marking across the road with speed Limit signs • On approach to school – Gated Schools signs with supplementary “kura” plate with additional school marking on road. • Marae Signage (if not present)
014	Rangiwhiua Ngatai	<p>Yes, I support the approach of the Speed Management Plan.</p> <p>There are areas that could be considered to be reviewed and updated once all feedback is collated.</p> <p>Awakino (hill) road requires a review for the implementation of a gradual speed limit to 100km, 70km, 50km Waitete Road SH30 should also implement a gradual speed limit where the current 100km speed be changed to 70km. This will accommodate the marae crossing at the railway over bridge. All entrance ways should be the same and reflect Te Kumi road speed limits 100, 70, 50km.</p>	<p>Thank you for taking the time to respond.</p> <p>This section is located on a State Highway. The submitter will need to submit to Waka Kotahi when they undertake their own public consultation.</p>

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Submitter	Submitter name	Submission point	Analysis
015	Ronald Takerei	<p>Changes are required for me to support it.</p> <p>Due to the above reasons under marae. With regards to schools, I do support in principle and believe there is merit in dropping the speed limit, however each school should be judged individually and not generically assessed.</p> <p>Thank you for the opportunity to participate and the ease to put in a submission. process to follow.</p>	<p>Thank you for taking the time to respond. Each school has been assessed individually. But there is a legislative requirement to reduce schools to 30km/h in town and 60km/h for rural schools.</p>

Social Pinpoint Submissions

The below submissions are listed by submitters as they were submitted via the online engagement tool, Social Pinpoint. Rather than answering the submission questions, these comments were made directly onto a map, so relate to a specific location.

Number	Submitter	Comments	Analysis
17a	Devin Carruthers	This is out right ridiculous to drop the speed to 80. No need. Not dangerous or hard to drive at 100. Stop making this world soft.	Thank you for taking the time to respond. Waitomo District Council as a road controlling authority have a legal requirement to undertake a speed management process and at a minimum implement speed reductions at all schools located within its district.
17b	Jenelle Burnell	Troopers road should be reduced to 80km/hr. 'This road is to windy and is not engineered to properly manage vehicles travelling at 100km.	<p>Thank you for taking the time to respond. This round of speed management has generally focused on speed around schools and Marae.</p> <p>Waitomo District Council are required as a road controlling authority to undertake speed management reviews every three years, in the next review speeds will be reviewed in other areas in the roading network.</p>
17c	Roanald McKellar	From the Graymont Quarry to SH3 Vehicles are not going to be unable to pass lime truck & trailers on part of this road which has long straights & long uphill hauls, 80km as is current approaching marae and school is adequate any extension of 80km restriction is not warranted.	Thank you for taking the time to respond. Waitomo District Council as a road controlling authority have a legal requirement to undertake a speed management process and at a minimum implement speed reductions at all schools located within its district.
17d	Paul P	Rangitoto Road going to Te Kuiti meats should have maximum speed limit of 70 km/hr. I challenge anyone to drive the current limit of 100km/hr without slowing down to the meat plant. See if that's safe for you.	Thank you for taking the time to respond. This road and others can be considered during subsequent speed management reviews, the first round generally focused on school sites only.
17e	Tracey Rikihana	Signage advising motorist to reduce speed needed on the corner of Boddies and Oparure road. Cars speeding at 80km to 100km down the hill hit their brakes when they realise the corner is sharper than expected. There are at least 3 accidents on this corner every year and these can range from trucks carrying loads to motorcycle riders. The accidents cause minor to critical injuries, and there have been a fatality. These accidents also	<p>Thank you for taking the time to respond. We are recommending the following for Oparure Road from Fullerton Road through to Smart Pants:</p> <ul style="list-style-type: none"> • Change of speed limit (50km/h) – gated signs and red marking across the road with speed Limit signs. • On approach to school – Gated School signs with

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Number	Submitter	Comments	Analysis
		cause damage to the residents property.	<p>supplementary "kura" plate with additional school marking on road.</p> <ul style="list-style-type: none"> • Marae Signage (if not present).
17f	Nicole Cooper	Not necessary to make this road 80km/he. Leave the signage as It is.	Thank you for taking the time to respond. We have assessed Pukeroa Road, Tiki Road & Kiwi Street and have recommending to align the speed limits with the adjacent State Highway Limit.
17g	Mara Bebich	Agree with this speed reduction – query whether the speed should be reduced from the Waiharakeke bridge to the point for safety.	<p>Thank you for taking the time to respond. This round of speed management has generally focused on speed around schools and Marae.</p> <p>Waitomo District Council are required as a road controlling authority to undertake speed management reviews every three years, in the next review speeds will be reviewed in other areas in the roading network.</p>
17h	Kale Pompey	Fix the darn suitcase, the road is well used by the mine vehicles.	Thank you for taking the time to respond. This consultation has only focused on speed management, not the condition of existing roads, although this is a known issue there will be subsequent opportunities to discuss this going forward.
17i	Karl Scoble	The stretch of Rora Street through the township should be 30 – as the main road is in most towns/cities. People tend to just cross the road wherever and motorists are driving 30 most of the time anyway.	Thank you for taking the time to respond. This road and others can be considered during subsequent speed management reviews, the first round generally focused on school and Marae sites only.
17j	Te Wharekura O Maniapoto	This is to be a permanent 50km/h rather than a variable. It is currently variable now due to road works and drivers do not drive to conditions. We need a big green road sign up before Fullerton road to say is is 50km and Nau mai haere mai ki Oparure. Kura painted across the road. And also good road signs indicating there is a kura.	<p>Thank you for taking the time to respond.</p> <p>We are proposing the following treatment:</p> <ul style="list-style-type: none"> • Change of speed limit – gated signs and red marking across the road with speed Limit signs. • On approach to school – Gated Schools signs with supplementary "kura" plate with additional school marking on road. • Marae Signage (if not present).
17k	Mike Barnett	Please reduce the speed limit from 100 k in this area leading into the village to 80k to encourage vehicles to slow down as they enter the village – we have large stick trucks / Quarry trucks and logging trucks who speed through the village both side of our village have to endure speeding vehicles on a regular basis	Thank you for taking the time to respond. This round of speed management has generally focused on speed around schools and Marae.

Considerations

4.1 **RISK**

4.2 The Interim Speed Management Plan must be adopted by the Director of Land Transport by 29 March 2024, so must be adopted by Council within the current calendar year (2023).

4.3 **CONSISTENCY WITH EXISTING PLANS AND POLICIES**

4.4 There is no current Speed Management Plan. The development of this Interim Speed Management Plan is in line with current government policy and aligns with the others in the region.

Recommendation

5.1 It is recommended that Council receive the 27 written submissions, 16 of these were standard submissions received either online, via email or via post (Submission Numbers 1 to 16). 11 of these were via Social Pinpoint (Submission Numbers 17a to 17k).

Suggested Resolutions

- 1 The business paper on Speed Management Plan - Deliberation and Adoption be received.
- 2 Council receive and acknowledge submissions.
- 3 Council adopt the Interim Speed Management Plan with minor alterations including:
 - Change of Oparure Road to a fixed 50km/h Speed Limit from Fullerton Road through to Smart Plants.



RYAN STANLEY
ROADING PROFESSIONAL SERVICES



SHYAMAL RAM
GENERAL MANAGER – INFRASTRUCTURE SERVICES

20 November 2023

Separate Enclosures:

- 1 Consultation Document (A698626)
- 2 Submissions Booklet (A693517)
- 3 Interim Speed Management Plan (A698897)

Document No: A698820

Report To: Council



Meeting Date: 28 November 2023

Subject: Co-Lab – Update on programmes

Type: Information Only

Purpose of Report

- 1.1 The purpose of this business paper is to provide an update on WDC's participation in Co-Lab shared services and work programmes.

Background

- 2.1 Co-Lab is owned jointly by 12 Waikato Local Authorities including Waitomo. The key objectives of the company are to develop opportunities that create value to councils by either improving efficiency and effectiveness or the customer experience and to provide shared services to councils.
- 2.2 WDC participates in the majority of the principal initiatives operating under the Co-Lab umbrella and is also involved in a number of other work programmes and shared services provided through the Co-Lab partnership.

Commentary

- 3.1 Regular meetings are held for each of the initiatives and these meetings are attended by staff representatives appointed to the workstream or subject matter experts from each council. In addition to this the Shared Services Working Party also meets quarterly to enable collaboration across the councils, provide feedback on initiatives and to support the Co-Lab Board in achieving its objectives.
- 3.2 The following commentary provides a brief update from several of the various programmes underway with Co-Lab:
- 3.3 Co-Lab Learning (CLL)**
- 3.4 CLL provides for collaboration across councils, access to an online portal for eLearning, developing and delivering eLearning content, coordinating in-person and online live learning events and workshops.
- 3.5 During 2022/23 CLL was focused on building the new service, recruitment of the CLL team and establishing the online portal for council staff to access material and training information and modules. After an initial slow uptake, Co-Lab advise the momentum has increased significantly over recent weeks with council's engaging in and promoting the resources within their own councils.
- 3.6 Jenny Grace from CLL presented an overview of CLL to WDC staff in November which provided training on how to navigate the website and what resources are available to staff. Co-Lab arranged a Report Writing Workshop which was attended by 12 WDC staff and 31 modules of eLearning have been completed to date via the website.

3.7 Insurance Advisory Group (IAG)

3.8 WDC has been a member of the IAG since its inception in 2012. There are currently ten councils participating in the group and the benefits of membership include reduced premiums through greater buying power and continued reassessment of council's insurance requirements.

3.9 The insurance cover for participating councils was renewed on 1 November 2023. The general observation from insurance brokers is that the current conditions are the among worst conditions they have seen in the insurance market. Despite this IAG has a successful placement across its policies in part due to the relationship that has built over many years with the London markets. Due to the current market conditions and recent severe weather events and natural disasters that have impacted New Zealand, insurance premiums have increased significantly over the prior year. Staff expect final invoices and insurance schedules to be received this week from AON.

3.10 Communication Services

3.11 Co-Lab recruited a shared communication advisor to provide a dedicated resource for Co-Lab and WDC. Jessica Judge has recently been appointed and commenced in her role in mid-September, working two days a week for WDC on specific communications projects. It was noted that there had been an increase in workload for the communications department at WDC, so this resource has provided some much needed support to the Leader – Communications and Engagement.

3.12 Procurement Services

3.13 A number of smaller councils identified that they needed a resource to offer procurement and tendering advice, to mentor and train council staff, compliance reviews and monitoring of procurement performance. Co-Lab recruited a shared resource to work across three councils (including Waitomo) to provide this expertise.

3.14 Lynn Moore was initially in the role of Procurement Advisor and provided this support one day a week to Waitomo. Lynn has relocated to the South Island and Co-Lab has recently recruited Jayne Signal to replace Lynn. Jayne commenced her role with Co-Lab last week and will be onsite in the coming weeks to meet with WDC staff.

3.15 Under the procurement service umbrella, a Professional Services Panel (PSP) was set up in 2019 to provide participating councils easy and compliant access to consultancy services for council work related to infrastructure and development. There are currently around 170 approved PSP suppliers who were established through a competitive open tender process consistent with NZ Government procurement framework and were evaluated by the PSP evaluation team for inclusion in the panel.

3.16 The PSP panel is due for renewal by 31 July 2024 which includes approaching the market and evaluation of the suppliers for inclusion in the new panel. The project to renew the PSP is currently underway, representatives from each council will be included in the evaluation teams for the new panel.

3.17 Asset valuations

3.18 The Asset Valuation workstream aims to establish a consistent, robust, and efficient asset valuation process, standardising inputs for the process (guidance, valuation report templates, rates, and useful lives) building resilience in the region (potentially helping with resourcing) and working towards the collaborative procurement for asset valuation services.

3.19 WDC staff attended a workshop in early November to establish an understanding of existing processes, process mapping and templates for asset valuations. A further workshop in December will look at datasets and database functionality.

3.20 Customer Digital Enablement (CDE)

3.21 The CDE programme aimed to deliver a platform to deliver digital services to councils communities with the initial focus project on engagement with communities on waste minimisation and managing waste sustainability. Co-lab went to market for registrations of interest however councils ultimately were unable to align their digital strategies. This project has been formally closed as there was not enough interest from councils to progress to the next stage of procurement at this time.

3.22 Strategic Direction review

3.23 Co-Lab management and Board have been working to establish Co-Lab's strategic direction over the next 3-5 years and this includes creating a new framework for measuring the benefits to councils of regional collaboration. The framework is being developed to include agreed methodologies for measuring specific benefits and calculating value.

3.24 Over the last two months Co-Lab staff have met with the leadership teams across all Waikato councils including Waitomo to obtain feedback on the framework value categories of reducing costs, creating value, and enabling innovation and change.

Suggested Resolution

The business paper on Co-Lab - Update on Programmes be received.



TINA HITCHEN
CHIEF FINANCIAL OFFICER

19 November 2023

Document No: A698374

Report To: Council



Meeting Date: 28 November 2023

Subject: Riskpool Update on Winding Up – Advising of Call

Type: Information Only

Purpose of Report

- 1.1 The purpose of this business paper is to brief Council on a letter received from Riskpool advising of a call on its members.

Background

- 2.1 Riskpool is a mutual liability fund that offered public liability and professional indemnity cover to its members from 1 July 1997 to 30 June 2017, a total of twenty years. At its peak, Riskpool provided cover to 82 out of a possible 85 district, unitary and regional councils.
- 2.2 Riskpool ceased to offer cover from 1 July 2017, as support from the sector had dropped, particularly from larger councils, and without good support Riskpool could not offer competitively priced cover and risk management services. Riskpool has now been in run-off mode for over 5 years. It is expected that Riskpool will remain in run off for a further 3-5 years.
- 2.3 Riskpool is governed by a trust deed, with cover provided for members via a series of pooled funds. Riskpool's trustee is able to call on its member councils for financial support for each of Riskpool's funds, commonly referred to as "calls". Riskpool members (including Waitomo District Council) paid an interim call in July 2019 with Riskpool then advising that it expected to make a final call prior to wind up.
- 2.4 At 15 August 2023 Committee meeting, the Audit and Risk Committee was briefed on the progress on the winding up of Riskpool in light of the Supreme Court's decision to dismiss Riskpool's appeal to decline a claim for both weathertightness and non-weathertightness defects. As a result of the court decision, there is a liability for non-weathertightness defects, discovered with a weathertightness claim.
- 2.5 A contingent liability disclosure for the obligation of future call(s) was included in its 2022/23 Annual Report, however no provision was able to be made due to the uncertainty of the amount and timing at that time.
- 2.6 On 10 November 2023, a letter was received from Riskpool providing a further update on the winding up process. This letter is attached to, and forms part of, the business paper.

Commentary

- 3.1 Riskpool has advised that it has quantified its liability in relation to the Napier Waterfront Apartments claim and the understanding of the liability in relation to other similar mixed defect claims. Some of the claims involve late notification issues which have yet to be resolved.

- 3.2 In aggregate over all fund years, Riskpool has incurred more in claims and expenses than it has received from its members. The Riskpool Board has resolved to make a call on its members to pay a contribution to fund the deficits for Fund Years 7, 10, 11 and 12 totalling \$12.884 million.
- 3.3 The amount of the call attributed to WDC is \$51,383 + GST, which is payable by 20 December 2023. This is an unbudgeted item that will be incurred in the 2023/24 year and will be funded by operational reserves. From a cash perspective, we apply surplus cash funds from operational reserves to reduce the need to borrow externally, by drawing on the reserve to fund this expenditure, it has the effect of increasing external borrowing.
- 3.4 The letter provides a summary of the final process that will be followed before final windup, in particular:
- Continue to operate Riskpool until all claims are settled.
 - Issuing further calls upon members for Fund Years still in deficit. The quantum of future calls depending on the outcome of the late notification issues in respect of outstanding mixed defect claims and reinsurers' position.
 - For Fund Years in surplus either returning the funds to members or offsetting against later Fund Years in deficit.
- 3.5 A further update will be provided to Council once Riskpool work through the remaining claims and provide advice to members on future calls.

Suggested Resolution

The business paper on Riskpool Update on Winding Up - Advising of Call be received.



WAYNE LA ROCHE
ASSET ACCOUNTANT



TINA HITCHEN
CHIEF FINANCIAL OFFICER

19 November 2023

Attachment: Letter from Riskpool – Update on Winding Up (Advising of Call) (A698385)

10 November 2023

Ben Smit
Waitomo District Council
PO Box 404
TE KUITI 3941 bens@waitomo.govt.nz

Riskpool: Update on Winding Up

Dear Ben

On 2 August and 5 September 2023, we advised that we were still working through a complex pathway to understand what the future liability will be for Members following the Supreme Court's dismissal of Riskpool's appeal in the Napier Waterfront Apartments claim.

Since then, Riskpool has been able to quantify its liability in relation to that claim and has a better understanding of its potential liability in relation to other similar mixed defect claims. As previously advised, some of those claims involve late notification issues which have yet to be resolved. We are still waiting on confirmation from reinsurers that they will provide reinsurance cover for any of these claims.

In the meantime, Riskpool has carried out a review of its current and future liabilities, which has involved considering the deficits for previous Fund years.

By way of background, cover under the Riskpool Scheme was arranged on a Fund Year basis from 1 July to 30 June. Members made an initial contribution to cover estimated claims and expenses arising from the Fund Year, with any deficits to be funded by further calls upon Members in proportion to their initial contribution. Any surplus can either be returned to Members or rolled into a future Fund Year.

In aggregate, over all Fund years, Riskpool has incurred more in claims and expenses (before allowing for claims provisions) than has been received as contributions and calls from Members. This has been funded by a loan from Civic Financial Services. In addition, there is more to be paid in respect of currently open claims (including the Napier Waterfront Apartments claim) spread across a few different Fund Years.

The Board has resolved to make a call on Members to pay a contribution to fund the deficits for Fund years 7, 10, 11 and 12, being:-

- Fund Year 7 - \$6.166 million
 - Fund Year 10 - \$3.051 million
 - Fund Year 11 - \$1.126 million
 - Fund Year 12 - \$2.541 million
- Total \$12.884 million¹**

¹ Deficits have been calculated based on the deficit before allowance for claims provisions.

Riskpool's actuaries, Melville Jessup Weaver have calculated the required contribution from each Member for those Fund years.

The amount of the call for Waitomo District Council will be \$51,383.00 (excl GST) as calculated in the table attached to this letter. This is payable on 20 December 2023 (or earlier if you wish). An invoice from Riskpool for this amount is attached.

Once Riskpool has met the short-term needs noted above there will be a process of finalising each Fund Year. This will entail:

- Continuing to operate Riskpool until all claims are settled.
- Issuing further calls upon members for Fund Years still in deficit. The quantum of future calls will depend on the outcome of the late notification issues in respect of outstanding mixed defect claims and reinsurers' position.
- For Fund Years in surplus either:
 - Returning funds to members, or
 - Offsetting against later Fund Years in deficit.

If you have any questions, please contact Charlie Howe, phone (04) 978 1257.

Yours sincerely



Charlie Howe
CEO Civic Financial Services Ltd



Marty Grenfell
Chair of LGMFT (Riskpool)

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Member	2003/04 Fund Year 7		2006/07 Fund Year 10		2007/08 Fund Year 11		2008/09 Fund Year 12		Total
	Initial Contribution	2023 call	Initial Contribution	2023 call	Initial Contribution	2023 call	Initial Contribution	2023 call	2023 call (excl GST)
Waitomo District Council	\$27,775.00	\$26,290.00	\$30,640.16	\$10,858.00	\$32,200.00	\$4,722.00	\$23,000.00	\$9,513.00	\$51,383.00

Document No: A698915

Report To: Council



Meeting Date: 28 November 2023

Subject: **Financial Report - period ended 30 September 2023**

Type: Information Only

Purpose of Report

- 1.1 The purpose of this business paper is to provide an overall progress report on WDC's financial activities for the period ended 30 September 2023.

Background

- 2.1 The financial report provides financial oversight and accountability of Council's financial performance in delivering core services to the Waitomo District and community. It presents an overview of council operations for the period including significant variance commentary against year to date budget and updates on significant capital expenditure projects.
- 2.2 A copy of the Financial Report for the period ending 30 September 2023 is enclosed separately and forms part of this business paper.

Commentary

3.1 INCOME STATEMENT HIGHLIGHTS

- 3.2 The net operating surplus of \$1.9 million was \$0.7 million more than budget for the period ended 30 September 2023.

- 3.3 Total revenue was \$0.1 million less than budget for the period ended 30 September 2023. The variance against budget is due to:

- Rates revenue was below budget for metered water.
- Fees and charges were less than forecast for lease and rental revenue, quarry royalties revenue and solid waste revenue due to reduced waste tonnages.

- 3.4 Total expenditure was \$0.8 million less than budget for the period ended 30 September 2023. The variance against budget is due to:

- Other expenditure was below budget for rates and penalty remissions, district plan development expenditure, sludge disposal expenditure and solid waste operations.
- Depreciation is tracking less than budget for the quarter as depreciation on newly constructed assets has yet to be accounted for.
- Finance costs are tracking less than budget for the quarter as interest rates are slightly less than was assumed in the annual plan.

3.5 BALANCE SHEET HIGHLIGHTS

- 3.6 Total assets increased by \$1.3 million since 30 June 2023 to \$698.4 million. This included an increase in receivables for Waka Kotahi subsidy and rates receivables. There was also an increase in non-current assets for assets additions less depreciation charged on property, plant and equipment.

- 3.7 Total liabilities decreased by \$0.5 million since 30 June 2023 to \$35.7 million. This included an increase in borrowings of \$1.5 million to \$29.7 million and a reduction in other liabilities of \$2 million mostly for general payables and retention monies since 30 June 2023.
- 3.8 **CAPITAL EXPENDITURE**
- 3.9 Capital expenditure was \$3.4 million for the period ended 30 September 2023, against a full year revised budget of \$33.8 million. Included in the full year revised budget is \$10.9 million of capital budgets unspent in the prior year that has been carried over to allow for the planned projects to continue and \$0.4 million of re-phased Better Off project expenditure.
- 3.10 Total roads capital expenditure for the quarter was \$2.6 million, against a full year revised budget of \$19.3 million. Roads and footpaths capital expenditure accounts for \$16.7 million of the unspent capital expenditure programme.
- 3.11 Commentaries on the significant projects within the capital works programme are included under each area in the attached Financial Report.

Suggested Resolutions

The business paper on the Financial Report for the period ending 30 September 2023 be received.



TINA HITCHEN
CHIEF FINANCIAL OFFICER

Attachment: Financial Report for the period ended 30 September 2023 (A698936)

FINANCIAL REPORT

FOR THE PERIOD 1 JULY 2023 TO 30 SEPTEMBER 2023



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INTRODUCTION

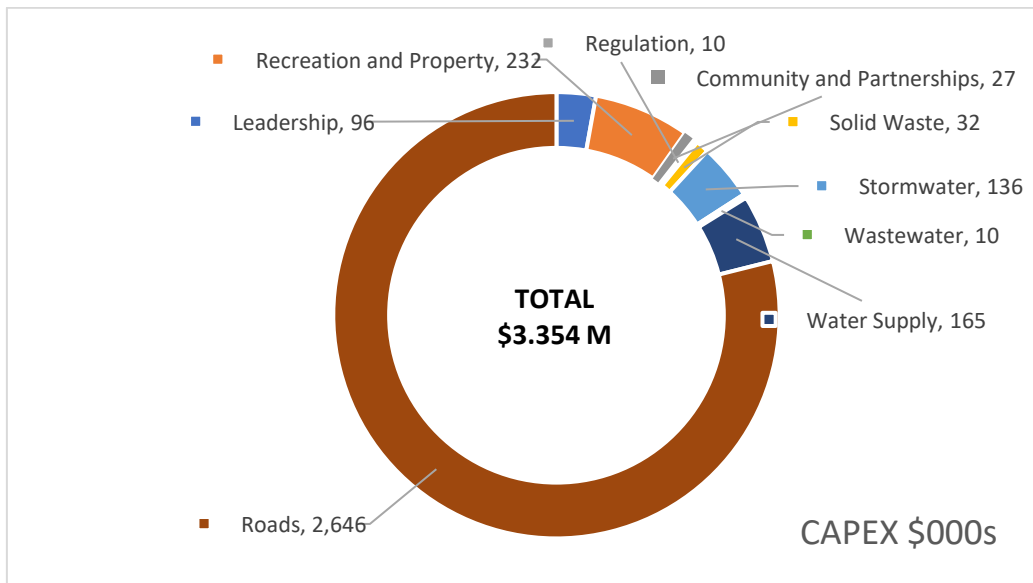
The 2021-31 10 Year Plan (10YP) was adopted in June 2021. It sets out outcomes we aim to deliver for our community, through the activities we undertake. Council also uses Activity/Asset Management Plans to outline the detailed work programme and further communicate an annual programme of work at a high level through the Annual Plans 2022/23 and 2023/24.

Progress on the 10YP and Annual Plans are reported back to the community at the year-end through Council's Annual Reports.

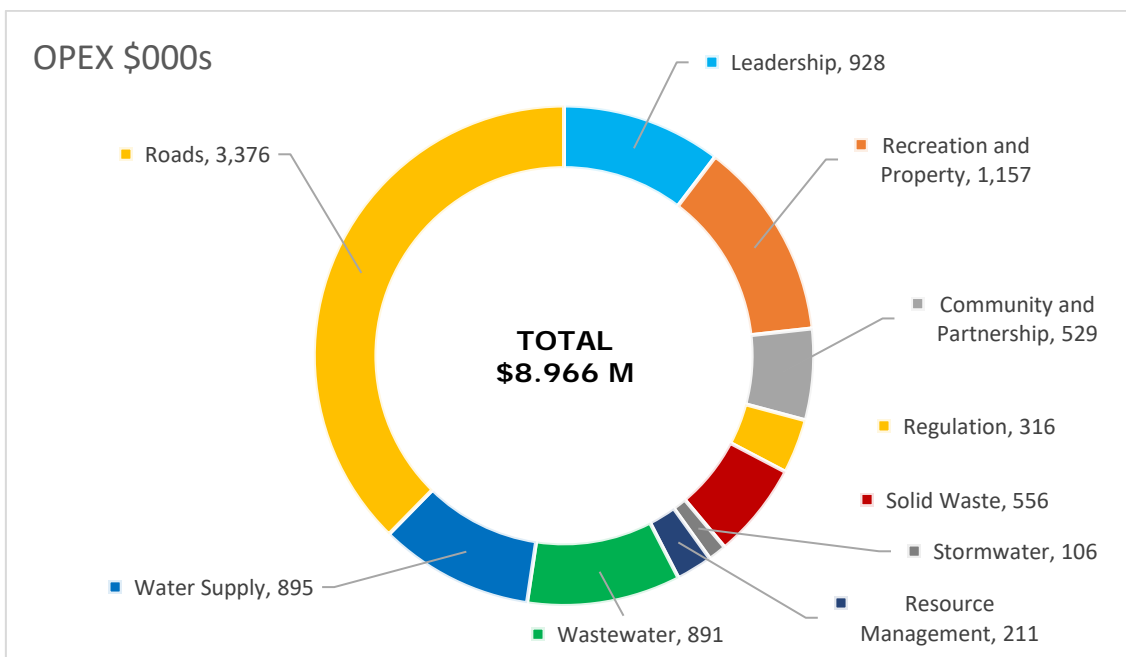
The purpose of this report is to provide high-level financial update of these Council activities for the period July 2023 to September 2023.

SUMMARY

CAPITAL EXPENDITURE SUMMARY AS AT 30 SEPTEMBER 2023



OPERATIONAL EXPENDITURE SUMMARY AS AT 30 SEPTEMBER 2023



FINANCIALS

All figures in the tables, except percentages, are expressed in thousands of dollars (\$000s). Budgets referred to as revised includes the 2023/24 budget, carryovers and any additional budgets approved. All figures are the interim unaudited results and subject to change as the draft annual report is finalised and through the audit process.

INCOME STATEMENT HIGHLIGHTS

Set out below is the summary of financial information for the period ending 30 September 2023 (A cost of service statement and commentary on significant variances can found within each Group of Activities).

WHOLE OF COUNCIL \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(21,249)	(22,520)	(22,519)	(5,717)	(5,818)	(102)	A
Subsidies and Grants	(16,902)	(16,177)	(16,565)	(3,893)	(3,913)	(19)	B
Interest Revenue	(84)	(15)	(15)	(17)	(3)	14	C
Fees and Charges	(7,836)	(4,514)	(4,555)	(1,128)	(1,172)	(44)	D
Other Revenue incl Gains/Losses	(474)	(241)	(243)	(72)	(65)	8	
Total Revenue	(46,545)	(43,467)	(43,897)	(10,828)	(10,970)	(143)	1%
Operating Expenditure							
Other Expenditure	32,095	30,052	30,575	6,293	7,046	753	E
Depreciation	8,975	9,470	9,470	2,315	2,368	53	F
Finance Costs	1,307	1,628	1,627	358	407	49	G
Total Operating Expenditure	42,378	41,150	41,673	8,966	9,820	855	9%
Net (Surplus)/Deficit	(4,167)	(2,317)	(2,224)	(1,862)	(1,150)	712	-62%

Net Operating result: The net operating surplus of \$1.9 million was \$0.7 million more than budget for the period ended 30 September 2023.

Total Revenue was below budget by \$0.1 million:

- A Rates revenue is below budget for metered water revenue.
- B Subsidy revenue from Waka Kotahi was less than budget. As capital expenditure was less for the period, the associated subsidy was also below budget.
- C Fees and charges were less than forecast for lease and rental revenue, quarry royalties revenue and solid waste revenue due to reduced waste tonnages.

Total Operating Expenditure was less than forecast by \$0.8 million:

- D Other expenditure was below budget for rates and penalty remissions, district plan development expenditure, sludge disposal expenditure and solid waste operations.
- E Depreciation is tracking less than budget for the quarter as depreciation on newly constructed assets has yet to be accounted for.
- F Finance costs are tracking less than budget for the quarter as interest rates are slightly less than was assumed in the annual plan.

BALANCE SHEET HIGHLIGHTS

Balance Sheet highlights presented below shows the movement in Council's financial position from 1 July 2023 to 30 September 2023.

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BALANCE SHEET HIGHLIGHTS (Amounts in \$000's)	Actual Position 30 Jun 2023	Actual Position 30 Sep 2023	Movement from 30 Jun 2023
Assets			
- Cash and cash equivalents	1,552	606	(946)
- Receivables	5,224	6,565	1,341
- Other current assets	431	431	0
- Other financial assets	11,475	11,473	(2)
- Non-current assets	678,428	679,342	914
TOTAL ASSETS	697,110	698,416	1,307
Liabilities			
- Other Liabilities	8,020	6,008	(2,011)
- Total Borrowings	28,260	29,715	1,455
- Derivative financial instruments	0	0	0
Total Liabilities	36,280	35,723	(557)
Equity			
- Equity	660,831	662,693	1,864
TOTAL LIABILITIES AND EQUITY	697,110	698,416	1,307

Total Assets have increased from \$697.1 million to \$698.4 million.

- Cash and cash equivalents have reduced by \$0.9 million to \$0.6 million.
- Receivables increased by \$1.3 million since 30 June 2023 from \$5.2 million to \$6.6 million mostly due to Waka Kotahi subsidy receivable and rates receivable.
- Non-current assets have increased by \$0.9 million, which includes asset additions of \$3.4 million, less depreciation of \$2.3 million and asset disposals of \$0.2 Million.

Total Liabilities have decreased from \$36.3 million to \$35.7 million.

- Other liabilities decreased by \$2.0 million for general payables and retention monies owing.
- Total borrowings were \$29.7 million, an increase of \$1.5 million from June 2023, due to the call advance of \$1.5 million being drawn.

Total equity increased from \$660.8 million to \$662.7 million, which equals the net surplus of \$1.9 million and a minor transfer from revaluation reserve on the disposal of some water assets.

CAPITAL EXPENDITURE

Set out below is the Capital Expenditure summary for the period ended 30 September 2023.

(Amounts in \$000's)	Annual Plan	Plus Carryover from prior year	Plus Rephased BoF Projects	Revised Budget	YTD Actual	Var - Actuals vs Revised Budget
Leadership	1,136	285	0	1,421	96	1,325
Recreation and Property	1,208	395	372	1,975	232	1,743
Community and Partnerships	0	27	0	27	27	0
Regulation	20	14	0	34	10	24
Solid Waste	3,877	0	0	3,877	32	3,845
Stormwater	475	158	0	633	136	497
Wastewater	643	303	0	945	10	936
Water Supply	5,238	319	0	5,558	165	5,393
Roads	9,919	9,434	0	19,353	2,646	16,706
Total	22,516	10,935	372	33,823	3,354	30,469

The capital expenditure budget was revised to incorporate carryovers from the 2022/23 year of \$10.9 million and re-phasing of the Better Off capital projects of \$0.4 million.

The total revised capital expenditure budget 2023/24 is now \$33.8 million.

The significant project budgets carried over from the prior year includes emergency reinstatement and Cyclone Dovi renewals of \$5.5 million, roads minor improvements of \$1.2 million, pavement rehabilitation of \$0.9 million and structural bridge and components renewals of \$0.8 million; Te Kuiti water resilience project, Carroll Street stormwater remedial work and the Te Waitere wastewater soakage field project.

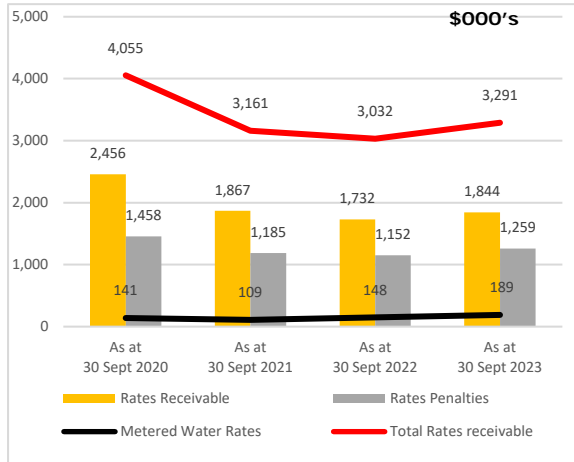
Total actual capital expenditure was \$3.4 million for the period ended 30 September 2023, of which \$2.6 million (79%) relates to Roads and Footpaths and \$0.2 million relates to Recreation and Property.

Further detail on the significant capital expenditure projects is included within each Group of Activities.

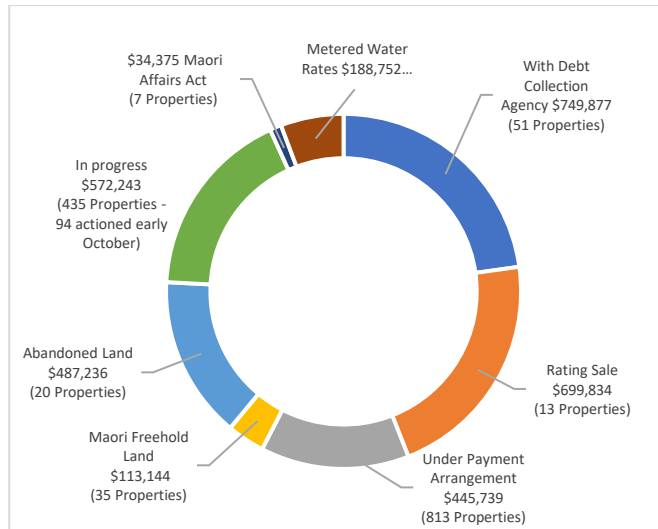
RATES RECEIVABLES

TOTAL RATES RECEIVABLES

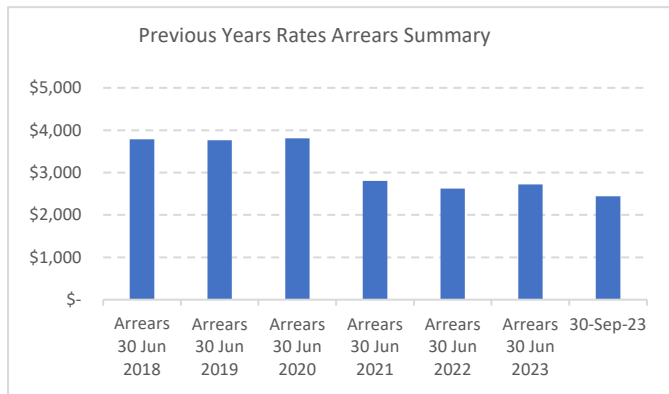
Set out below is the summary of Rates Receivables as at 30 September 2023.



RATES ARREARS AS AT 30 SEPTEMBER 2023



PREVIOUS YEARS RATES ARREARS SUMMARY*



*excludes metered water rates

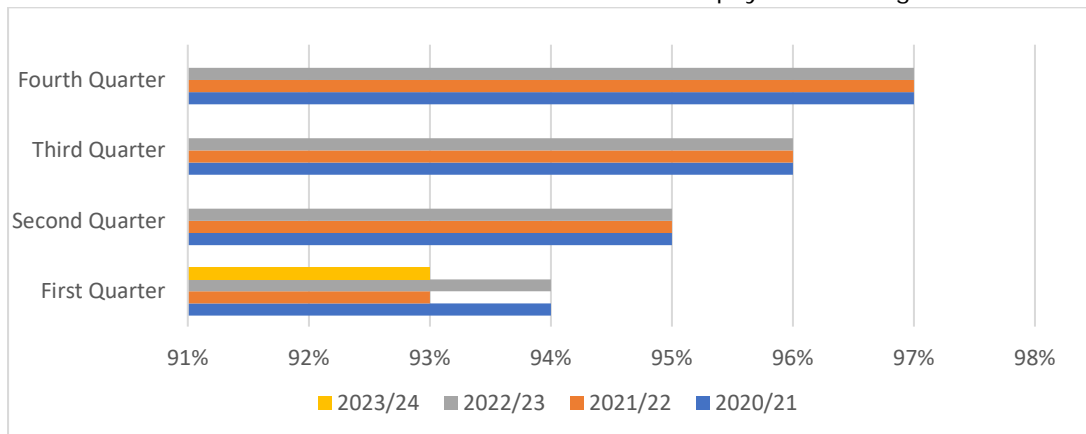
Progress:

The first quarter of the 2023/2024 rating year has been a busy one for the rates department, with a renewed focus on debt management.

A Debt Management Action Plan has been put in place to allow us to focus on the areas of greatest need and to be able to easily track progress in all areas of debt management.

This resulted in 14 more properties being referred to DMC and a further 80 properties being sent a final notice to pay or enter into an approved payment arrangement. Pleasingly, we have already had a number of these ratepayers contact us regarding payment arrangements.

RATES INSTALMENT COLLECTION TRACKER



LEADERSHIP

FINANCIAL UPDATE

LEADERSHIP \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(3,746)	(3,786)	(3,786)	(1,122)	(1,112)	10	A
Subsidies and Grants	(334)	(61)	(61)	(1)	0	1	
Interest Revenue	(83)	(15)	(15)	(17)	(3)	14	B
Fees and Charges	(72)	(104)	(104)	(6)	(26)	(20)	C
Other Revenue incl Gains/Losses	(171)	0	0	(3)	0	3	D
Total Revenue	(4,407)	(3,965)	(3,965)	(1,150)	(1,141)	9	-1%
Operating Expenditure							
Other Expenditure	3,155	3,723	3,882 ¹	676	760	83	E
Depreciation	617	738	738	170	184	15	F
Finance Costs	216	249	249	82	62	(19)	G
Total Operating Expenditure	3,988	4,710	4,869	928	1,006	79	8%
Net (Surplus)/Deficit	(420)	745	904	(222)	(134)	88	-65%

Variance comments:

- A Rates penalties revenue was more than forecast.
- B Interest revenue was more than budget, with favourable bank rates for cash held in the operating account and contracts retentions funds account.
- C Fees and charges were below budget for royalties for council owned quarries.
- D A contribution was received to fund maintenance at Brook Park.
- E Other expenditure was below budget for risk management programme expenditure and cloud migration costs. This was partly offset by insurance costs that were more than forecast.
- F Depreciation is tracking less than budget due to the delay in the delivery of replacement fleet vehicles.
- G Finance costs attributed to the Leadership activity were more than forecast, however this is mostly offset by additional interest revenue.

¹ The revised budget includes a carryover of \$159,000 for the continuation of the project management implementation.

CAPITAL EXPENDITURE

LEADERSHIP \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Information Systems Improvements	61	61	0	61	
Customer Service Centre Refurbishment	0	58	4	54	A
Administration Building Renewals	38	44	38	6	B
Administration Building Renovations	358	358	25	333	C
Aerial Photography	50	50	0	50	
Furniture Minor Renewals	5	36	0	36	
Information Systems Renewals	342	482	29	453	D
Motor Vehicle and Equipment Replacements	240	291	0	291	E
Quarry Safety Improvements	41	41	0	41	
Total Capital Expenditures	1,136	1,421	96	1,325	93%

Variance comments:

The revised budget includes carryover budgets of \$285,000.

- A Includes a carryover of \$58,000 for the customer service centre refurbishment.
- B A carryover of \$6,000 is included for the replacement of faulty air conditioning units at the WDC building.
- C Actuals to date include consultants fees for the administration building project.
- D Includes a carryover of \$140,000 to continue the building access security renewal project for WDC facilities. Renewals actuals to date also include the purchase of computer and hardware equipment. This includes IT fitout costs (cabling) and cabling for i-Site.
- E Fleet replacements includes a carryover of \$51,000 for mower replacements. Due to the ongoing supplier delays, there is no certainty as to when delivery will be made.

COMMUNITY AND PARTNERSHIPS

FINANCIAL UPDATE

COMMUNITY AND PARTNERSHIP \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(1,633)	(1,690)	(1,690)	(424)	(423)	1	
Subsidies and Grants	(821)	(910)	(853) ²	(221)	(165)	56	A
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(8)	(4)	(4)	0	(1)	(1)	
Other Revenue incl Gains/Losses	0	0	0	0	0	0	
Total Revenue	(2,461)	(2,604)	(2,547)	(646)	(589)	56	-10%
Operating Expenditure							
Other Expenditure	2,187	2,595	2,538 ³	527	713	186	B
Depreciation	6	4	4	3	1	(2)	
Finance Costs	0	0	0	0	0	0	
Total Operating Expenditure	2,193	2,599	2,542	529	714	184	26%
Net (Surplus)/Deficit	(268)	(5)	(5)	(116)	125	241	193%

Variance comments:

- A Subsidies and grants revenue was more than budget due to additional revenue of \$50,000 received from Waitomo Arotahi Kahi Ako (Waitomo Principal collective) for Rangatahi Pathways. This is additional funding to help fund the programme for Y8-13 students.
- B Other expenditure was below budget due to the timing of actuals against budget for rates and penalty remissions, Mayors Taskforce for Jobs recovery programme expenditure and Better Off Rangatahi Pathways project expenditure.

CAPITAL EXPENDITURE

COMMUNITY PARTNERSHIPS \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Waitomo Bikes in Schools	0	27	27	0	A
Total Capital Expenditures	0	27	27	0	0%

Variance comments:

- A Included is a carryover of \$27,000 for the Waitomo Bikes in Schools project which has now been completed. This project has been fully funded by grant revenue.

² The revised budget includes the rephasing of the Better Off subsidy revenue to align to the forecast expenditure for the Better Off projects.

³ The revised budget includes the rephasing of the Better Off projects expenditure to reflect the current project timelines.

RECREATION AND PROPERTY

FINANCIAL UPDATE

RECREATION AND PROPERTY \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(3,540)	(3,863)	(3,863)	(969)	(966)	4	
Subsidies and Grants	(2,821)	(748)	(1,234) ⁴	(48)	(133)	(85)	A
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(4,463)	(635)	(635)	(97)	(132)	(35)	B
Other Revenue incl Gains/Losses	(57)	0	0	0	0	0	
Total Revenue	(10,880)	(5,245)	(5,731)	(1,114)	(1,231)	(116)	9%
Operating Expenditure							
Other Expenditure	7,302	3,743	3,856 ⁵	767	739	(28)	C
Depreciation	1,317	1,456	1,456	358	364	6	
Finance Costs	117	172	172	32	43	10	
Total Operating Expenditure	8,736	5,371	5,484	1,157	1,146	(12)	-1%
Net (Surplus)/Deficit	(2,145)	126	(247)	43	(85)	(128)	151%

Variance comments:

- A Subsidies and grants revenue was below budget due to the timing of actuals against budget for the Better Off Walkways project.
- B Fees and charges were below budget for rental and lease revenue due mostly to the timing of actual revenue received against budget.
- C Other expenditure was more than budget for condition assessment report of council owned buildings, building repairs and maintenance costs for Redwood Flats and other property and silviculture costs for forestry (funded by proceeds from harvest). These expenditures were partly offset by unspent track strategy budget.

⁴ The revised budget includes the rephasing of the Better Off subsidy to align to the forecast expenditure for the Better Off projects and the carryover of funding from NZ Library Partnership Programme.

⁵ The revised budget includes the rephasing of the Better Off projects expenditure to reflect the current project timelines and the expenditure for NZ Library Partnership Programme.

CAPITAL EXPENDITURE

RECREATION AND PROPERTY \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
BoF Benneydale Hall Parking Area	53	74	0	74	A
BoF Town Gateways	213	213	0	213	B
BoF Walkways	119	471	42	429	C
Motakiora/ Brook Park Renewals	53	53	17	36	D
Parks and Reserves Improvements	119	161	0	161	E
Aerodrome Minor Renewals	55	71	0	71	F
Aquatic Centre Pool Resurfacing and Painting	140	140	0	140	G
Landfill Forestry Planting	30	30	20	10	H
Les Munro Air Conditioning Unit Replacement	175	252	82	170	I
Library Book Renewals	48	48	5	43	
Minor Renewals	142	362	67	295	J
Parks and Reserves Renewals	60	101	0	101	K
Total Capital Expenditures	1,208	1,975	232	1,743	88%

Variance comments:

The revised budget includes carryover budgets of \$767,000.

- A Included in the revised budget is the rephasing of Town Amenity Projects of \$21,000. Improvements of the Benneydale Hall parking area project is underway. The project is due to be completed by the end of June 2024, and is fully funded by Better Off funding.
- B Town Gateways project is in its initial phase and will be fully funded by Better Off funding.
- C Included in the revised budget is a carryover of \$352,000 for the Walkways project. The Walkways project continues with track development of Motakiora/Brook Park to Lawrence Street, with work starting along the Esplanade. Currently WDC is waiting on a resource consent from Waikato Regional Council to start the work on the Esplanade. The project is fully funded by Better off Funding and is expected to be completed by 30 June 2024.
- D Actuals to date relate to Brook Park development for capping of track with metal and installation of a retaining wall.
- E The revised budget includes carryover of \$42,000 for Te Nau Nau Reserve Road project which is currently on hold, awaiting consultation with Mana Whenua before proceeding.
- F The revised budget includes carryover of \$16,000 for aerodrome runway renewals.
- G The pool resurfacing and painting is due to be completed in the next quarter.
- H The landfill forestry planting project is underway with planting and scrub cutting at the site.
- I Includes a carryover budget of \$77,000. Actuals to date relate to the installation of the HVAC package at the Les Munro Centre. The work is expected by end of January 2024.
- J Includes a carryover budget of \$90,000 for Te Kuiti toilet renewals, \$79,000 for Tui Park improvements and \$51,000 for improvements to safety and useability of the skatepark. Actuals to date include dog pound renewals and fencing at Tui Park, repairs to the boom gate at Te Kuiti Holiday Park, and Rora Street toilet upgrades. New picnic tables were also purchased for Rora Street, Te Kuiti.
- K Includes a carryover budget of \$41,000 for playground renewals and also forecast expenditure for jetty renewals.

REGULATORY SERVICES

FINANCIAL UPDATE

REGULATORY SERVICES \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(948)	(876)	(876)	(220)	(219)	1	
Subsidies and Grants	0	0	0	0	0	0	
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(450)	(556)	(557)	(239)	(238)	0	
Other Revenue incl Gains/Losses	(10)	(16)	(16)	0	0	0	
Total Revenue	(1,408)	(1,449)	(1,449)	(458)	(457)	1	0%
Operating Expenditure							
Other Expenditure	1,285	1,543	1,543	313	387	74	A
Depreciation	12	12	12	3	3	0	
Finance Costs	0	0	0	0	0	0	
Total Operating Expenditure	1,297	1,556	1,556	316	390	74	19%
Net (Surplus)/Deficit	(111)	107	107	(142)	(67)	75	-113%

Variance comments:

- A Other expenditure was below budget for legal expenses for environmental health, animal and building control, environmental health and animal control contractor costs, and earthquake prone building expenditure.

CAPITAL EXPENDITURE

REGULATORY SERVICES \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Dog Pound Renewals	20	34	10	24	A
Total Capital Expenditures	20	34	10	24	72%

Variance comments:

- A Actuals to date relate to renewal work for the Dog Pound to install stormwater drainage points to existing downpipes and concrete work at the pound.

RESOURCE MANAGEMENT

FINANCIAL UPDATE

RESOURCE MANAGEMENT \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(436)	(417)	(417)	(105)	(104)	0	
Subsidies and Grants	0	0	0	0	0	0	
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(153)	(215)	(215)	(31)	(31)	0	
Other Revenue incl Gains/Losses	0	0	0	0	0	0	
Total Revenue	(589)	(632)	(632)	(136)	(135)	1	-1%
Operating Expenditure							
Other Expenditure	918	1,198	1,198	199	299	101	A
Depreciation	0	0	0	0	0	0	
Finance Costs	41	65	65	12	16	4	
Total Operating Expenditure	959	1,262	1,262	211	316	105	33%
Net (Surplus)/Deficit	370	630	630	75	181	106	58%

Variance comments:

- A Other expenditure was less during the period for consultancy services, legal and general expenses for the District Plan development. Due to the involved and complex nature of this project. It is not unexpected to have variations in the timing of expenditure.

PROJECTS AND PROGRAMME UPDATES

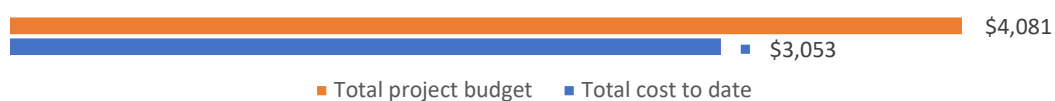


Programme Summary: A review of the Operative Waitomo District Plan in accordance with statutory requirements.

The Proposed Waitomo District Plan (PDP) must be legally robust and provide guidance for long term resource management issues in the District and is inherently complex with many associated workstreams. This project will continue through 2023/24.

Progress: The summary of submissions was notified on 6 July 2023 with the submission period closing on 28 July 2023. A total of 28 further submissions were received. Staff will now begin drafting the hearing reports with the aim of commencing the hearings mid-2024.

District Plan Development Total Project Costs to date...



Next steps: Draft hearing reports and hearings.
End date: Mid 2024

SOLID WASTE

FINANCIAL UPDATE

SOLID WASTE \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(1,111)	(1,439)	(1,439)	(362)	(363)	(1)	
Subsidies and Grants	0	0	0	0	0	0	
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(1,660)	(2,057)	(2,057)	(389)	(514)	(125)	A
Other Revenue incl Gains/Losses	(103)	(85)	(85)	(26)	(21)	5	
Total Revenue	(2,874)	(3,581)	(3,581)	(777)	(898)	(121)	13%
Operating Expenditure							
Other Expenditure	2,711	3,199	3,199	503	628	125	B
Depreciation	103	113	113	28	28	1	
Finance Costs	119	126	126	25	32	6	
Total Operating Expenditure	2,932	3,439	3,439	556	688	132	19%
Net (Surplus)/Deficit	58	(143)	(143)	(221)	(210)	11	-3%

Variance comments:

- A Revenue received at the landfill was less for general refuse charges as waste volumes deposited at the landfill were reduced. Rubbish bag sales revenue was also less than forecast due to the timing of the revenue against budget.
- B Other expenditure was below budget mainly for waste minimisation levy expenditure and landfill operations expenditure.

CAPITAL EXPENDITURE

SOLID WASTE \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Te Kuiti Transfer Station Improvements	27	27	0	27	
New Cell Development and Gas Flaring Equipment	3,730	3,730	0	3,730	A
Resource Consent Compliance improvements	85	85	25	60	B
Transfer Station Renewals	35	35	7	29	C
Total Capital Expenditures	3,877	3,877	32	3,845	99%

Variance comments:

- A The cell development and gas flaring equipment project is currently on hold pending the review of landfill operations.
- B Expenditure on improvements to meet resource consent conditions included the installation of flow meters at Te Kuiti Landfill.
- C Minor transfer station renewals expenditure to date includes installation of catchpits and stormwater pipe work at the weighbridge.

STORMWATER

FINANCIAL UPDATE

STORMWATER \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(479)	(508)	(508)	(128)	(127)	1	
Subsidies and Grants	0	0	0	0	0	0	
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(4)	0	0	0	0	0	
Other Revenue incl Gains/Losses	0	0	0	0	0	0	
Total Revenue	(483)	(508)	(508)	(128)	(127)	1	-1%
Operating Expenditure							
Other Expenditure	213	309	309	40	77	37	A
Depreciation	252	257	257	63	64	1	B
Finance Costs	7	15	15	3	4	1	
Total Operating Expenditure	472	580	580	106	145	39	27%
Net (Surplus)/Deficit	(12)	72	72	(21)	18	39	219%

Variance comments:

- A Other expenditure was below budget for open drain maintenance and planned maintenance expenditure. Losses on disposal of assets were also recognised.

CAPITAL EXPENDITURE

Stormwater \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Stormwater Improvements	240	388	1	387	A
Stormwater Discharge Resource Consent Renewals	40	40	0	40	
Stormwater Renewals	195	205	135	70	B
Total Capital Expenditures	475	633	136	497	78%

Variance comments:

The revised budget includes a carryover of \$148,000 for Carroll Street remedial works, \$10,000 for Rural Stormwater renewals.

- A Work is still to be started on the Carroll Street remedial works, as Stormwater assessments are being completed.
- B Actuals to date relate to Cambridge Excavators (Camex) work along Edward Street for installing a new stormwater main. The work was completed in August 2023.

WASTEWATER

FINANCIAL UPDATE

WASTEWATER \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(1,993)	(2,368)	(2,368)	(594)	(605)	(10)	
Subsidies and Grants	0	0	0	0	0	0	
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(827)	(776)	(776)	(315)	(205)	110	A
Other Revenue incl Gains/Losses	0	0	0	0	0	0	
Total Revenue	(2,820)	(3,144)	(3,144)	(909)	(810)	100	-12%
Operating Expenditure							
Other Expenditure	2,385	2,831	2,831	571	717	146	B
Depreciation	1,110	1,038	1,038	265	259	(6)	
Finance Costs	206	250	250	55	62	8	
Total Operating Expenditure	3,701	4,119	4,119	891	1,039	147	14%
Net (Surplus)/Deficit	881	975	975	(18)	229	247	108%

Variance comments:

- A Fees and charges were more than budget as additional revenue was recognised for trade waste relating to January to June 2023 period.
- B Other expenditure was below budget mostly for sludge disposal costs.

CAPITAL EXPENDITURE

Wastewater \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Minor Improvements	16	16	0	16	
Sludge Removal improvements	100	100	0	100	
Resource Consent Renewals	43	43	0	43	
Resource Consent Vegetation Planting	17	17	0	17	
Treatment Plant Renewals	105	192	4	188	A
Reticulation Renewals	362	498	6	492	B
Te Waitere Wastewater	0	80	0	80	C
Total Capital Expenditures	643	945	10	936	99%

Variance comments:

The revised budget includes carryover budgets of \$302,000.

- A Included in the revised budget is \$87,000 for Te Kuiti SCADA and telemetry and Maniaiti/Benneydale minor plant renewals.
- B Included in the revised budget is \$136,000 for continuation of the two year project for Alexandra and Seddon Streets reticulation renewal.
- C Include in the revised budget is \$80,000 carryover for the continuation of the Te Waitere renewal and extension of the soakage field project that was delayed in the prior year due to wet weather.

WATER SUPPLY

FINANCIAL UPDATE

WATER SUPPLY \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(2,888)	(3,092)	(3,092)	(668)	(768)	(100)	A
Subsidies and Grants	0	0	0	(94)	0	94	B
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(16)	(2)	(2)	(5)	(1)	5	C
Other Revenue incl Gains/Losses	0	0	0	0	0	0	
Total Revenue	(2,904)	(3,094)	(3,094)	(766)	(768)	(2)	0%
Operating Expenditure							
Other Expenditure	2,812	2,193	2,193	596	547	(49)	D
Depreciation	912	969	969	230	242	12	E
Finance Costs	268	333	333	69	83	14	F
Total Operating Expenditure	3,992	3,495	3,495	895	873	(22)	-3%
Net (Surplus)/Deficit	1,088	401	401	128	104	(24)	-23%

Variance comments:

- A Metered water revenue was below budget.
- B Subsidy revenue was recognised to fund Three Water transition costs.
- C Connection fees revenue were received for Te Kuiti and Piopio.
- D Other expenditure was above forecast due mostly to operations and maintenance costs, electricity, SCADA maintenance expenditure and chemicals. Losses on disposal of assets were also recognised.
- E Depreciation was below budget as work in progress assets from last year are still to be capitalised.
- F Interest costs are tracking less than budget for the quarter.

CAPITAL EXPENDITURE

Water Supply \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Other Improvements	5	5	0	5	
Te Kuiti Resilience of Supply Improvements	4,693	4,975	55	4,920	A
Minor Renewals	78	78	0	78	
Reticulation Renewals	363	363	96	267	B
Treatment Plant Renewals	99	116	4	112	C
Resource Consent Renewals	0	21	10	11	D
Total Capital Expenditures	5,238	5,558	165	5,393	97%

Variance comments:

The total revised budget includes carryover budgets of \$320,000.

- A The revised budget for Te Kuiti Water resilience project includes \$282,000 of carryover budget. Actuals to date relate to scope of the project with consultants working on the structural assessment, geotechnical investigation, and site survey.
- B Actuals to date relate to Cambridge Excavators work along Bulter and Lusk Streets for the replacement of water pipes as part of the Te Kuiti reticulation planned and unplanned renewals.
- C Includes a carryover of \$17,000 in the revised budget for Piopio water plant renewals.
- D Includes a carryover of \$21,000 for Piopio water resource consent renewals.

ROADS AND FOOTPATHS

FINANCIAL UPDATE

ROADS AND FOOTPATHS \$000's	Actual 2022/23	Annual Plan	Revised Budget	YTD Actual	YTD Revised Budget	Var to YTD Revised Bud	%Var and Note Ref
Revenue							
Rates	(4,474)	(4,481)	(4,481)	(1,124)	(1,132)	(8)	
Subsidies and Grants	(12,926)	(14,458)	(14,458)	(3,530)	(3,615)	(84)	A
Interest Revenue	0	0	0	0	0	0	
Fees and Charges	(184)	(165)	(165)	(46)	(26)	20	B
Other Revenue incl Gains/Losses	(134)	(140)	(140)	(43)	(43)	0	
Total Revenue	(17,717)	(19,244)	(19,244)	(4,744)	(4,816)	(72)	2%
Operating Expenditure							
Other Expenditure	9,134	8,718	9,025 ⁶	2,102	2,180	78	C
Depreciation	4,647	4,883	4,883	1,195	1,221	26	D
Finance Costs	334	418	418	79	105	25	E
Total Operating Expenditure	14,114	14,019	14,326	3,376	3,505	129	4%
Net (Surplus)/Deficit	(3,603)	(5,224)	(4,917)	(1,368)	(1,311)	57	-4%

Variance comments:

- A Subsidies and grants revenue was less than budget as road renewal expenditure was less than YTD forecast. Renewal works have been tendered and physical works is about to commence.
- B Fees and charges were more than forecast for the timing of actual revenue against budget for the contribution received towards roads maintenance.
- C Other expenditure was below budget for traffic services, structures maintenance and street cleaning. These expenditures were offset in part by sealed and unsealed maintenance expenditure that was above forecast.
- E Depreciation is tracking less than budget for the quarter as depreciation on new road assets has not yet commenced as those assets are still under construction. This reduced depreciation is offset in part, by an increase in depreciation for existing road assets, which has increased due to 30 June 2023 revaluation. The increase in depreciation for existing assets is forecast to be \$0.2 million more than budget for the full financial year.
- D Interest costs are tracking less than budget for the quarter.

⁶ The revised budget includes carryover of \$307,000 for the truck parking project on SH3 Mokau.

CAPITAL EXPENDITURE

Roads \$000's	AP 2024	Revised Budget 2024	YTD Actuals	Var to Revised Budget	%Var and Note Ref
Footpaths and Road to Zero Improvements	291	470	356	114	A
Unsubsidised Road Improvements	106	149	12	137	B
Bridge and Bridge Structures Replacement	656	1,498	563	934	C
Cyclone and Wet Weather Reinstatements	5,066	10,567	1,091	9,476	D
Other Road Renewals	750	2,642	163	2,479	E
Pavement Rehabilitation Renewals	1,201	2,121	79	2,042	F
Sealed Surfacing Renewals	1,128	1,153	33	1,121	G
Unsealed Road Metalling Renewals	638	671	349	321	H
Unsubsidised Road Renewals	83	83	0	83	
Total Capital Expenditures	9,919	19,353	2,646	16,707	86%

Variance comments:

The total revised budget of \$19.3 million includes \$9.4 million of carryover budgets.

- A Footpath renewals are underway, with works expected to be completed prior to Christmas.
- B Included in unsubsidised roads capital is part of the Mokau truck parking project. The majority of the total project of \$350,000 is recognised in operations as it relates to the state highways, however \$50,000 of minor costs (signage and footpath) are recognised in capital. This project has been initiated and currently on hold due to the wet winter season. Work scheduled to resume in early September.
- C Construction has commenced in August and approximately 50% completed. The balance will be completed post-Christmas due to delays in the resource consent. Drainage renewals are underway, there is a portion of this funding that has been allocated to the pavement rehabilitations projects which have been deferred to 2023/24.
- D View Terrace and Kopaki Road retreat have been completed. The four sites on Mangatoa Road have commenced construction. The Taumatotara West Road contract has also commenced and will be completed in 2023/24. This is the extent of the year one Cyclone Dovi works. Year two works designs are being completed and works are to commence post-Christmas.
- E Bulk of the minor improvement works have been awarded to contractors and are about to commence construction. Plan to complete expenditure before the end of the financial year. The site that was included as part of the pavement rehabilitations was deferred to 2023/24. Taharoa Flooding Section (\$900k) was also deferred with the pavement rehabilitation.
- F/G All projects for Sealed Road Pavement Rehabilitation have been tendered and awarded, works are either complete or underway. Waimiha and Taharoa Road rehabilitation sites are programmed to start October 1 onwards. Pavement reseals are booked in to start post-Christmas.
- H The physical work of the Unsealed Road Metalling is ongoing to be completed by Inframax Construction Ltd.