

WAITOMO DISTRICT COUNCIL

MINUTES OF A MEETING OF THE WAITOMO DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, QUEEN STREET, TE KUITI ON TUESDAY 31 MARCH 2015 AT 9.00AM

PRESENT: Mayor Brian Hanna, Deputy Mayor Guy Whitaker, Council Members Phil Brodie, Terry Davey, Allan Goddard, Sue Smith and Lorrene Te Kanawa

IN ATTENDANCE: Mike Maquire and Dede Downs (Sport Waikato); Kiri Goulter (Hamilton Waikato Tourism); Gordon Hewston (Tourism Holdings Ltd);

Chief Executive; Executive Assistant; Group Manager – Customer Services (for part only); Economic Development Officer (for part only); Group Manager – Community Services (for part only) and Environmental & Regulatory Services Leader (for part only); and

1.	Council Prayer	File 037/003
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2.	Deputation: Sport Waikato – Six Monthly Report	File 400/141B
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Mike Maguire, General Manager and Dede Downs, Waitomo Coordinator for Sport Waikato were in attendance at 9.00am and presented the Sport Waikato Six Month Report via PowerPoint Presentation.

The Economic Development Officer entered the meeting at 9.14am.

Kiri Goulter, Hamilton and Waikato Tourism and Gordon Hewston Tourism Holdings Ltd entered the meeting at 9.17am.

Resolution

The Deputation from Sport Waikato – Six Monthly Report be received.

Whitaker/Smith Carried

Mike Maquire and Dede Downs (Sport Waikato) left the meeting at 9.28am.

3.	Deputation – Hamilton and Waikato Tourism Limited: Six Monthly Report to December 2014	File 400/180A
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Kiri Goulter, Chief Executive of Hamilton and Waikato Tourism (HWT) was in attendance and presented the Hamilton and Waikato Tourism Six Month Report via PowerPoint Presentation.

The Economic Development Officer left the meeting at 9.46am.

Resolution

The Deputation from Kiri Goulter of Hamilton and Waikato Tourism be received.

Brodie/Te Kanawa Carried

Kiri Goulter, Hamilton and Waikato Tourism; Gordon Hewston, Tourism Holdings Ltd and the Group Manager – Customer Services left the meeting at 10.14am.

The meeting adjourned for morning tea at 10.14am and reconvened at 10.35am.

4. Declarations of Member Conflicts of Interest	File 037/051A
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No Declarations were made.

5. Confirmation of Minutes – 24 March 2015	File 037/040B
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Resolution

The Minutes of the Waitomo District Council meeting of 24 March 2015, including the Public Excluded Minutes, be confirmed as a true and correct record.

Goddard/Whitaker Carried

6. Verbal Reports: Individual Councillor Roles and Responsibilities	File 037/040A
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Individual Council Members provided verbal reports in respect to Councillor appointed Roles and Responsibilities.

Cr Brodie

Healthy Rivers Stakeholder Workshop
State Highway 3 Working Party
Ken Perry Presentation

Cr Te Kanawa

Tere Waitomo Community Trust AGM
(Cr Te Kanawa has resigned from the Trust, replaced by Cr Smith)

Cr Smith

Tere Waitomo Community Trust AGM

Deputy Mayor Whitaker

Tatsuno Students Visit

The Group Manager – Community Services entered the meeting at 10.40am.

Mayor Hanna

Tatsuno Students Visit to Waitomo
 (Special thanks to Donna Macdonald and Jennie Brodie for assistance)
 Visit to Tatsuno (9 Students plus 10 Adults)
 Waipa Stakeholders Breakfast
 Healthy Rivers Community Stakeholder Group Workshop
 Drop-in Session on Wednesday 15 April at Otorohanga
 Tere Waitomo Community Trust AGM (doubled as LTP Consultation Meeting)
 Waitomo Structure Plan (prepared by Becca) nominated for Awards and is in
 finals. WDC to sponsor two attendees to attend the Award Ceremony
 Otorohanga District Development Board – Youth Support Programme
 Meeting scheduled for Wednesday 1 April 2015
 Hangatiki Intersection Site Visit with NZTA Site Manager (on target to complete
 by first week of May)
 Timber Trail Advisory Group
 Maraeroa Road sealing to be taken up with NZTA
 Interview Panel for Area Commander
 Te Kuiti Voluntary Fire Brigade Awards
 Te Kuiti High School Gym Project Steering Committee

Resolution

The Verbal Reports from Council Members be received.

Brodie/Te Kanawa Carried

7.	Progress Report: Rural Halls	File 401/Halls
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Council considered a progress report on the disposal of Benneydale, Mokauiti and Kopaki Halls and to establish teams to work through the disposal process.

The Group Manager – Community Services expanded verbally on the business paper and answered Members' questions.

Resolution

- 1 The Progress Report: Rural Halls Disposal (Benneydale, Mokauiti and Kopaki Halls) be received.
- 2 Pursuant to S.16(1) of the Reserves Act 1977, and a delegation from the Minister of Conservation dated 12 June 2013, the Benneydale Hall property be classified as Local Purpose (public hall) Reserve.
- 3 Pursuant to S.12(2)(a) of the Local Government Act 2002, the improvements located on the Benneydale Hall property be sold to Benneydale Hall Incorporated for the sum of one dollar (\$1.00)
- 4 Pursuant to S.61(2A) of the Reserves Act 1977, the Benneydale Hall property be leased to Benneydale Hall Incorporated for a term of 33 years with one right of renewal, with the lease rental being one dollar (\$1.00) subject to other terms and conditions as identified in the lease document.

Goddard/Whitaker Carried

The Group Manager – Community Services left the meeting at 11.00am.

8.	Financial Report for the period ended 28 February 2015	File 100/018B
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Council considered a business paper presenting the Financial Report for the period ended 28 February 2015.

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

Resolution

The business paper on the Financial Report for the eight months ended 28 February 2015 be received.

Davey/Whitaker Carried

9.	Feedback on Local Government Funding Review	File 064/001E
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Council considered a tabled business paper presenting feedback provided to Local Government New Zealand (LGNZ) on the Local Government Funding Review.

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

Resolution

- 1 The business paper Feedback on Local Government Funding Review be received.
- 2 Council endorse the feedback sent to LGNZ by the closing date of 27 March.

Brodie/Goddard Carried

10.	Otorohanga District Development Board – Reporting against Service Level Agreement	File 092/015A
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Council considered a business paper presenting the Otorohanga District Development Board's (ODDB) January 2015 report against the Key Performance Indicators contained in the Service Level Agreement (SLA).

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

The Group Manager – Customer Services and Environmental & Regulatory Services Leader entered the meeting at 11.18am.

Resolution

The business paper on Otorohanga District Development Board – Reporting against Service Level Agreement be received.

Smith/Te Kanawa Carried

11. Progress Report: Freedom Camping Monitoring	File 306/001A
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Council considered a business paper providing an update on the monitoring activities initiated after Council's decision in relation to Freedom Camping on 25 November 2014.

The Group Manager – Customer Services expanded verbally on the business paper and answered Members' questions.

Resolution

The Progress Report: Freedom Camping Monitoring be received.

Davey/Te Kanawa Carried

12. Progress Report: Psychoactive Substances Monitoring	File 037/000B
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Council considered a business paper providing a brief on the results of the monitoring of the situation as per its decision on 29 October 2014 in relation to the development of a Psychoactive Substances Policy.

The Group Manager – Customer Services expanded verbally on the business paper and answered Members' questions.

Resolution

- 1 Progress Report: Psychoactive Substances Monitoring be received.
- 2 Council agree to defer its decision on the development of a Local Approved Products Policy and continue to monitor the situation.

Smith/Whitaker Carried

13. Draft Submission on Proposed Amendments to the National Environmental Standards for Telecommunications Facilities	File 097/001E
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Council considered a business paper on the proposed comments to be provided to the Ministry for the Environment regarding the proposed widening scope of the National Environmental Standards on Telecommunication Facilities to include newly developed telecommunications facilities.

The Group Manager – Customer Services and Environmental & Regulatory Services Leader expanded verbally on the business paper and answered Members' questions.

Resolution

- 1 The business paper on proposed amendments to the National Environmental Standards for Telecommunication Facilities be received.
- 2 Council confirm support to submit the response (Doc No. 359634) to the Ministry for the Environment stating that Council is in favour of the proposed new National Environmental Standards for Telecommunication Facilities and approves the draft submission for lodgement.

Smith/Whitaker Carried

14. Progress Report: Review of Land Transport Bylaw File 306/001A

Council considered a business paper on the revised process for review of the Land Transport Bylaw following the public consultation period.

Resolution

The Progress Report: Review of Land Transport Bylaw be received.

Goddard/Te Kanawa Carried

15. Progress Report: Road Map Work Programme File 037/048B
Monthly Monitoring Schedule

Council considered a business paper presenting the monthly update on progress against the Road Map Work Programme adopted by Council on 26 August 2014.

The Executive Assistant expanded verbally on the business paper and answered Members' questions.

Resolution

The Road Map Monitoring Schedule as at 31 March 2015 be received.

Te Kanawa/Smith Carried

16. Motion to Exclude the Public File 037/043

Council considered a business paper pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987 giving Council the right by resolution to exclude the public from the whole or any part of a meeting on one or more of the grounds contained within that Section.

Resolution

- 1 The public be excluded from the following part of the proceedings of this meeting.
- 2 Council agree that the following staff, having relevant knowledge, remain

Chris Ryan, Chief Executive
 Michelle Higgie, Executive Assistant
 Helen Beever, Group Manager – Customer Services
 Elsa Du Toit, Environmental & Regulatory Services Leader

- 3 The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Section 48(1) grounds for this resolution
1. Progress Report: Wool Storage Facility	7(2)(a) To protect the privacy of natural persons, including that of deceased natural persons;	48(1)(a)
2. Progress Report: Te Maika Zone	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
3. AA Driver and Vehicle Licensing Agency Agreement	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
4. Progress Report: Health and Safety Systems	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
5. Inframax Construction Ltd and Independent Roadmarkers Taranaki Ltd – Half Annual Reports to 31 December 2014	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
6. Inframax Construction Ltd and Independent Roadmarkers Taranaki Ltd – draft Statement of Intent	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
7. Progress Report: WMF Work Streams – Waikato Spatial Plan	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
8. Progress Report: Mayoral Forum Work Streams and Regional Shared Service Initiatives	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)

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 or Section 6, Section 7 or Section 9 of the Official Information Act 1982 as the case may require are listed above.

Goddard/Smith Carried

There being no further business the meeting closed at 12.06pm

Dated this day of 2015.

BRIAN HANNA
MAYOR

Confidential

Confidential

Confidential

Document No: 360419

File No: 100/018B

Report To: Council**Meeting Date:** 28 April 2015**Subject:** **Quarterly Financial and Non-financial Report for the Nine Months ended 31 March 2015****Purpose of Report**

- 1.1 The purpose of this business paper is to present the Financial and Non-financial Report for the nine months ended 31 March 2015.

Local Government Act S.11A Considerations

- 2.1 There are no considerations relating to Section 11A of the Local Government Act in regards to this business paper.
- 2.2 This business paper is intended to enable oversight and accountability of Council's financial performance in delivering core services to the Waitomo District and community.

Background

- 3.1 The period covered by this report is 1 July 2014 to 31 March 2015.
- 3.2 The order of the report is as follows:
- **Summary Income Statement** with comments detailing significant variances to Exceptions Annual Plan 2014/15 on Council's operating performance for the year to 31 March 2015.
 - **Summary Balance Sheet** with comments detailing significant balance sheet movements from 1 July 2014 to 31 March 2015.
 - **Capital Expenditure** summary with commentary on material variances of expenditure for the year compared with the Exceptions Annual Plan 2014/15.
 - **Treasury Management** which reports on the Public Debt position, cash reserves and significant treasury transactions.
 - **Cost of Service** Statement Summary and Cost of Service Statements for Council's ten significant activities are presented in **Appendix 1**.
 - **Balance Sheet** as at 31 March 2015 is presented in **Appendix 2**.
 - **Treasury Report** from Bancorp Treasury Services Ltd, Council's treasury management advisors is presented in **Appendix 3**.
 - **Quarterly Non-financial Performance** report for the nine months ending 31 March 2015 is presented in **Appendix 4**.
- 3.3 All figures in the tables, except percentages, are expressed in thousands of dollars (\$000s).

Financial Report to 31 March 2015**4.1 INCOME STATEMENT HIGHLIGHTS**

- 4.2 Set out below is the summary of financial information for the nine months to 31 March 2015. Detailed Cost of Service Statements are attached as **Appendix 1**.

FINANCIAL HIGHLIGHTS	Actual	EAP Budget	YTD Budget	YTD Actual	Variance	%
(Amounts in \$1000's)	2013/14	2014/15	Mar 2015	Mar 2015	Mar 2015	Variance
Total Expenditure						
- Direct Operating	12,471	12,007	8,837	9,220	383	
- Indirect Operating	11,982	14,031	10,428	8,938	(1,490)	
Total Expenditure	24,453	26,038	19,265	18,158	(1,107)	-6%
Total Revenue						
- Operating Revenue	(11,147)	(10,860)	(7,600)	(8,203)	(603)	
- Rates Revenue	(17,297)	(17,749)	(13,384)	(13,414)	(30)	
Total Revenue	(28,444)	(28,609)	(20,984)	(21,617)	(633)	3%
Net Operating Cost/(Surplus)	(3,991)	(2,571)	(1,719)	(3,459)	(1,740)	101%
Other Comprehensive Income						
- Revaluation of Property, plant and equipment	(2,112)	0	0	0	0	
- Revaluation of Available for Sale Assets	(2,600)	0	0	0	0	
- Gains/Losses from Cash Flow Hedges	(383)	0	0	0	0	
Total Other Comprehensive Income	(5,095)	0	0	0	0	
Total Comprehensive Income for the Year	(9,086)	(2,571)	(1,719)	(3,459)	(1,740)	101%

4.3 **Net Operating Cost/ (Surplus):** The net operating surplus was \$1,740,000 more than the year to date budget for the 2014/15 financial year.

4.4 **Operating Expenditure** was 6% (\$1,107,000) less than budget forecast for the period ended 31 March 2015.

- Direct Operational expenditure was \$383,000 more than budget. The main contributors to this variance in order of magnitude are:
 - **Water Supply:** \$400,000 more than budget for the period. Operational and maintenance costs for the water treatment plant and reticulation system were more than budget for Te Kuiti, Piopio and Mokau, with the main contributor being higher than budgeted direct costs of operation and maintenance carried out by the contractor. The additional expenditure included in direct costs is mostly offset by reduced expenditure in indirect expenditure.
 - **Sewerage:** \$150,000 more than budget. Additional costs were required for materials and routine maintenance in the Te Kuiti network during the period. This included increased pipeline maintenance for Williams, Edwards and Hill Streets in Te Kuiti. In addition to this expenditure on chemicals was more than forecast. As with Water Supply, higher direct costs than budgeted are a result of operation and maintenance contract costs. Again the additional direct expenditure for contracted operations and maintenance is offset by reduced expenditure in indirect expenditure.
 - **Community Development:** \$85,000 more than budget. This was mainly due to application of rates remissions for current year rates and historic rates arrears on multiple owned unproductive Maori Freehold land. These remissions were applied on behalf of the owners who cannot be located.

These over expenditures were offset by reduced expenditure in:

- **Community Service:** \$98,000 less than budget. This was due mainly to repairs and maintenance budgets remaining unspent during the period. These costs are only incurred on an as needed basis. Expenditure on Safety is also less than budget due to costs for the Fire Group establishment and Civil Defence programme not yet being spent.
 - **Roads and Footpaths:** \$80,000 less than budget. Expenditure was less than budget for both unsealed and sealed road maintenance; however this is offset by more being spent on emergency reinstatement and environmental maintenance.
- Indirect expenditure is \$1,490,000 less than budget and is made up of the following three components:
 - **Allocated Costs:** \$417,000 less than forecast. The main driver for the variance is timing of actual expenditure against budget for organisational resourcing requirements, vehicles costs and information services costs. The budget also assumed that operation and maintenance resourcing for Water Supply, Sewerage and Stormwater would be brought in house. To date this transfer has been partially implemented with the reticulation work still being carried out by the contractor.
 - **External Interest:** \$499,000 less than forecast. The first reason for this is that the budget assumed interest rate of 5.75% while the weighted average interest rate applicable during the year has been around 5.38% and has further decreased to 5.19%. The other reason is that interest rate was based on 1 July 2014 projected public debt of \$53 million while the actual public debt at that date was \$44 million due to capital expenditure for the 2013/14 year being less than forecast.
 - **Depreciation:** \$574,000 less than forecast and there are three significant contributors to this variance.
 - Depreciation for the Te Kuiti waste water treatment plant assets which were capitalised during 2013/14 was less than that assumed in the EAP 2014/15 budget. Detailed componentisation is still to be completed which could lead to depreciation charged being different to what it is currently.
 - Depreciation for road assets was \$157,000 less than budget for the nine months. This was due largely to the road revaluation at 30 June 2014. The outcome of the revaluation determined the annual depreciation on existing assets to be \$2,956,000, which is \$209,000 less than forecast. This variance will decrease by year end due to depreciation on current year asset additions. Historically this amount has been between \$80,000 and \$100,000.
 - The third significant contributor is due to the timing of capital expenditure for the Te Kuiti Water Treatment Plant upgrade. The EAP 2014/15 budget was prepared on the basis that significant capital expenditure would be completed in the 2013/14 year and the assets would be depreciating in the 2014/15 year.

4.5 **Total Revenue** was \$633,000 more than forecast for the period ended 31 March 2015.

- Operating Revenue was \$603,000 more than forecast. The main contributors to this variance in order of significance are:
 - **Community Services:** \$756,000 more than forecast due to receipt of the grant revenue of \$553,000 from the Lotteries Grant Board for the

restoration of the Railway Buildings. A further Trust Waikato donation of \$38,000 was also received for this project. Contributions to capital works from The Cottage for their share of car park renewal, from the Piopio Hall committee for their contribution to works carried out at Piopio Hall, and lease revenue for Speedies Road Hydro project also contributed to this variance.

- **Sewerage:** \$711,000 more than forecast from Trade Waste revenue which is significantly more than forecast due to high volumes and nutrient loadings of discharge from the larger trade waste users.

This was offset by reduced revenue received for:

- **Roads and Footpaths:** \$962,000 less than forecast due to less than forecast subsidy revenue because the capital expenditure is less than what was expected for year to date.
- **Solid Waste** \$74,000 less than forecast. This was due to reduced levels of waste being deposited at the landfill which has resulted in less revenue being received.

5.1 **BALANCE SHEET HIGHLIGHTS**

- 5.2 Balance Sheet highlights presented below show the movement in Council's financial position from 30 June 2014 to 31 March 2015. The complete Balance Sheet is attached as **Appendix 2**.

BALANCE SHEET HIGHLIGHTS (Amounts in \$1000's)	Actual Position 30 June 2014	Actual Position 31 Mar 2015	Movement from 30 June 2014
Assets			
- Cash and cash equivalents	955	3,097	2,142
- Debtors and Other Receivables	5,258	4,802	(456)
- Other current assets	103	103	0
- Other financial assets	3,389	3,389	0
- Non-current assets	320,005	321,512	1,507
- Derivative financial instruments	409	409	0
TOTAL ASSETS	330,119	333,312	3,193
Liabilities			
- Other Liabilities	5,472	3,838	(1,634)
- Total Borrowings	44,865	46,233	1,368
- Derivative financial instruments	171	171	0
Total Liabilities	50,508	50,242	(266)
Public Equity			
- Public Equity	279,611	283,070	3,459
TOTAL LIABILITIES AND EQUITY	330,119	333,312	3,193

- 5.3 **Total Assets** have increased from \$330 million to \$333 million.

- Cash and cash equivalents have increased by \$2,142,000 from \$955,000 to \$3,097,000. The increase in cash held was due to additional trade waste revenue received, unbudgeted grants for the railway building (as detailed in 4.5 above). In addition to this roads pavement rehabilitation work was not spent due to delays in obtaining environmental consents.
- Debtors and Other Receivables decreased by \$456,000 from \$5,258,000 to \$4,802,000. The decrease is due to the decrease in GST receivable of \$396,000 and subsidy receivable for Roads and Footpaths reducing by \$361,000. This is offset by an increase in rates receivable of \$306,000.

Included also within the Receivables balance is subsidy due from the Ministry of Health for the Mokau raw water storage dam, work is continuing to finalise the claim and receipt of this receivable is expected before December 2015.

- Non-current assets have increased by \$1,507,000. The increase is due to the net effect of asset additions of \$5,607,000, less depreciation of \$4,004,000 and asset disposals of \$96,000.

5.4 **Total Liabilities** have decreased from \$50,508,000 to \$50,242,000.

- Other Liabilities have decreased by \$1,634,000 due to a general reduction in Creditors and other payables and retention monies held at 31 March 2015.
- Total Borrowings increased by \$1,368,000. This increase was due to the net effect of some key factors being - issue of \$5,000,000 floating rate note, part payment of Westpac Term Advance of \$3,697,000, increase in accrued interest by \$11,000 (due to the timing of interest settlements) and draw down of \$50,000 from the Call advance facility.

5.5 **Public Equity** increased from \$279,611,000 by \$3,459,000 which equals the net operating surplus for the nine months to March.

6.1 **CAPITAL EXPENDITURE**

6.2 Set out below is the Capital Expenditure Budget for the year compared to actual expenditure for the nine months ended 31 March 2015.

CAPITAL EXPENDITURE SUMMARY	EAP Budget	Actual	Variance
(Amounts in \$1000's)	2014/15	YTD Mar 2015	2014/15
Community Service			
- Parks and Reserves	107	120	13
- Housing and Other Property	874	934	60
- Recreation and Culture	304	37	(267)
- Public Amenities	79	226	147
Community Development			
- Youth Engagement	0	0	0
Regulation			
- Animal Control	0	7	7
Solid Waste Management			
- Landfill Management	901	366	(535)
Stormwater			
- Te Kuiti Stormwater	349	148	(201)
- Rural Stormwater	5	0	(5)
Sewerage			
- Te Kuiti Sewerage	515	201	(314)
- Te Waitere Sewerage	5	5	0
- Benneydale Sewerage	65	3	(62)
- Piopio Sewerage	0	7	7
Water Supply			
- Te Kuiti Water	1,540	882	(658)
- Mokau Water	80	135	55
- Piopio Water	65	20	(45)
- Benneydale Water	3	0	(3)
Roads and Footpaths			
- Subsidised Roads	4,923	2,189	(2,734)
- Non subsidised Roads	340	41	(299)
Corporate Support			
- Corporate Support	683	286	(397)
- Internal Services Unit	0	0	0
TOTAL CAPITAL EXPENDITURE	10,838	5,607	(5,231)

6.3 **Capital Expenditure** was \$5,607,000 for the period to 31 March 2015, of which \$2,230,000 (40%) related to Roads, \$1,317,000 (23%) related to Community Service, and \$1,037,000 (18%) related to Water Supply.

6.4 There has been expenditure of \$1,330,000 since February 2015 financial report was presented to Council.

6.5 **Community Services**

- **Parks and Reserves** - renewal of the playground equipment at Redwood Park and Centennial Park playgrounds in Te Kuiti. Application of budgets carried forward from previous financial years was used.
- A budget of \$32,000 for Brook Park remains unspent, but is available if and when the Brook Park Committee agrees projects to be carried out.
- **Housing and Other Property** - Restoration of the Railway buildings, including the exterior and structural parts is largely complete. As work has progressed, Council changed the scope and timing of this project. Internal restoration contracts are currently being prepared.
- Construction is underway for the refurbishment of the upper level of the building located at 28 Taupiri Street for the relocation of the Community House. Grant funding of \$300,805 has been confirmed from the NZ Lotteries Board to fund part this project.
- **Public Amenities** - renewal of car parking around the Cottage and Culture Centre was completed during the period. A contribution has been received from The Cottage to fund part of this expenditure. A contract for the new public toilets at Piopio has been let. There has been expenditure on railway security fencing and security cameras, which was not budgeted for.
- Land for the soakage field for the Mokau public toilets has been purchased from the Ministry of Education.

6.6 **Regulation**

- Renewal of the access-way and installation of a ventilation system to the Dog Pound facility to make safe.

6.7 **Solid Waste Management**

- Development of the Cell 2/3 at the District Landfill is expected to be finished by April. This project was started last financial year and it is expected its total cost will be approximately \$718,000 over the two financial years against a budget of \$774,000.
- High Wall shaping, which involves removing and shaping the earth above the landfill space for safety through preventing landslides reasons has been completed for a cost of \$50,000. The desired outcomes have been achieved for now, but the area is unstable and future works are likely to be required to ensure ongoing safety.

6.8 **Stormwater**

- In addition to general renewal works and piping of open water drains, renewal projects were undertaken as a priority in Duke and George Streets and Hospital Road. Work commenced on these projects in the previous financial year and was completed in September 2014.

6.9 Sewerage

- Minor treatment plant renewal work was undertaken in Te Kuiti, Benneydale and Piopio during the period.
- The budget includes expenditure to be carried out for pump station improvements and increasing capacity of the main sewer pipe crossing the river near Esplanade Bridge in Te Kuiti to improve the operational performance of the main pump station. Carrying out of this work before June 2015 is dependent on the contractor and weather.
- A new chemical tank was required to better achieve Health and Safety standards.
- Infiltration investigation work is about to commence for Te Kuiti. This is ongoing work on the network to identify problems and where one is identified a work plan is developed to correct it.

6.10 Water Supply

- Some minor renewal works have been carried out for Te Kuiti Water Supply, including Kent Street, which is now completed.
- The Te Kuiti water treatment plant is progressing well, to date work includes the installation of two 100m³ tanks and the main pumps and electrical equipment have been purchased ready for installation. The building pad for the new building is completed and the building is presently being assembled. Chemical tanks have been delivered and the pipe work contract has been issued for tendering. It is expected that some capital expenditure will be carried over into the following year and be completed by December 2015.
- Further capital works have been carried out for the raw water storage dam in Mokau during the period, the dam is substantially completed and connected.
- Replacement pipeline along Tui Street, Piopio is about to be awarded to the contractor and is expected to be completed before June 2015.

6.11 Roads and Footpaths

- Capital expenditure on renewals worth \$494,000 has been completed since the February 2015 financial report.
- The main items of expenditure to date include emergency reinstatement (\$315,000) at Point Road Mokau, Tawa Street Te Kuiti (\$202,000), unsealed road metalling (\$139,000), drainage renewal works (\$200,000), sealed road surfacing (\$1,009,000) and pavement rehabilitation (\$92,000).
- Pavement rehabilitation work, including work on Mangarino Road and four other roads has been delayed due to delays in obtaining environmental consent required for this work. It is anticipated that the bulk of this work will be carried out in April/May 2015 to the amount of about \$1,000,000. compared with a total budget of \$1,099,000, which has been reduced to fund emergency reinstatement capital projects being undertaken.

7.0 **TREASURY REPORT**

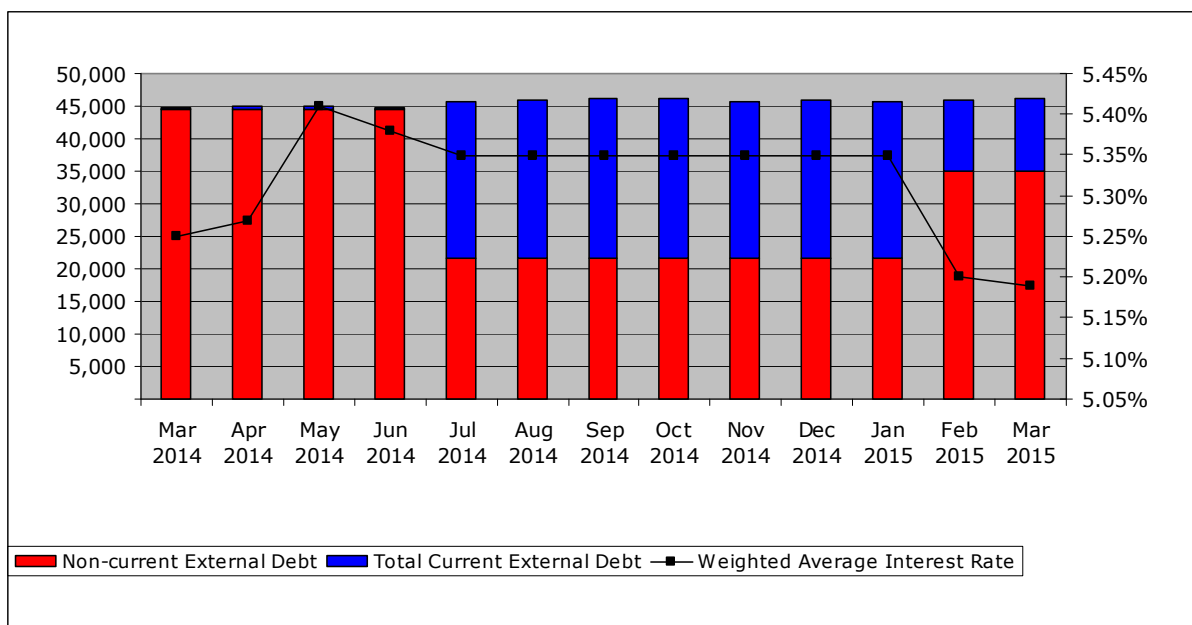
7.1 Set out below is the Treasury Report which provides more information on Council's public debt position and debt financing costs.

7.2 **Cash Position**

7.3 Council's cash position at 31 March 2015 was \$3,097,000 in funds, of which \$3,000,000 is invested in Term Deposits and the remainder is cash. At the 30 June 2014 balance date the cash balance was \$955,000.

7.4 **Summary of Public Debt Position**

7.5 Set out below is a chart recording trends in Council's current and non-current debt for the year to March 2015. The trend line overlaid is the effective weighted average interest rate currently being paid on all loans.



7.6 At 31 March 2015 the effective weighted average interest rate for all loans excluding finance leases, accrued interest and credit facility line fees was 5.19%. At 30 June 2014 it was 5.38%.

7.7 The reason for the decrease in weighted average interest rate between January and February was that the margin applicable to the Wholesale Advance facility was reduced from 1.15% to 0.80% after negotiation with the bank. Total borrowings under this facility are \$19,000,000 as Term Advances and this reduction in margin represents annualised savings in interest costs of \$67,000.

7.8 **Public Debt Position Comparison to Budgets**

7.9 Forecasted public debt at 30 June 2015 as per the Exceptions Annual Plan 2014/15 was expected to be \$54 million and \$52.1 million as per the Long Term Plan 2012-22. Actual Public debt was \$46.23 million at 31 March 2015. The lower public debt is partly due to the difference in opening debt for 2014/15 year; the actual public debt at 30 June 2014 was \$44.87 million, \$4.88 million less than EAP 2013/14 forecast. The second reason for lower public debt is due to capital expenditure not occurring as forecast.

7.10 **Wholesale Advance Facilities (Term Advance and Call Advance Facilities)**

- 7.11 The Term Advance and Call Advance Facilities is a Westpac credit facility (to the value of \$25,000,000) which forms part of Council's debt funding mix and providing working capital requirements over the year. A total of \$19,100,000 was drawn against this facility at balance date, leaving available lines of credit of \$5,900,000.
- 7.12 A Line of Credit fee of 0.30% (\$75,000 p.a.) of the facility balance applies to this credit facility.
- 7.13 This facility is used to finance capital expenditure prior to a loan draw down, (such as a Floating Rate Note or Term Advance) or to meet Council's working capital requirements between each of the quarterly rates instalments.

7.14 Details of Loan Portfolio

- 7.15 The following table records the public debt position and the key terms and conditions for each loan as at 31 March 2015. The classification of current and non-current loans is based on current loans being those that are due for refinancing or repayment within 12 months of the balance sheet date.

	Loan Start Date	Loan Maturity Date	Effective Interest Reprice Date	Loan Balance	Effective Interest Rate
Current Loans					
Finance Leases				35,263	0.00%
Accrued Interest				295,612	0.00%
Call Advance		1/07/2017		100,000	4.55%
Floating Rate Notes (Hedged)	31/08/2010	31/08/2015	31/08/2015	5,000,000	6.66%
Floating Rate Notes (Unhedged)	9/11/2012	9/11/2015	11/05/2015	5,000,000	4.74%
Westpac Term Loan (ICL)	24/11/2011	20/11/2015	18/05/2015	750,000	8.40%
Total Current Loans				11,180,875	
Non-current Loans					
Finance Leases				51,847	0.00%
Floating Rate Notes (Hedged)	18/04/2012	18/04/2017	20/04/2020	5,000,000	5.82%
Floating Rate Notes (\$5M Hedged \$1M Floating, ICL)	30/08/2013	30/08/2016	29/05/2015	6,000,000	4.66%
Floating Rate Notes (Unhedged)	6/08/2014	6/08/2017	6/05/2015	5,000,000	4.14%
Term Advance (Hedged)		1/07/2017	17/05/2021	6,000,000	5.70%
Term Advance (Hedged)		1/07/2017	20/04/2020	3,000,000	5.12%
Term Advance (Hedged)		1/07/2017	11/09/2017	5,000,000	4.68%
Term Advance (Hedged)	21/01/2014	1/07/2017	24/01/2017	5,000,000	4.75%
Total Non-current Loans				35,051,847	
Total Public Debt				46,232,723	5.19%
Cash & Liquid Investments					
Term Deposits				3,000,000	
Cash				97,304	
Total Cash & Liquid Investments				3,097,304	
Public Debt Net of Investments				43,135,419	

- 7.16 Total public debt was \$46.23 million and cash assets were \$3.1 million at 31 March 2015 giving a net debt position of \$43.14 million.

- 7.17 On 24 November 2011 an unsecured term loan of \$750,000 was drawn and advanced to Inframax Construction Limited. The term of the loan was for two years and interest resets quarterly. Interest paid monthly by the company to Council for the provision of this funding includes a small margin to cover administrative costs. The maturity of both the loan and the advance has been extended to November 2015.
- 7.18 A \$5,000,000 Floating rate note was issued in August 2014, with a maturity of August 2017 and part of the proceeds were used to repay a Term Advance of \$3,697,000.
- 7.19 In December 2014 the credit limit on the Wholesale advance facility was reduced from \$30 million to \$25 million The interest rate margin reduced from 1.15% to 0.80% and maturity date extended to 1 July 2017.
- 7.20 On the 13 March 2015 an investment was made into two Term Deposits, one for \$2,000,000 for 95 days and \$1,000,000 for 35 days at 4.33% and 3.84% respectively.
- 7.21 Additional hedging of interest rate risk has been undertaken to bring interest rate exposures within policy settings. Three \$5,000,000 notional value interest rates swaps were executed with fixed interest rates ranging from 3.78% to 3.93%, with forward start dates of January 2017, September 2017 and April 2020 and expiry dates of January 2024, September 2020 and April 2025, respectively.

7.22 Treasury Events since 31 March 2015

- 7.23 This treasury report portrays the debt position of Council at the 31 March 2015. Since that date there has been no significant treasury management transactions undertaken to the date of this report.

7.24 Interest Costs

- 7.25 The total actual interest paid to lenders to 31 March 2015 was \$1,830,000 against the forecast year to date budget of \$2,327,000; \$497,000 (or 21%) less. Interest paid as a portion of total revenue is 8.5%; Council's Treasury Policy requires this amount does not exceed 15%.

7.26 Financial Derivatives and Hedge Accounting

- 7.27 Included in the balance sheet are valuation amounts for Derivative Financial Instruments (interest rate swaps). The valuation amount is componentised into current and non-current assets and liabilities held at balance date. At 30 June 2014 the value of swaps was a total net asset of \$238,000. At 31 March 2015 there was a net liability of \$855,000. The decrease in value is due to interest rates decreasing recently. This change in fair value has not been recorded in the balance sheet, due to hedge accounting still applying, and there is no impact of any changes in the fair value of the swaps on total borrowing costs. An independent valuation including componentisation into assets and liabilities will be updated in the balance sheet for 30 June 2015.

8.0 DEBTORS AND OTHER RECEIVABLES

- 8.1 Set out below is summary of Debtors and Other Receivables (i.e. unpaid rates and other debtor amounts owing) as at 31 March 2015 with comparatives from last year. Rates receivables exclude rates paid in advance which give a more accurate picture of the receivables owing.

Debtors and Other Receivables (Amounts in \$1000's)	As at 31.3.14	As at 31.3.15	(Inc)/Dec \$	(Inc)/Dec %
Rates Receivable	2,721	2,745	(24)	(1%)
Rates Penalties	1,255	1,385	(130)	(10%)
Rates and Penalties Receivable	3,976	4,130	(154)	(4%)
NZ Transport Agency	672	604	68	10%
Ministry of Health Subsidy	143	750	(607)	(424%)
Extraordinary Water Charges	45	53	(8)	(17%)
Other Trade Receivables	586	902	(316)	(54%)
Other Receivables	1,446	2,308	(862)	(60%)
Gross Receivables	5,422	6,438	(1,016)	(19%)
Less Provision for Doubtful Debts	(1,373)	(1,636)	(263)	19%
Total Debtors & Other Receivables	4,049	4,802	(753)	(19%)

8.2 Rates and Penalties Receivable

8.3 Current year rates

8.4 At 31 March 2015, the first three rates instalments had been issued and were due and payable by August, November and February respectively. The collection percentage on the three installments was 95% (2014: 94%).

8.5 Overall Rates Receivables

8.6 There was \$4,130,666 of rates and penalties outstanding at 31 March 2015 (2014: \$3,976,870). This amount excludes rates paid in advance on future instalments.

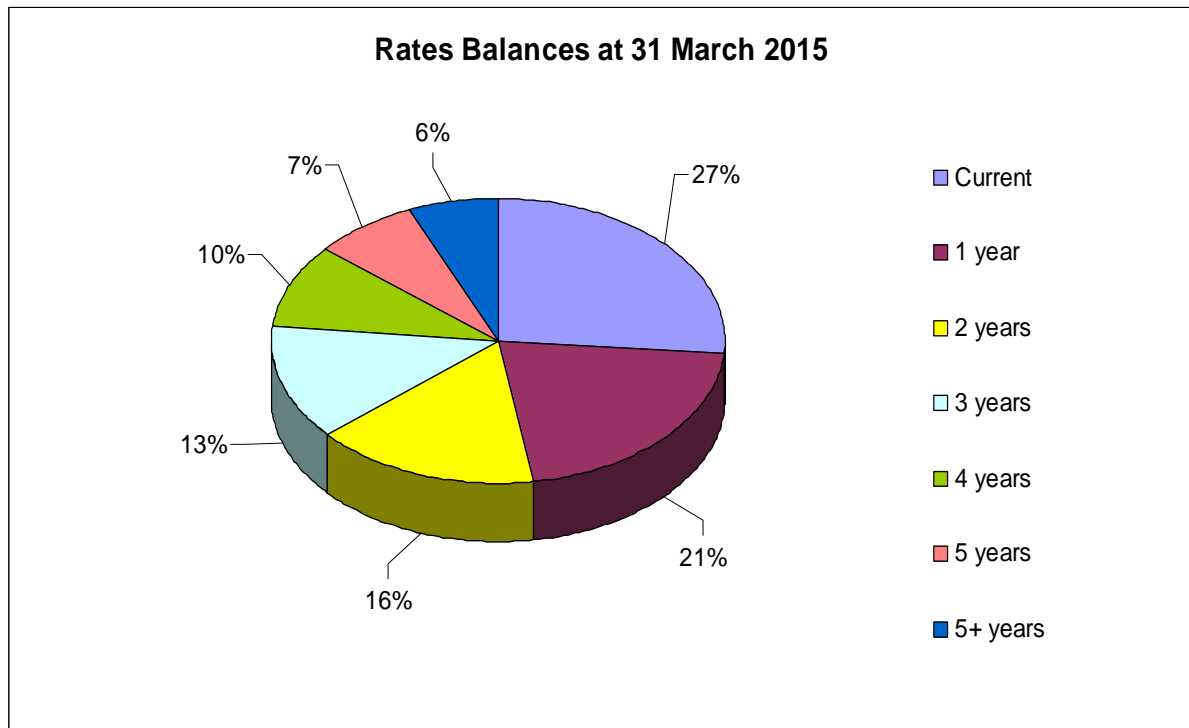
8.7 Rates and penalties receivable have increased by \$153,796 from 31 March 2014. Of this increase \$24,245 relates to rates receivables and \$129,551 related to total penalties owing.

8.8 Included in the above are rates and rate penalties receivables outstanding on Maori freehold land which may be eligible for rates remission. A total of \$319,000 in rates and penalty remissions were granted against a full year budget of \$245,000. Included in the rates and penalty remissions has been the remission of Maori Freehold Land properties that have been identified for 100% remission. These properties also receive 100% remission by Waikato Regional Council.

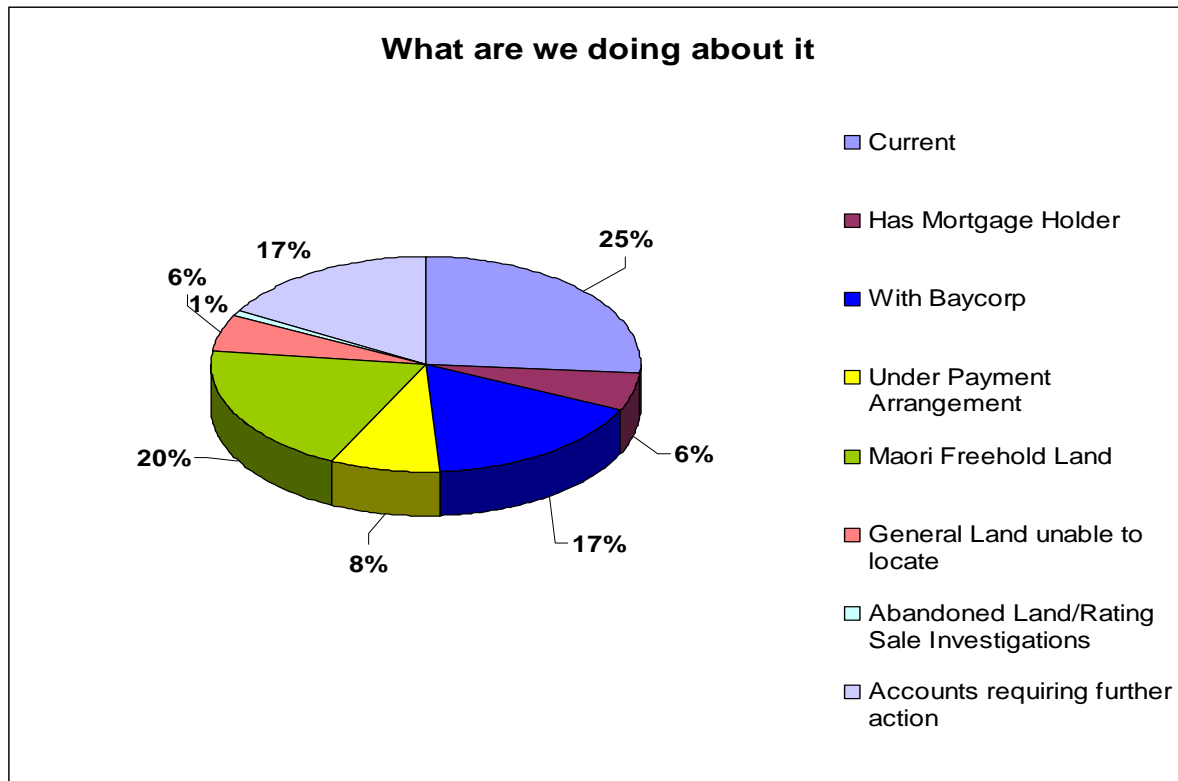
8.9 The majority of the rates remissions applications received have been processed. Any further applications received for current year will be processed prior to 30 June 2015.

8.10 The rates arrears and penalties, including those owing on Maori freehold land, are substantially recognised in the Provision for Doubtful Debts figure.

8.11 Of the outstanding balance of \$4,130,666, \$1,088,080 (27%) relates to current year, \$877,188 (21%) for the 2013/14 year rates and the remainder spread across 2-7 years in a diminishing fashion. The following graph illustrates the makeup of the rates receivable balance:



- 8.12 Included in the balance in the 5+ years category are arrears and penalties relating to the 2005/06, 2006/07, 2007/08 years. These balances have been retained in the rates ledger due to legal action having commenced on these properties via our external debt collection agency. The remainder of the balance relates to 2008/09 years receivables which will be written off as statute barred rates if no legal action has commenced on these properties before 30 June 2015. As at 31 March 2015 it is estimated that \$214,266 will be written off as statute barred debt. These balances remain under review to ensure that all recoverable debt has had legal action commenced.
- 8.13 The outstanding balance of rates is being actively managed through a variety of collection methods including lump sum payment arrangements, approved payment arrangements and through an external debt collection agency. In the nine months ended 31 March 2015 Council has reduced the arrears balance by \$775,000 (20%) of the \$3,817,280 that was outstanding at 30 June 2014 (excluding court costs). The arrears balance was reduced by cash received of \$569,000, rates remissions of \$194,000 and adjustments from amendments to the RID of \$12,000.
- 8.14 The action being taken on outstanding balances is shown in the following graph:



- 8.15 Of the total arrears as at 31 March 2015, \$3,042,586 are non current, \$706,808, have been placed with an external debt agency, \$344,687 are under some form of repayment arrangement and \$809,025 relates to Maori freehold land.
- 8.16 Initial identification of properties that have mortgages registered against the title has been completed. There are approximately 39 general land properties totalling \$228,372 (6%) of outstanding arrears that have mortgages registered against the property. This list will be further refined and updated as this process continues. The recovery of these rates arrears will be pursued with the bank or financial institution that holds the mortgage over the property.
- 8.17 115 properties totaling \$691,315 (17%) of outstanding arrears have been identified as accounts that require immediate focus for debt collection. Within this category are a number of customers with significant arrears that have no mortgage holder. These properties are currently under review and are expected to be forwarded to the external debt collection agency.
- 8.18 The value of outstanding rates arrears on general land where the address of ratepayer is 'unknown' totalled \$227,450. These properties continue to be reviewed and various avenues investigated to identify a current address for these ratepayers.

8.19 Other Trade Receivables

- 8.20 There was a total of \$2,308,000 of other receivables owing at 31 March 2015 (2014:\$1,402,294).
- 8.21 Of this \$2,308,000 balance, \$841,289 has been due and owing for more than three months. The majority of this relates to overdue Ministry Of Health subsidies – which equates to \$749,511. Additional paperwork was required to support the Claim which has prevented a hold up in this payment being processed by the Ministry of Health.

Suggested Resolution

1. The business paper on the Financial Report for the nine months ended 31 March 2015 be received.



VIBHUTI CHOPRA

GROUP MANAGER – CORPORATE SERVICES

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|------------|--|
| Appendix 1 | Cost of Service Statements |
| Appendix 2 | Balance Sheet as at 31 March 2015 |
| Appendix 3 | Treasury Report from Bancorp Treasury Services Ltd (#361773) |
| Appendix 4 | Quarterly Non-financial Performance Report for the nine months to 31 March 2015 (#361288). |

Appendix 1: Combined Cost of Service Statements

Summary Cost of Service (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Operating Expenditure						
- Leadership	700	977	398	385	(13)	
- Community Service	1,648	2,075	1,419	1,321	(98)	
- Community Development	689	646	546	631	85	
- Regulation	270	104	85	79	(6)	
- Solid Waste Management	961	1,162	782	794	12	
- Stormwater Drainage	83	120	95	76	(19)	
- Resource Management	29	86	64	16	(48)	
- Sewerage	1,184	948	709	859	150	
- Water Supply	1,315	804	624	1,024	400	
- Roads and Footpaths	5,592	5,085	4,115	4,035	(80)	
Total Direct Operating Expenditure	12,471	12,007	8,837	9,220	383	4%
Indirect Expenditure						
- Allocated Costs	4,439	4,824	3,523	3,106	(417)	
- Interest	2,437	3,103	2,327	1,828	(499)	
- Depreciation	5,106	6,104	4,578	4,004	(574)	
Total Indirect Expenditure	11,982	14,031	10,428	8,938	(1,490)	-14%
TOTAL EXPENDITURE	24,453	26,038	19,265	18,158	(1,107)	-6%
Operating Revenue						
- Leadership	(146)	(146)	(104)	(148)	(44)	
- Community Service	(393)	(804)	(283)	(1,039)	(756)	
- Community Development	(194)	(78)	(65)	(129)	(64)	
- Regulation	(389)	(363)	(315)	(339)	(24)	
- Stormwater Drainage	(3)	0	0	0	0	
- Resource Management	(50)	(80)	(60)	(59)	1	
- Solid Waste Management	(899)	(1,090)	(818)	(744)	74	
- Sewerage	(1,154)	(828)	(619)	(1,330)	(711)	
- Water Supply	(1,291)	(1,486)	(492)	(533)	(41)	
- Roads and Footpaths	(6,628)	(5,985)	(4,844)	(3,882)	962	
Total Operating Revenue	(11,147)	(10,860)	(7,600)	(8,203)	(603)	8%
Rates Revenue						
- General Rate	(2,145)	(3,372)	(2,529)	(2,537)	(8)	
- UAGC	(3,983)	(3,117)	(2,337)	(2,341)	(4)	
- Targeted Rate	(10,747)	(10,850)	(8,138)	(8,159)	(21)	
- Rates Penalties	(422)	(410)	(380)	(377)	3	
Total Rates Revenue	(17,297)	(17,749)	(13,384)	(13,414)	(30)	0%
TOTAL REVENUE	(28,444)	(28,609)	(20,984)	(21,617)	(633)	3%
Net Operating Cost/(Surplus)	(3,991)	(2,571)	(1,719)	(3,459)	(1,740)	101%

The reasons for variance have been set out in sections 4.4 and 4.5 in the main body of the report and further details are also contained in the COSS for each activity that follows.

Governance: Leadership and Investments

GOVERNANCE: LEADERSHIP AND INVESTMENTS	Actual	EAP Budget	YTD Budget	YTD Actual	Variance	%
(Amounts in \$1000's)	2013/14	2014/15	Mar 2015	Mar 2015	Mar 2015	Variance
Direct Expenditure						
- Representation	329	283	193	187	(6)	
- Strategic Planning & Policy Development	87	433	116	109	(7)	
- Monitoring & Reporting	174	141	0	0	0	
- Investments	110	120	89	89	0	
Total Direct Expenditure	700	977	398	385	(13)	-3%
- Allocated Costs	1,328	1,110	736	758	22	
- Interest	483	423	317	315	(2)	
- Depreciation		362	272	258	(14)	
Total Operating Expenditure	2,511	2,872	1,723	1,716	(7)	0%
Operating Revenue						
- Representation	(61)	(69)	(46)	(79)	(33)	
- Investments	(85)	(77)	(58)	(69)	(11)	
Total Operating Revenue	(146)	(146)	(104)	(148)	(44)	42%
Net Operating Cost/(Surplus)	2,365	2,726	1,619	1,568	(51)	-3%

The budget for Representation excludes rates penalties revenue which is disclosed as part of rates revenue in the Combined Cost of Service Statement on the previous page.

Net Operating Cost for the Governance Activity was 3% (\$51,000) less than budget for the nine months to 31 March 2015.

Total Direct Expenditure was 3% (\$13,000) less than budget for the period.

Operating Revenue was 42% (\$44,000) more than forecast for the period.

- Interest revenue received which is earned from the Call Deposit account and Term Deposits was more than forecast. Interest revenue from Inframax Construction Ltd is also more than forecast due the interest rate charged by the bank and on charged by Council to the company is more than forecast.

Community Service

COMMUNITY SERVICE (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Expenditure						
- Parks and Reserves	387	509	289	281	(8)	
- Housing and Other Property	286	430	292	233	(59)	
- Recreation and Culture	346	443	344	332	(12)	
- Public Amenities	516	545	377	394	17	
- Safety	113	148	117	81	(36)	
Total Direct Expenditure	1,648	2,075	1,419	1,321	(98)	-7%
- Allocated Costs	824	787	590	541	(49)	
- Interest	73	139	104	62	(42)	
- Depreciation	642	729	547	493	(54)	
Total Operating Expenditure	3,187	3,730	2,660	2,417	(243)	-9%
Operating Revenue						
- Parks and Reserves	(6)	(5)	(2)	(50)	(48)	
- Housing and Other Property	(212)	(636)	(161)	(812)	(651)	
- Recreation and Culture	(100)	(109)	(79)	(98)	(19)	
- Public Amenities	(40)	(54)	(41)	(79)	(38)	
- Safety	(35)	0	0	0	0	
Total Operating Revenue	(393)	(804)	(283)	(1,039)	(756)	267%
Net Operating Cost/(Surplus)	2,794	2,926	2,377	1,378	(999)	-42%

Net Operating Cost for the Community Service Activity was 42% (\$999,000) below budget for the period to 31 March 2015.

Direct Expenditure was 7% (\$98,000) less than budget for the period.

- Housing and Other Property expenditure was less than budget. Rates paid on Council properties were less than what was expected at the time the budgets were prepared.
- Repairs and maintenance expenditure were less than budget for Housing and Other Property and Recreation and Culture. These costs are incurred on an as needed basis.
- Expenditure on Safety is less than budget due to costs for the Fire Group establishment and Civil defence programme not yet being spent.

Operating Revenue was 267% (\$756,000) more than forecast for the period.

- Lease revenue has been received for the lease of reserve land for the Speedies Road Hydro project. The revenue was backdated to the start of the lease in January 2010.
- Grant revenue of \$553,000 was received for the restoration of the railway building. This revenue is included as part of Housing and Other Properties. The grant revenue budget was included in the 2013/14 EAP. A Trust Waikato donation of \$38,000 was received in December for the railway building project.
- In addition to this a contribution of \$43,000 was also received from Piopio Hall committee towards the capital expenditure associated with the Piopio Hall.
- Swimming Pool revenue, which is included in Recreation and Culture has exceeded year to date forecast by \$16,000 and full year forecast by \$7,000.
- A contribution of \$40,000 is receivable from the Cottage for their share of the new car park adjacent to their premises on the Esplanade, Te Kuiti. This revenue is included as part of Public Amenities.

Community Development

COMMUNITY DEVELOPMENT (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Expenditure						
- Community Support	436	454	422	511	89	
- Youth Engagement	115	5	4	31	27	
- Sister City	6	2	2	2	0	
- District Development	132	185	118	87	(31)	
- Agencies	0	1	0	0	0	
Total Direct Expenditure	689	646	546	631	85	16%
- Allocated Costs	506	445	334	367	33	
- Interest	1	1	1	1	0	
- Depreciation	5	5	4	4	0	
Total Expenditure	1,201	1,097	885	1,003	118	13%
Operating Revenue						
- Community Support	0	0	0	0	0	
- Youth Engagement	(134)	(5)	(4)	(70)	(66)	
- Sister City	(3)	0	0	(2)	(2)	
- District Development	(35)	(54)	(47)	(43)	4	
- Agencies	(22)	(19)	(14)	(14)	0	
Total Operating Revenue	(194)	(78)	(65)	(129)	(64)	98%
Net Operating Cost/(Surplus)	1,007	1,019	820	874	54	7%

Net Operating Cost for the Community Development Activity was 7% (\$54,000) more than budget for the period to 31 March 2015.

Direct Expenditure was 16% (\$85,000) more than budget for the period.

- Community Support expenditure was more than budget due to rates remission applications being processed. Total remissions to date are \$319,000 compared to a full year budget of \$245,000; the reason for the increase is that remissions have been applied at 100% to a number of multiplied owned unproductive Maori land for both current year rates and rates arrears. These remissions had been applied previously on part of these properties that were assessed as being unproductive on behalf of the owners who cannot be located.
- Youth Engagement expenditure was more than budget due to expenditure relating to the Reducing Risk Project being incurred. The grant revenue of \$36,000 was received from ACC which funded this expenditure. This project was not included in the 2014/15 budgets.
- District Development is less than forecast due to expenditure on consultancy for Economic Development and expenditure for District Development and Events co-ordination is also less than year to date budget.

Operating Revenue was 98% (\$64,000) more than forecast for the period.

- Youth Engagement revenue was more than budget due to the grant revenue of \$36,000 received from ACC for the Reducing Risk Project and \$32,000, including \$5,000 of grant revenue carried over from prior year for Youth Projects.

Regulation

REGULATION (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Expenditure						
- Regulation	270	104	85	79	(6)	
Total Direct Expenditure	270	104	85	79	(6)	-7%
- Allocated Costs	429	577	433	418	(15)	
- Interest	2	1	1	1	0	
- Depreciation	2	2	1	1	0	
Total Expenditure	703	684	520	499	(21)	-4%
Operating Revenue						
- Regulation	(389)	(363)	(315)	(339)	(24)	
Total Operating Revenue	(389)	(363)	(315)	(339)	(24)	8%
Net Operating Cost/(Surplus)	314	321	205	160	(45)	-22%

Net Operating Surplus for the Regulation Activity was 22% (\$45,000) less than budget for the period to 31 March 2015.

Direct Expenditure was 7% (\$6,000) less than budget for the period.

- Inspection costs for Environmental Health Licensing were less than budget for the period.

Operating Revenue was 8% (\$24,000) more than forecast for the period.

- Alcohol licensing revenue was \$8,000 more than forecast for the period.
- Building Control revenue was \$15,000 more than forecast for the period. During the nine months to March, 99 building consents have been issued, compared to 90 issued for the same period last year.

Resource Management

RESOURCE MANAGEMENT (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Expenditure						
- District Plan Administration	29	86	64	16	(48)	
Total Direct Expenditure	29	86	64	16	(48)	-75%
- Allocated Costs	101	91	68	66	(2)	
Total Expenditure	130	177	132	82	(50)	-38%
Operating Revenue						
- District Plan Administration	(50)	(80)	(60)	(59)	1	
Total Operating Revenue	(50)	(80)	(60)	(59)	1	-2%
Net Operating Cost/(Surplus)	80	97	72	23	(49)	-68%

Net Operating Cost for the Resource Management Activity was 68% (\$49,000) below budget for the period to 31 March 2015.

Direct Expenditure was 75% (\$48,000) less than budget for the period.

- Budgeted costs for legal expenses and consultants fees, which are usually on charged to resource consent applicants were not spent during the period.

Operating Revenue was 2% (\$1,000) less than forecast for the period.

Solid Waste Management

SOLID WASTE MANAGEMENT (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Expenditure						
- Collection	270	285	216	215	(1)	
- Landfill Management	691	877	566	579	13	
Total Direct Expenditure	961	1,162	782	794	12	2%
- Allocated Costs	364	277	208	201	(7)	
- Interest	257	284	213	180	(33)	
- Depreciation	89	70	52	53	1	
Total Expenditure	1,671	1,793	1,255	1,228	(27)	-2%
Operating Revenue						
- Collection	(128)	(120)	(90)	(103)	(13)	
- Landfill Management	(771)	(970)	(728)	(641)	87	
Total Operating Revenue	(899)	(1,090)	(818)	(744)	74	-9%
Net Operating Cost/(Surplus)	772	703	437	484	47	11%

Net Operating Cost for the Solid Waste Management Activity was 11% (\$47,000) more than budget for the period to 31 March 2015.

Direct Expenditure was 2% (\$12,000) more than budget for the period.

Operating Revenue was 9% (\$74,000) less than forecast for the period as the volume of rubbish into the landfill was less than estimated volumes. Recycling quantities have been increasing thus contributing to the downward trend of rubbish volumes.

Stormwater Drainage

STORMWATER DRAINAGE (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Expenditure						
- Te Kuiti Stormwater	79	111	87	71	(16)	
- Rural Stormwater	4	9	8	5	(3)	
Total Direct Expenditure	83	120	95	76	(19)	-20%
- Allocated Costs	111	94	71	57	(14)	
- Interest	6	6	5	4	(1)	
- Depreciation	172	179	134	129	(5)	
Total Expenditure	372	399	305	266	(39)	-13%
Operating Revenue						
- Te Kuiti Stormwater	(3)	0	0	0	0	
Total Operating Revenue	(3)	0	0	0	0	0%
Net Operating Cost/(Surplus)	369	399	305	266	(39)	-13%

Net Operating Cost for the Stormwater Drainage Activity was 13% (\$39,000) less than budget for the period to 31 March 2015.

Direct Expenditure was 20% (\$19,000) less than budget for the period as sampling and maintenance costs are tracking less than expected.

Sewerage and Treatment and Disposal of Sewage

SEWERAGE AND TREATMENT AND DISPOSAL OF SEWAGE (Amounts in \$1000's)	Actual	EAP Budget	YTD Budget	YTD Actual	Variance	%
	2013/14	2014/15	Mar 2015	Mar 2015	Mar 2015	Variance
Direct Expenditure						
- Te Kuiti	1,041	818	607	761	154	
- Te Waitere	15	18	16	14	(2)	
- Benneydale	62	55	42	38	(4)	
- Piopio	66	57	44	46	2	
Total Direct Expenditure	1,184	948	709	859	150	21%
- Allocated Costs	362	652	489	310	(179)	
- Interest	511	777	583	409	(174)	
- Depreciation	714	1,021	766	536	(230)	
Total Expenditure	2,771	3,398	2,547	2,114	(433)	-17%
Operating Revenue						
- Te Kuiti	(1,146)	(825)	(617)	(1,328)	(711)	
- Benneydale	(1)	(2)	(1)	(1)	0	
- Piopio	(7)	(1)	(1)	(1)	0	
Total Operating Revenue	(1,154)	(828)	(619)	(1,330)	(711)	115%
Subsidy Revenue						
- Te Kuiti	0	0	0	0	0	
- Benneydale	0	0	0	0	0	
- Piopio	0	0	0	0	0	
Total Subsidy Revenue	0	0	0	0	0	0%
Total Revenue	(1,154)	(828)	(619)	(1,330)	(711)	115%
Net Operating Cost/(Surplus)	1,617	2,570	1,928	784	(1,144)	-59%

Net Operating Cost for the Sewerage Activity was 59% (\$1,144,000) below budget for the period to 31 March 2015.

Direct Expenditure was 21% (\$150,000) more than budget for the period.

- The budgets assumed that the costs for all operations and maintenance works for both reticulation and treatment plant would be carried in-house out rather than by external contract. To date this change has been partly implemented. Currently the external contractor carries operation and maintenance of the reticulation, with in-house staff operating the plants. This has resulted in the direct expenditure for Te Kuiti being higher than budget. As additional organisational capacity has not been fully resourced, the allocated costs for this activity are less than budget and offset the over spend in direct expenditure.
- As well as additional contractor expenses, there was an increase in the materials required and additional maintenance costs incurred for Te Kuiti during the period. Repairs have been carried out on the Reactor curtain and other equipment, required due to wear and tear. Additional aeration has been required for the sludge pond.
- Costs were also incurred for increased pipeline maintenance for Williams, Edwards and Hill Streets in Te Kuiti.
- Expenditure on chemicals for Te Kuiti was \$93,000 more than forecast and additional sampling has been required for compliance of the Ultra Violet plant.

- Infiltration repairs were undertaken when identified and there were corresponding savings in power consumption. Pumps are working less and fewer overflows are occurring during heavy rain.
- Generally costs for higher risk operational and maintenance works have increased due to greater emphasis on health and safety aspects. These costs have been passed on by suppliers and contractors.

Total Revenue was 115% (\$711,000) more than forecast for the period.

- Trade Waste revenue was more for the period than forecast. It should be noted, however that the larger trade waste users are actively pursuing cleaner levels of discharge, which could impact on future revenue levels.

Water Supply

WATER SUPPLY (Amounts in \$1000's)	Actual 2013/14	EAP Budget 2014/15	YTD Budget Mar 2015	YTD Actual Mar 2015	Variance Mar 2015	% Variance
Direct Expenditure						
- Te Kuiti	826	542	417	658	241	
- Mokau	175	80	65	124	59	
- Piopio	262	127	98	196	98	
- Benneydale	52	55	44	46	2	
Total Direct Expenditure	1,315	804	624	1,024	400	64%
- Allocated Costs	357	791	594	388	(206)	
- Interest	188	422	316	162	(154)	
- Depreciation	417	570	428	313	(115)	
Total Expenditure	2,277	2,587	1,962	1,887	(75)	-4%
Operating Revenue						
- Te Kuiti	(601)	(627)	(452)	(529)	(77)	
- Mokau	(48)	(30)	(15)	(1)	14	
- Piopio	(25)	(26)	(13)	(5)	8	
- Benneydale	(17)	(23)	(12)	0	12	
Total Operating Revenue	(691)	(706)	(492)	(535)	(43)	9%
Subsidy Revenue						
- Te Kuiti	0	(780)	0	0	0	
- Mokau	(574)	0	0	0	0	
- Piopio	0	0	0	0	0	
- Benneydale	(26)	0	0	2	2	
Total Subsidy Revenue	(600)	(780)	0	2	2	
Total Revenue	(1,291)	(1,486)	(492)	(533)	(41)	8%
Net Operating Cost/(Surplus)	986	1,101	1,470	1,354	(116)	-8%

Net Operating Cost for the Water Supply Activity was 8% (\$116,000) less than budget for the period to 31 March 2015.

Direct Expenditure was 64% (\$400,000) more than budget for the period.

- The budgets assumed that the costs for all operations and maintenance works for both reticulation and treatment plant would be carried in-house out rather than by external contract. To date this change has been partly implemented. Currently the external contractor carries operation and maintenance of the reticulation, with in-house staff operating the plants. This has resulted in the direct expenditure for Te Kuiti being higher than budget. As additional organisational capacity has not been fully resourced, the allocated costs for this activity are less than budget and offset the over spend in direct expenditure.
- In addition to the change described above, there were additional operational and maintenance costs incurred for both the water treatment plant and reticulation systems for Te Kuiti, Piopio and Mokau. For Te Kuiti there was under expenditure of \$71,000 for Chemicals and Electricity compared with budget.
- Chemicals were changed for Piopio because there were problems with the filters fouling using the existing chemicals resulting is \$19,000 more being spent than budget.
- Generally costs for higher risk operational and maintenance works have increased due to greater emphasis health and safety aspects. These costs have been passed on by suppliers and contractors.

- Two unforeseen power supply related incidents caused major problems at Piopio, Mokau and Benneydale water treatment plants, where both SCADA and Ultra Violet filtration units were affected. Operational practices were changed, with additional safeguards implemented and equipment repaired.
- Water leak investigations were undertaken in Piopio to find leaks that were difficult to identify. Repairs were costly due to location and traffic management requirements.

Total Revenue was 8% (\$41,000) more than forecast for the period.

- Metered water revenue for Te Kuiti was more than forecast due to greater consumption by the major commercial consumers.
- Metered water revenue for Mokau, Piopio and Benneydale was less than anticipated due to reduced consumption of water.

Roads and Footpaths

ROADS AND FOOTPATHS	Actual	EAP Budget	YTD Budget	YTD Actual	Variance	%
(Amounts in \$1000's)	2013/14	2014/15	Mar 2015	Mar 2015	Mar 2015	Variance
Direct Expenditure						
- Subsidised Roads	5,412	4,907	4,006	3,928	(78)	
- Non Subsidised Roads	180	178	109	107	(2)	
Total Direct Expenditure	5,592	5,085	4,115	4,035	(80)	-2%
- Allocated Costs	88	0	0	0	0	
- Interest	916	1,050	787	694	(93)	
- Depreciation	3,065	3,166	2,374	2,217	(157)	
Total Expenditure	9,661	9,301	7,276	6,946	(330)	-5%
Operating Revenue						
- Subsidised Roads	(6,552)	(5,911)	(4,802)	(3,833)	969	
- Non Subsidised Roads	(76)	(74)	(42)	(49)	(7)	
Total Operating Revenue	(6,628)	(5,985)	(4,844)	(3,882)	962	-20%
Net Operating Cost/(Surplus)	3,033	3,316	2,432	3,064	632	26%
Subsidised Roads Maintenance	5,412	4,907	4,006	3,928	(78)	
Subsidised Roads Capital	5,026	4,923	3,619	2,189	(1,430)	
Combined Maintenance and Capital	10,438	9,830	7,625	6,117	(1,508)	-20%
Subsidy Revenue for Subsidised Roads	(6,336)	(5,780)	(4,712)	(3,743)	969	-21%

Net Operating Cost for the Roads and Footpaths Activity was 26% (\$632,000) more than budget for the period to 31 March 2015.

Direct Expenditure was 2% (\$80,000) less than budget for the period.

- Overall there is a minor variance to budget for direct expenditure. Included in this variance are costs associated with first response emergency reinstatement and environmental maintenance expenditure that are more than budget. This has been offset by unsealed and sealed road maintenance being under budget for the period.
- Generally expenditure in each work category is adjusted as the year progresses so that total expenditure as a whole will not exceed budget by year end.

Operating Revenue was 20% (\$962,000) less than forecast for the period.

- Subsidy revenue is based on both maintenance and capital expenditure and for most work categories the subsidy rate is 59%. Subsidy revenue is less than budget due to pavement rehabilitation work that had not commenced due to delays in the environmental consent required for this work. It is anticipated that this work will be carried out in April/May 2015.

Appendix 2: Balance Sheet as at 31 March 2015

BALANCE SHEET (Amounts in \$1000's)	Actual Position 30 June 2014	Actual Position 31 Mar 2015	Variance from 31 Mar 2015	Long Term Plan 30 Jun 2015	Variance from LTP
Public Equity					
- Retained Earnings	200,063	203,522	3,459	204,958	1,436
- Other Reserves	9,083	9,083	0	2,146	(6,937)
- Revaluation Reserve	70,465	70,465	0	71,401	936
TOTAL PUBLIC EQUITY	279,611	283,070	3,459	278,505	(4,565)
Current Assets					
- Cash and Cash Equivalents	955	3,097	2,142	100	(2,997)
- Inventories	34	34	0	38	4
- Land Subdivision Inventories	0	0	0	985	985
- Other Financial Assets	2	2	0	2	0
- Debtors and Other Receivables	5,258	4,802	(456)	4,953	151
- Assets Held for Sale	67	67	0	0	(67)
- Derivative Financial Instruments	0	0	0	0	0
Total Current Assets	6,316	8,002	1,686	6,078	(1,924)
Current Liabilities					
- Creditors and Other Payables	3,490	2,068	(1,422)	3,863	1,795
- Current Portion of Borrowings	380	11,181	10,801	671	(10,510)
- Provisions	17	17	0	51	34
- Employee Entitlements	505	345	(160)	485	140
- Derivative Financial Instruments	171	171	0	118	(53)
Total Current Liabilities	4,563	13,782	9,219	5,188	(8,594)
NET WORKING CAPITAL	1,753	(5,780)	(7,533)	890	6,670
Non Current Assets					
- Property Plant and Equipment	318,349	319,856	1,507	328,423	8,567
- Intangible Assets	88	88	0	85	(3)
- Forestry Assets	44	44	0	39	(5)
- Investment Properties	635	635	0	657	22
- Assets Held for Sale	889	889	0	0	(889)
- Other Financial Assets	3,389	3,389	0	837	(2,552)
- Derivative Financial Instruments	409	409	0	54	(355)
Total Non Current Assets	323,803	325,310	1,507	330,095	4,785
Non Current Liabilities					
- Creditors and Other Payables	618	618	0	0	(618)
- Borrowings	44,485	35,052	(9,433)	51,449	16,397
- Employee Entitlements	61	8	(53)	65	57
- Provisions	781	782	1	928	146
- Derivative Financial Instruments	0	0	0	38	38
Total Non Current Liabilities	45,945	36,460	(9,485)	52,480	16,020
NET ASSETS	279,611	283,070	3,459	278,505	(4,565)

TREASURY REPORT

FOR



FOR THE QUARTER ENDED 31 MARCH 2015



BANCORP

BANCORP TREASURY SERVICES LIMITED

AUCKLAND • WELLINGTON • CHRISTCHURCH

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1. MARKET ENVIRONMENT

1.1 GLOBAL MARKETS OVERVIEW (AS AT 31 MARCH 2015)

Central banks again exerted a dominant influence on financial markets during the quarter. The US Federal Reserve ("Fed") opened the door to potential interest rates hikes by way of a subtle change of wording, but surprisingly painted a more 'dovish' outlook than what the markets expected. The European Central Bank ("ECB") was more definitive, announcing a EUR1.1 trillion quantitative easing programme which began in March, in an attempt to engender some meaningful economic growth in the Eurozone.

On the data front, the US added a revised 264,000 non-farm jobs in February, the unemployment rate fell from 5.7% to 5.5% and average hourly earnings were 2.0% higher over the year. Shortly after the end of quarter on 3 April, the March non-farm payrolls was released, coming in way below expectations, with payrolls increasing by only 126,000 against an expected gain of 250,000. The previous two months' gains were also revised down by a total 69,000. The unemployment rate was unchanged at 5.5% and the participation rate fell.

The weaker than expected March jobs gains spurred expectations that the Fed will delay lifting the Fed Funds rate. Market pricing has pushed out the timing for a hike to December. However, it may transpire that the Fed rate hike is delayed until next year given recent US economic data such as the labour market, inflation, manufacturing, and retail sales – none of which is compelling enough to suggest the need to raise rates soon.

The Fed's Open Market Committee ("FOMC") meeting in March met the markets' primary expectation by removing the word "*patient*" in relation to its stance on raising the Fed Funds rate even though it lowered its interest rate projections by 50 basis points across its projection horizon and modified its language. Specifically the Fed noted that it was looking for "*further*" improvement, meaning that the labour market, inflation and the economy have not yet met the criteria to warrant an interest rate hike in the immediate future, i.e. at the FOMC meetings in April and June.

Yields on US Treasury bonds fell at the start of the quarter but rose in late January in response to the upbeat labour market data. They fell in early March in response to the start of the ECB's bond buying programme. The Fed's apparent uncertainty around interest rate hikes, a run of weaker than expected US data and signs of slowing economic growth in other G8 nations plus China cemented those fall as the month progressed. The yield on the 10 year Treasury bond ended the December quarter at 2.17% and fell progressively to a low of 1.63% in late January, then surged to a peak of 2.26% in early March but then declined to finish the quarter at 1.92%.



At its 5 March meeting, the ECB's Policy Committee voted to hold interest rates at record lows and to begin buying government bonds from 9 March. The ECB undertook to purchase bonds at yields down to, but not below, its minus 0.20% deposit rate, i.e. it will buy bonds at negative yields. The ECB excluded Greek government bonds from the bond buying programme. Bond yields in Europe have continued to fall. The German 10 year bund yield ended the quarter at 0.15% while both the 2 year and 5 year bunds are trading at negative yields.

As part of the preparation for the meeting, ECB economists revised their forecasts. Not surprisingly, they cut their inflation forecast for 2015 to account for the fall in oil prices. They now project Eurozone GDP to grow 1.5% in 2015 and 1.9% in 2016, having forecast 1.0% and 1.5% in December. With growth picking up, they expect inflation to rise to 1.5% in 2016 and 1.8% in 2017. These forecasts imply that the ECB economists expect the ECB's bond buying programme will be an immediate success.

Last month, China held its annual National Congress at which Chinese Premier Li Keqiang announced that the new target growth rate is "about 7.0%", down on last year's 7.4% and the lowest level in 15 years. He said the lower growth rate would usher in a "new normal" for the Chinese economy, reflecting on a previously inefficient growth model and continued intent by the government to instigate structural reform. Premier Li referred several times to the need to stop growth falling lower than target, hinting at a concern that an even sharper drop in growth risks higher unemployment and social unrest. Li also warned that the challenges which lie ahead of the world's second largest economy in achieving its growth target include sluggish investment growth, overcapacity, deflationary pressure and increasing public demand for better social services.

1.2 NEW ZEALAND MARKET OVERVIEW (AS AT 31 MARCH 2015)

	OCR	90 day	1 year swap	2 year swap	3 year swap	5 year swap	10 year swap
31 Dec 14	3.50%	3.70%	3.86%	4.08%	4.22%	4.37%	4.57%
31 Mar 15	3.50%	3.63%	3.54%	3.52%	3.55%	3.62%	3.75%
Change	Nil	-0.07%	-0.22%	-0.56%	-0.67%	-0.75%	-0.82%

As elsewhere, the domestic focus during the quarter was on the words and actions of the central bank. Much was expected of the Reserve Bank of New Zealand's ("RBNZ") March *Monetary Policy Statement* ("MPS") following the explicitly neutral stance in the January Official Cash Rate ("OCR") Review.

The RBNZ regards the Auckland housing market problem as a financial stability threat, effectively diminishing it as a monetary policy consideration and lowering the hurdle for



OCR cuts. Interest rate markets stuck to their bias for an OCR cut later this year, despite upbeat GDP data.

The New Zealand economy (GDP) expanded by 0.8% over the December quarter. On an annual comparison, domestic economic activity in the December quarter was 3.5% higher than in the December 2013 quarter. That is a decent rate of growth compared to other developed nations. The greatest contributions to growth came from the retail trade and accommodation sector (tourist and household spending), closely followed by the rental, hiring and real estate services sector (services and the housing markets in Auckland and Christchurch) and the manufacturing sector.

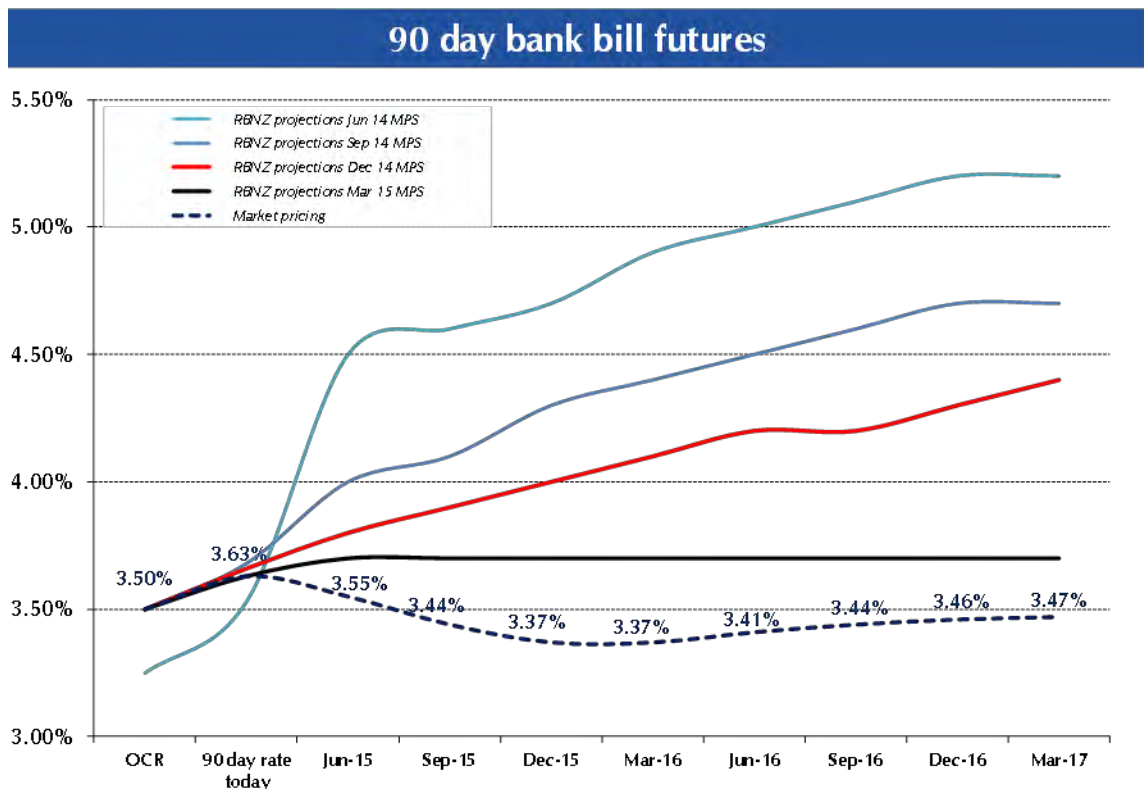
The GDP data confirmed that the New Zealand economy performed well in 2014 even though December quarter GDP was down from September's 0.9% rise. Expectations for the March quarter's growth are for it to be about the same, due to tourist spending boosted by the cricket World Cup, rising domestic demand and recent rain breaking most of the drought. Encouragingly, economic growth looks robust beyond the March quarter.

A big counter to past and expected growth has been the fall in dairy prices. The first GlobalDairyTrade in March recorded a 1.1% rise in the overall price index but a 1.0% fall in the Whole Milk Powder price upon which Fonterra bases its assumptions for its farmgate payout. The second auction in March saw an 8.8% drop in the overall price index and another 9.6% drop in the Whole Milk Powder price, taking it to USD2,928 per tonne, well below Fonterra's assumption of USD3,500 by July.

Reflecting the global bias for lower official interest rates and a general 'lower for longer' attitude towards interest rates, New Zealand swap rates fell on balance over the March quarter. This has once again flattened the yield curve with the spread between the 2 and 10 year swap rates ending the quarter at 24 basis points, from 31 basis points at the end of December 2014. In a sign of the markets belief about the potential for an OCR cut, the yield curve is negative sloping out to six years. This gives borrowers the opportunity to transact forward start swaps at a minimal premium (and favourable outright rate) compared to that which has prevailed over much of the past few years. For example a 5 year swap starting in 5 years is currently 3.89%; a year ago it was 5.60%.

The chart on the following page shows the 90 day bank bill futures pricing at the end of March compared to the RBNZ's projections for the 90 day rate in the June, September, December and March MPS. It clearly illustrates the extent of the RBNZ's downward revisions since June 2014, but also the markets conviction that there will be an OCR cut before the end of this year.





1.3 LOCAL AUTHORITY SECTOR

The Local Government Funding Agency (“LGFA”) held its last tender for the quarter on 11 March. In total, \$160 million of bonds and Floating Rate Notes (“FRN”) were issued. Details of the tender were as follows:-

- 15 April 2020 maturity - \$20 million issued at a margin of 37 basis points over swap for an ‘A+’ rated borrower.
- 15 May 2021 maturity - \$30 million issued at a margin of 41 basis points over swap for an ‘A+’ rated borrower.
- 15 April 2023 maturity - \$10 million issued at a margin of 43 basis points over swap for an ‘A+’ rated borrower.
- 15 April 2027 maturity - \$100 million issued at a margin of 54 basis points over swap for an ‘A+’ rated borrower.

This was the first tender that the April 2027 bond was offered with \$100 million issued. The \$344 million of bids received for this new bond highlighted its appeal to both borrowers and investors. It was also the first tender in which the LGFA offered bespoke lending whereby Councils can borrow into any maturity date that they prefer, subject to there being a longer dated LGFA tender maturity in existence.

1.4 CREDIT SPREADS

Credit spreads were very stable during the quarter, closing March at an average margin of 47 basis points over the 3 year swap for the ANZ Corporate 'A' Grade Bond index. This compares with a margin of 50 basis points at the end of December. The chart on the following page shows credit spreads for the Corporate 'A' Grade Bond index (the grey shaded area) and the 3 year swap (red line) dating back to mid-2007.



2. DEBT AND HEDGING

2.1 DEBT

As at 31 March 2015, Waitomo District Council (“WDC”) had \$45,850,000 of external debt. Of this, \$19,850,000 was provided by Westpac Bank, with \$19,100,000 drawn on the Wholesale Advance Facility (“WAF”) and the balance of \$750,000 on a Term Loan. In addition, WDC had issued \$26,000,000 of FRNs. A breakdown of the funding profile is contained in the table below:

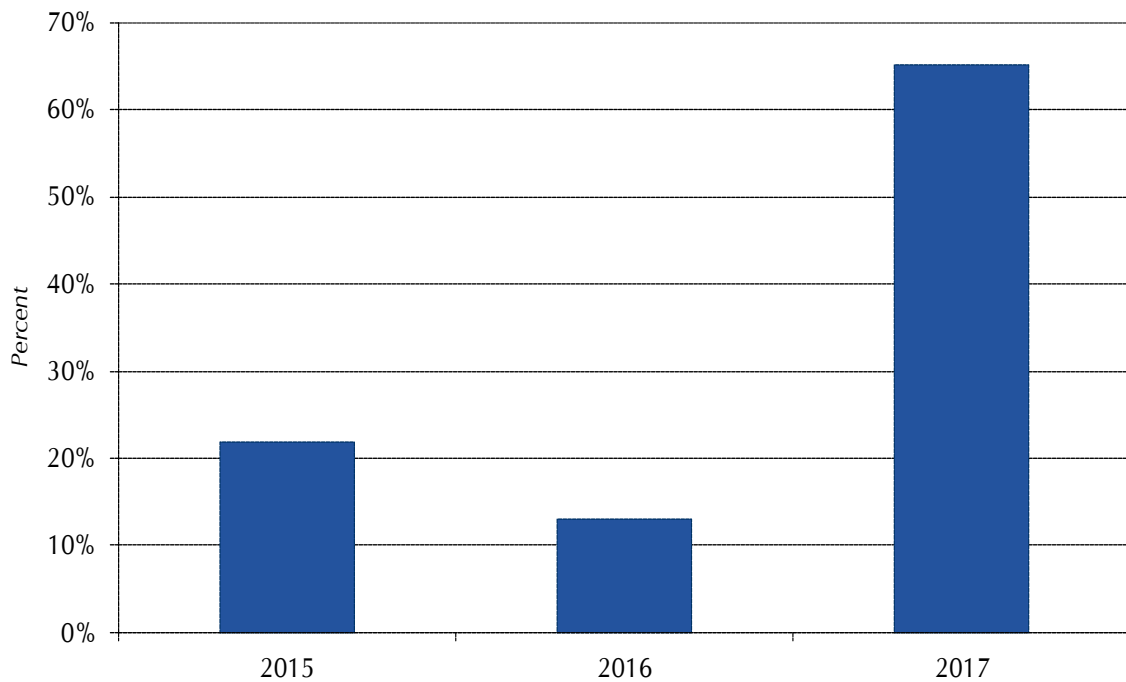
Loans			
Value Date	Reprice/Maturity	Base Rate	Amount
Advance Facility			
20-Mar-2015	02-Apr-2015	3.7500%	100,000
20-Jan-2015	20-Apr-2015	3.7100%	5,000,000
10-Mar-2015	10-Jun-2015	3.6900%	5,000,000
20-Jan-2015	20-Apr-2015	3.7100%	3,000,000
16-Feb-2015	15-May-2015	3.6800%	6,000,000
Term Loan			
17-Feb-2015	18-May-2015	8.4000%	750,000
FRNs			
31-Aug-2010	31-Aug-2015	3.6300%	5,000,000
09-Nov-2012	09-Nov-2015	3.6400%	5,000,000
18-Apr-2012	18-Apr-2017	3.6600%	5,000,000
30-Aug-2013	30-Aug-2016	3.6300%	5,000,000
30-Aug-2013	30-Aug-2016	3.6300%	1,000,000
06-Aug-2014	06-Aug-2017	3.6400%	5,000,000
TOTAL			45,850,000

The term loan of \$750,000 has been on-lent to Inframax with interest rate resets every three months. The current rate is 8.40% with the next reset due on 18 May 2015.

The maturity profile of WDC’s debt is depicted in the graph on the following page. It includes the \$26,000,000 of FRNs on issue and the \$19,850,000 million of bank debt (including the Inframax loan). It shows that there is 65.1% of debt maturing in 2017, along with the bank debt there are \$10,000,000 of FRNs maturing in that year.

Section 7.2 of the Liability Management Policy states “To avoid a concentration of debt maturity dates Council will, where practicable, aim to have no more than 50% of debt subject to refinancing in any 12 month period.” This is an objective not an actual requirement, so the 65.1% of debt maturing in 2017 does not constitute a breach of the Treasury Policy.

Waitomo DC Debt Maturity Profile



In August 2015, an FRN for \$5,000,000 matures. This FRN was issued in 2010 at a margin of 230 basis points, when credit margins were close to their post-GFC peak and WDC's debt projections and associated financing covenants made WDC a less attractive credit proposition than it is now. When the FRN is refinanced (presumably using another FRN), we expect the issue margin to be around 50 basis points. This will produce a saving of approximately \$90,000 per annum.

2.2 HEDGING

As at 31 March 2015, WDC had ten interest rate swaps to convert some of the floating rate exposures associated with the FRNs and bank debt into a fixed rate. Seven of the swaps are current and three are forward starting. Details of the swaps are as follows:

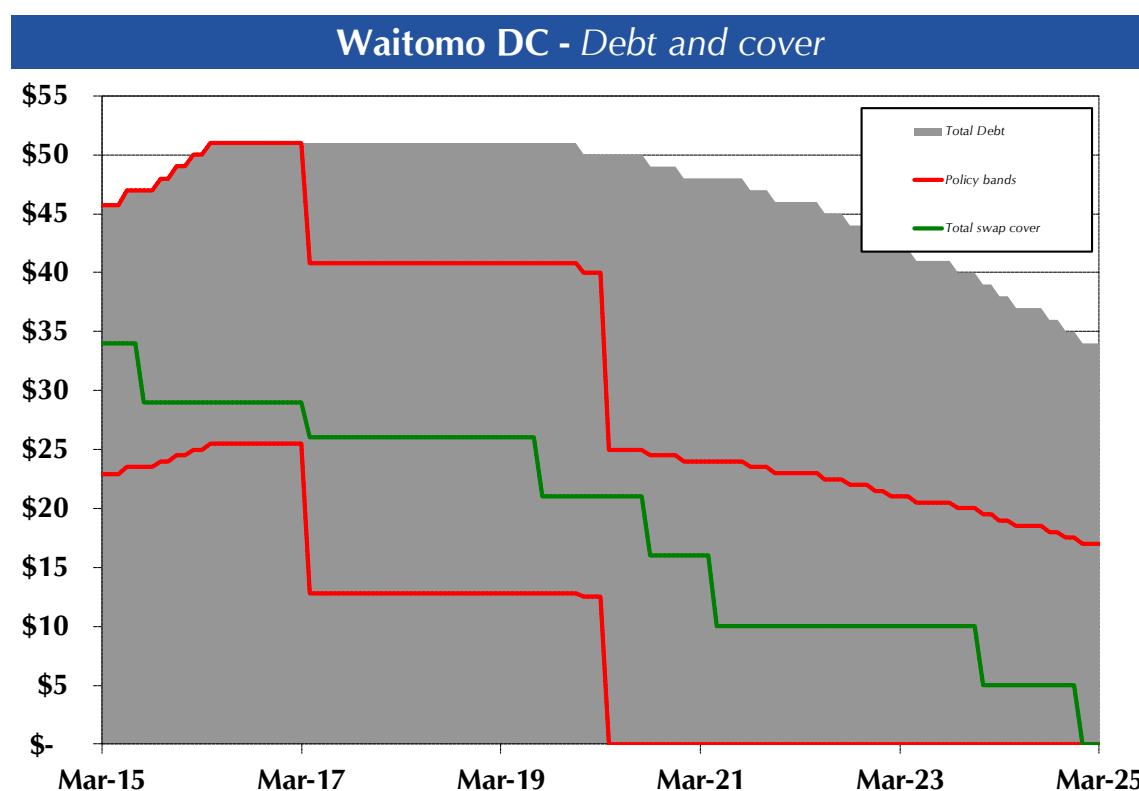
Amount	Start date	Maturity date	Rate	Market Value
5,000,000	30-Nov-10	31-Aug-15	4.360%	(\$18,958)
5,000,000	21-Jan-14	21-Jan-17	3.950%	(\$42,167)
5,000,000	10-Sep-12	10-Sep-17	3.880%	(\$43,612)
3,500,000	30-Aug-13	30-Aug-19	3.900%	(\$46,241)
1,500,000	30-Aug-13	30-Aug-19	3.900%	(\$19,818)
8,000,000	18-Oct-13	18-Apr-20	4.315%	(\$222,235)
6,000,000	31-Mar-14	17-May-21	4.900%	(\$424,425)
5,000,000	24-Jan-17	24-Jan-24	3.840%	(\$20,282)
5,000,000	11-Sep-17	11-Sep-20	3.780%	(\$8,907)
5,000,000	20-Apr-20	20-Apr-25	3.930%	(\$7,891)
49,000,000				(\$854,536)

2.3 DEBT AND HEDGING PROFILE

WDC manages its debt under the fixed rate hedging parameters detailed in the table below:

Fixed Rate Hedging Percentages		
	Minimum Fixed Rate	Maximum Fixed Rate
0 – 2 years	50%	100%
2 – 5 years	30%	80%
5 – 10 years	0%	50%

The debt profile incorporating these parameters, and the fixed rate swaps and using projected debt figures supplied by WDC is depicted in the graph below.



The graph shows that, as at 31 March 2015, WDC was policy compliant. During the quarter, WDC entered into three forward start swaps to remedy a policy breach and provide additional longer dated fixed rate cover at rates that were very close to historical lows. Details of the new swaps are as follows.

- \$5.0 mil commencing 11 September 2017, maturing 11 September 2020 at 3.78%.
- \$5.0 mil commencing 24 January 2017, maturing 24 January 2024 at 3.84%.
- \$5.0 mil commencing 20 April 2020, maturing 20 January 2025 at 3.93%.

Bancorp Treasury has been monitoring interest rates on the above swaps for some time but, while a policy breach was identified in September 2014, the decision was made to delay the hedging given the downward bias in interest rates. In the September 2014 Treasury Report, the interest rate for a swap commencing in January 2017 and maturing in January 2022 was 4.50%. The rate obtained for the January 2024 maturity was 66 basis points lower with the added benefit that it is two years longer. Thus, WDC will derive a considerable benefit from delaying the hedging transactions.

WDC's weighted average cost of funds, including the bank line fee and margin, as at 31 March 2015 was 5.35%. This represents a 16 basis point decrease from the cost of funds as at the end of December 2014. The cost of funds will decline further in August 2015 when the FRN which was issued at a margin of 230 basis points matures and a swap for \$5.0 million at 4.36% matures, with the debt that this swap covers reverting to a floating rate. WDC's cost of funds continues to be lower than what we would expect other similar local authority 'credits' to achieve.

2.4 POLICY COMPLIANCE (AS AT 31 MARCH 2015)

	Yes/No
<i>Have all transactions been entered into compliance with policy?</i>	√
<i>Are the fixed rate hedging percentages within policy control limits?</i>	√
<i>Is WDC maintaining liquidity within policy control limits?</i>	√
<i>Are all counterparty exposures within policy control limits?</i>	√
<i>Is WDC compliant with the financial covenants contained in the LMP</i>	√

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Appendix 4: Performance Management Report on Levels of Service and Key Performance Indicators.



Performance Management Report On
Levels of Service and Key Performance Indicators

(For the Period Ending 31 March 2015)

Introduction

- 1.1 The purpose of this report is to record the detail of non financial performance or service performance to 31 March 2015. These service performance measures were adopted as part of the Long Term Plan 2012-2022. Council uses service performance measures to measure performance in providing services to its Community.
- 1.2 The format of the report is in tabular form and the results are grouped under each major activity;
- The **strategic goals** summarise Council's contribution to furthering Community Outcomes as identified in the Long Term Plan 2012-2022.
 - Description of the **level of service**, which translates the high level strategic goal into measurable levels of service.
 - The **key performance indicator**, which is a description of the measure that will be monitored throughout the financial year and the life of the Long Term Plan 2012-2022.
 - The **performance target**, which is the quantitative target Council will strive to achieve.
 - **Performance achieved** to 31 March 2015. The result is recorded, whether the target has been achieved and comments to further explain actual results to target result.
- 1.3 The following is provided for each strategic goal within a significant activity;
- **Summary of performance** for the strategic goal to provide context for the measure and the result.

Commentary

- 2.1 Overall, the performance results for all ten activities show of the 63 key performance indicators set by the LTP: 21 were achieved, 8 were not achieved, 14 are on track for achievement, and 20 are not measurable at this time.

Community and Cultural Sustainability Group

Governance: Leadership and Investments

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Leadership				
Decision making in compliance with provisions of the Local Government Act 2002.	Number of challenges to the decision making process.	0	On track for achievement. No challenges to the decision making process as at 31 March 2015	(a)
Consultation is in accordance with the Special Consultative Procedure outlined in LGA 2002.	Number of challenges to the decision making process.	0	On track for achievement. No challenges to the decision making process in regards to the special consultative procedures as at 31 March 2015	(b)
Effective communication with the community.	Customer satisfaction rating of effectiveness and usefulness of Council communications "good or better".	≥ 55%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(c)
Investments				
Investments contribute to economic and social well-being.	Analysis of investment financials and activity including investment company reporting statements are reported to Council and made available to the public as applicable.	2 reports per year	On track for achievement.	(d)

Summary of Service Performance

The overall performance for Governance Leadership and Investment Activity for the quarter ended 31 March 2015 was very good with three of the four targets on track for achievement and one measurable in 2015.

Community Service

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
High quality Parks and Reserves will be provided.	Percentage of community satisfied with the quality of Parks and Reserves in annual and research surveys.	≥ 80%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(a)
Provision and maintenance of Elderly Persons Housing that meets the needs of the tenants.	Percentage of users satisfied with the provision and maintenance of Elderly Persons Housing in the User Survey.	> 55%	Not measurable at this time. Results for the performance target will be provided following the 2015 User Survey.	(b)
Quality public amenities will be provided.	Percentage of community satisfied with the quality of public amenities (Public Toilets and Cemeteries).	≥ 80%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(c)
Provision of comprehensive library facilities for the community.	Percentage of community satisfied with the quality of the library facilities and service in the annual satisfaction survey and research survey results.	≥ 85%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(d)
Provision of effective pool facilities for the community.	Percentage of community satisfied with the quality of the pool facilities and service in the annual satisfaction survey and research survey results.	≥ 60%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(e)
Provision of effective Arts and Culture facilities for the community.	Percentage of community satisfied with the quality of the Arts and Culture facilities and service in the annual satisfaction survey and research survey results.	≥ 75%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(f)
Council's public facilities are provided to standards of fitness for use.	Current Building Warrant Of Fitness (BWOFF) for facilities with compliance schedules.	100%	Achieved All Building Warrant of Fitness for Council facilities are current.	(g)

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Pool is safe for use of pool patrons at all times.	Pool accreditation in place.	100%	Achieved Pool accreditation is in place to 30 April 2015.	(h)
	Number of pool non complying water quality readings per year.	< 5	On track for achievement The number of non-complying water quality readings as at 31 March 2015 was one.	(i)
Community education and information provided to build community awareness and preparedness.	The number of residents who understand the need to plan for the ability to survive on their own for 3 days if there was an emergency event.	35%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(j)
Council will ensure that staff are equipped and trained to efficiently man the Civil Defence headquarters in an emergency	One major training exercise involving Civil Defence headquarters staff will be held per year	One exercise per year	On track for achievement.	(k)
Playground equipment is safe to use for parks and reserves playground users	Number of accidents directly attributable to playground equipment failure	Nil accidents	On track for achievement Nil accidents recorded that are directly attributable to the failure of playground equipment.	(l)

Summary of Service Performance

The overall performance for Community Services for the quarter ended 31 March 2015 was excellent with two out of the 12 targets being achieved, three on track for achievement, and seven not being measurable at this time.

Community Development

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Provide assistance for community support activities.	Advertisement and administration of all WDC Funding Rounds as per the Community Development Fund Policy.	100%	On Track for Achievement. All funding rounds advertised in Waitomo News, WDC Website and Facebook.	(a)
Support the positive development of youth within the District.	Youth Council makes one submission to Council per year.	1 per annum	Not measurable at this time.	(b)
	Youth Council undertakes two youth related projects per year.	2 per annum	On track for Achievement. The Youth Council hosted 'Waitomo's Got Talent' on the 12 th September 2014.	(c)
Council will support major District events that build community pride and raise the District's profile.	Number of major District events held on time and to budget.	One Major event (the Muster) and one minor event (the Christmas Parade)	On Track for Achievement The Christmas Parade was held on Friday 12 th December 2014. The Muster is scheduled for Saturday 11 th April 2015.	(d)
Council through its membership of the Hamilton and Waikato Regional Tourism Organisation will ensure enhanced presence in national and international markets for the District.	Number of District Promotion opportunities taken by the Hamilton and Waikato Regional Tourism Organisation in key publications and industry events.	> 4	On Track for Achievement HWRTO presented their 6 monthly report (period ending 31 December 2014) to Council on 31 March 2015.	(e)

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Council will support business expansion and diversification, and encourage the development of work-based skills.	District Economic Development Board Strategy developed and implemented.	25% of the programmes identified within the District Economic Development Board Strategy are implemented.	<p>Not measurable</p> <p>Council has confirmed its intention to not proceed with the implementation of a Board at this time.</p> <p>An Economic Development Action Plan for the Waitomo District will be developed in the current year.</p>	(f)

Summary of Service Performance

The overall performance for Community Development for the quarter ended 31 March 2015 was satisfactory with the expectation that all performance targets will be achieved by the end of the financial year.

Regulation

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
All food and liquor retail premises will be inspected and appropriately registered and licensed.	Percentage of registration or licensing of food and liquor retail premises inspected annually.	100%	On track for achievement. Inspections of licensed food and liquor retail premises are currently underway.	(a)
Provision of an effective environmental health service for the community.	Customer satisfaction survey rating on Environmental Health Service.	> 50%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(b)
Building consents and project information memoranda issued within 15 working days.	Percentage of building consents and project information memoranda issued within 15 working days.	90%	On track for achievement Currently 91% of building consents processed within 15 days.	(c)
Council will ensure that consented building works adhere to the Building Code.	Percentage of consented buildings under construction (inspected) to ensure code compliance.	100%	On track for achievement. Currently 100% of consented buildings under construction are inspected to ensure compliance.	(d)
Provision of an effective building control service to the community.	Customer satisfaction survey rating on Building Control.	> 50%	Not measurable at this time. Results for the performance target will be provided following the 2015 resident satisfaction survey.	(e)
Dog owners' properties will be inspected to ensure compliance with the Dog Control Act 1996 and Council's bylaws.	Percentage of dog owners' properties inspected per year.	Urban 100% Rural 10%	On track for achievement. Property inspections in both the urban and rural areas are well underway.	(f)

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015
High level of customer satisfaction with animal control service.	Customer satisfaction survey rating on Animal Control.	≥ 50% good or above	<p>Not measurable at this time.</p> <p>Results for the performance target will be provided following the 2015 resident satisfaction survey.</p>

Summary of Service Performance

The overall performance for Regulation for the quarter ended 31 March 2015 was satisfactory with the expectation that all performance targets will be achieved by the end of the financial year.

Environmental Sustainability Group

Solid Waste Management

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

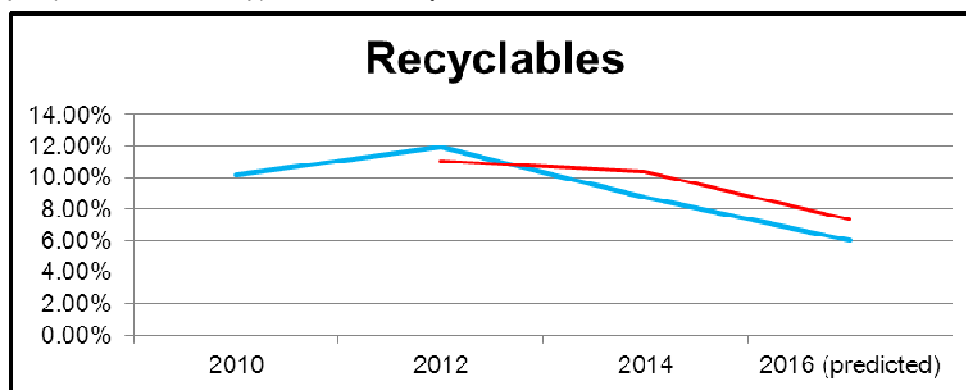
WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Users find the recycling facilities safe to use.	Percentage of users rate the safety of Council's recycling facilities as satisfactory or better.	75%	Not measureable at this time – Resident Satisfaction Survey August 2015	(a)
Provision of effective waste service for the community.	Customer satisfaction survey rating on waste transfer stations.	60%	Not measureable at this time – Resident Satisfaction Survey August 2015	(b)
The solid waste management facilities feel safe to the user.	Percentage of users rate the District's waste transfer stations safe to use.	70%	Not measureable at this time – Resident Satisfaction Survey August 2015	(c)
Users find the landfill facility safe to use.	Percentage of users rate the safety of Council's landfill facility as satisfactory or better.	75%	Not measureable at this time – Resident Satisfaction Survey August 2015	(d)
The solid waste management facilities are open and accessible to users at advertised times.	Number of complaints per month due to facilities not being open at advertised times.	<1	Achieved – No complaints for the quarter ended 31 March 2015	(e)
Reduce quantity of recyclables like paper and plastics in bag collection that goes to landfill.	Percentage of reduction per annum leading to 10% reduction by 2016 and 15% by 2022 (both measured against the 2012 Biennial Waste Audit).	2%	Not Achieved	(f)

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Reduce the quantity of organic waste like food scraps etc in bag collection that goes to landfill.	Percentage of reduction per annum achieved through continual education leading to 10% reduction by 2022 (measured against the 2012 Biennial Waste Audit).	1.5%	Not Achieved	(g)
Provision of an effective solid waste service for the community.	Number of complaints received per month regarding solid waste activities.	≤ 10	Achieved – a total of 14 complaints were received for the quarter ended 31 March 2015. All months met the target of 10 or less complaints.	(h)

Summary of Service Performance

The overall performance for the Solid Waste Management for the quarter ended 31 March 2015 was average. Four out of the eight Performance targets (a, b, c and d) were not measurable and are pending results from the 2015 Resident Satisfaction Survey which will be carried out July/August 2015. Two of the eight Performance targets (e and h) were achieved, and the remaining two performance targets (f and g) were measured against the 2014 Waste Audit shown in the table below, which were not achieved.

(f) The performance target for 'the percentage of reduction of the quantity of recyclables such as paper and plastics entering the landfill per annum leading to 10% reduction by 2016 and 15% by 2022 (both measured against the 2012 Waste Audit)' was not achieved. The results from the 2014 Waste Audit identified a decrease in recyclables compared against the 2012 Waste Audit, however it was not significant enough to allow for this target to be met over the following two year period. (The 2010 Waste Audit has been graphed to show how recyclable waste is trending in the future). WDC provides community education articles about the importance of waste minimisation and to encourage residents to assist in the diversion of recyclable waste from landfill. WDC will continue to provide targeted educational programmes to raise awareness of the benefits of waste reduction and services available in support of this, plus promotion of and support for community initiatives.

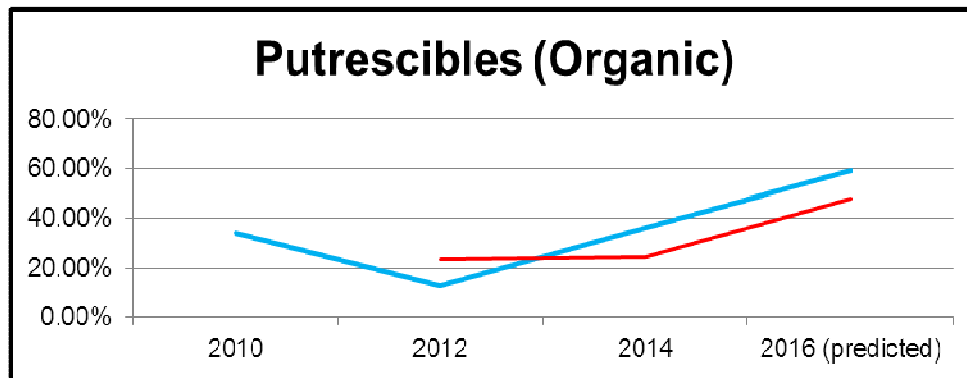


Recyclables (Average)	2012	2014	2016 (predicted)
	12%	9%	6%
Percentage Change		-3%	

Actual —————
Trend Line —————

(g) The performance target for 'the percentage of reduction per annum achieved through continual education leading to 10% reduction by 2022 (measured against the 2012 Waste Audit)' was not achieved. A total average of 36.31% of putrescibles (organic/food waste) was identified through the Waste Audit as being disposed of within the kerbside refuse bags, indicating a significant increase since the 2012 Waste Audit. The below graph and table shows a reversal in trend for putrescibles, in turn indicates that it is unlikely to meet the required target by 2022 should this trend continue. Continual education to the public for home composting may minimise this particular type of waste. On a regular basis WDC publish waste minimisation articles in the Waitomo News to raise public awareness as part of their plan to reduce organic

waste. (The 2010 Waste Audit has been graphed to show how Putrescible (Organic) Waste is trending in the future).



Organic (Average)	2012	2014	2016 (predicted)
	13%	36%	59%
Percentage Change		+23%	

Actual —
Trend Line —

Summary of Audit Report

There are twelve primary waste categories in the Ministry for the Environment's Waste Analysis Protocol 2002; being paper, plastics, putrescibles (organic materials/food waste), ferrous metals, non-ferrous metals, glass, textiles, nappies and sanitary, rubble and concrete, timber, rubber and potentially hazardous.

The 2014 Waste Audit was carried out over four Waitomo District townships. The following number of kerbside refuse bags were collected from random properties in the following towns - Te Kuiti (20) Waitomo (10) Mokau (10) and Piopio (10).

The purpose of this audit is to get a gauge of the types of waste that get disposed of into landfills, detailing the quantity of each type of waste by weight and percentage. This provides WDC with information as to how we form our policies around waste management such as access to recycling facilities, landfill design and the cost of council rubbish bags.

Type of waste in refuse bags	2014 Waste Audit (Percentage of waste contained in refuse bags)	2012 Waste Audit (Percentage of waste contained in refuse bags)
Rubble, concrete, timber and rubber	Negligible	Negligible
Plastic (<i>recyclable</i>)	9.83%	Negligible
Metal (ferrous metals)	5.43%	4.00%
Metal - non-ferrous metals (<i>recyclable</i>)	0.67%	4.10%
Glass (<i>recyclable</i>)	8.16%	2.30%
Plastic Wrap*	17.25%	47.2%
Paper Wrap (<i>recyclable</i>)	16.34%	29.4%
Putrescibles (organic/ food waste)	36.31%	15.4%
Sanitary & Nappies	22.20%	Not reported
Potentially Hazardous (eg: hair dye,	3.57%	Not reported

chemicals)		
Textiles (eg: fabric)	11.30%	Not reported

The amount of rubble, concrete, timber and rubber in the refuse bags collected for the 2014 audit was negligible. The 2014 audit results show a dramatic increase since the 2012 Waste Audit in putrescibles (organic materials/food waste). Minor increases since the 2012 Waste Audit included plastic and glass which are both included in the recyclables. Significant waste items previously audited but not reported were, sanitary products and nappies which have been evaluated and carried 22.20% of the total waste contained in kerbside refuse bags. Other items previously audited but not reported were, potentially hazardous, textiles and other (generally the unclassified items which are negligible). On the positive, there has been a significant decrease in plastic wrap and paper wrap in comparison to the previous 2012 waste audit.

Resource Management

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 DECEMBER 2014	
Council will ensure that resource consents are processed in a timely and customer friendly manner so as to facilitate district wide development.	Percentage of notified consents processed within 80 working days of receipt.	90%	Not measurable at this time. No notified resource consents have been processed to date.	(a)
	Percentage of non-notified consents processed within 20 working days.	90%	On track for achievement. Currently 100% of non notified consents processed within 20 working days.	(b)
All premises where resource consent have been issued will be monitored at least biennially to ensure compliance.	Percentage of consented premises visited each year.	50%	On track for achievement. All premises where resource consents have been issued have been monitored.	(c)

Summary of Service Performance

The overall performance of the Resource Management Activity for the period ending 31 March 2015 was good with all performance targets expected to be achieved by the end of the financial year.

Stormwater Drainage

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Threats to public health and property will be limited.	Percentage of urgent requests dealt with within one working day.	90%	Achieved – No service request complaints were received for the quarter ended 31 March 2015.	(a)
Service requests and complaints are processed as they come in.	Completion time (working days following receipt) for customer follow up on outstanding requests/complaints.	< 5 days	Achieved – No service request complaints were received for the quarter ended 31 March 2015.	(b)
Stormwater quality will be managed effectively.	Percentage of Stormwater pollution incidents are corrected within time frames agreed with Waikato Regional Council.	100%	Achieved – No service request complaints were received for the quarter ended 31 March 2015.	(c)
	Response time for investigation of all reported pollution incidents associated with Stormwater discharge following notification.	<12 hours	Achieved – No service request complaints were received for the quarter ended 31 March 2015.	(d)
	Number of Stormwater abatement notices issued.	Nil	Achieved – No service request complaints were received for the quarter ended 31 March 2015.	(e)

Summary of Service Performance

The overall performance for Stormwater Drainage for the quarter ended 31 March 2015 was **excellent**, with all five performance targets being achieved.

Sewerage and Treatment and Disposal of Sewage

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Sewage treatment is managed without adversely affecting the quality of the receiving environment.	Number of complaints regarding receiving water quality as a result of effluent discharge as measured in Request for Service (RFS) system.	≤ 2	Achieved – No service request complaints were received for the quarter ended 31 March 2015.	(a)
Sewage is managed without risk to public health.	Number of sewage overflows into habitable buildings due to faults in the wastewater system (measured by RFS system).	≤ 1	Achieved – One service request complaint was received for the quarter ended 31 March 2015. There have been two in total year to date.	(b)
A reliable removal and treatment service is provided.	Number of sewage overflow events per year at any one wastewater scheme.	≤ 2	Not Achieved	(c)
Resource Consent for TKWWTP is renewed and complied with	Percentage compliance with renewed TKWWTP Resource Consent	100%	Achieved – WDC had results of 86% January, 84% February and 100% March compliance with consent requirements.	(d)

Summary of Service Performance

The overall performance for Sewerage and Treatment and Disposal of Sewage for the quarter ended 31 March 2015 was **good**. Three out of the four performance targets were achieved, one was not achieved.

(c)	<p>The performance target of the '<i>number of sewage overflow events per year at any one wastewater scheme</i>' was not achieved for the quarter ended 31 March 2015. A total of 23 service request complaints were received for the quarter ended 31 March 2015 in relation to the following schemes 8 (Te Kuiti) and 15 (Piopio). The main identified reasons for these complaints were from blockages and overflows, odour and high level alarms being triggered for Piopio residents. The main identified causes of overflow events were from blockages caused by rags and other clothing items that have entered the pipework restricting sewerage flow and causing it to back up.</p> <p>All sewerage blockages are attended to promptly by the Water Services Engineer. Information on how to look after your septic tank, is mailed to Piopio township residents on a regular basis throughout the year to educate them and stress the importance of caring for their septic system. This type of correspondence is being considered for the Te Kuiti and Benneydale Schemes in an attempt to prevent future blockages from clothing items and other items that should not be disposed of into the wastewater system.</p>
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Economic Sustainability Group

Water Supply

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
Water supply is adequate for public health purposes.	Percentage compliance with NZ Drinking water Standards 2005 (revised 2008) as measured in WINZ database	95%	Not Achieved	(a)
	Public Health Risk Management plans adopted and implemented.	100%	Achieved – Asset Management Plan Budget Manual (100%)	(b)
	Confirmed illnesses attributable to consumption of Council water supply services.	Nil	Achieved – No service request complaints were received for quarter ended 31 March 2015.	(c)
	Number of complaints per annum regarding water supply quality, at any supply scheme.	<10	Not Achieved	(d)
	Percentage of customers who are satisfied with the quality of their drinking water as measured by Resident Satisfaction Survey.	75%	Not measurable at this time – Measured by Resident Satisfaction Survey to be carried out August 2015.	(e)
Water resources are used efficiently and sustainably.	Percentage of the fire hydrants meeting bi-annual compliance test with the fire fighting standards.	75%	Achieved – 85% of fire hydrants meet compliance test with firefighting standards.	(f)
Water supply to customers is reliable.	Percentage of customers who are satisfied with the reliability of their water supply services as measured by Resident Satisfaction Survey.	75%	Not measurable at this time – Measured by Resident Satisfaction Survey to be carried out August 2015.	(g)
Failures and service requests are responded to promptly.	Percentage of supply disruptions restored within 4 hours after first notification.	90%	Not Achieved	(h)

Summary of Service Performance

<p>The overall performance for Water Supply for the quarter ended 31 March 2015 was fair with four being achieved, one not measurable and three not achieved.</p>	
(a)	<p>The performance target of <i>'Ninety-five percent compliance with NZ Drinking Water Standards 2005 (revised 2008) as measured in Water Information New Zealand (WINZ) database'</i> was not achieved to the quarter ended 31 March 2015 with a result of 50%.</p> <p>WDC is still in the process of upgrading water plants to comply with Drinking Water Standards 2005 (revised 2008). Waikato District Health Board (WDHB) confirms council's compliance on an annual basis, and are running one year behind.</p>
(d)	<p>The performance target of <i>'less than 10 complaints per annum regarding water supply quality at any supply scheme'</i> was not achieved as at the quarter ended 31 March 2015. A total of 74 service request complaints were received for the quarter pertaining to the Te Kuiti (56 or 76%), Piopio (10 or 14%), Mokau (7 or 9%) and Benneydale (1 or 1%) schemes.</p> <p>The main reasons for the complaints were from leaks, lack of water supply (generally caused due to a leak, water toby issues, discoloration and odour).</p>
(h)	<p>The performance target of <i>'ninety percent of supply disruptions restored within 4 hours after first notification'</i> was not achieved for the quarter ended 31 March 2015. A total of 49 complaints were received for the quarter of which (33 or 67%) were achieved, and (16 or 33%) were considered non urgent.</p> <p>The main reasons for these complaints were for colour, taste and odour of water supply , minor leaks in pipework and damaged or leaking tobies. Complaints pertained to the following townships - Te Kuiti (41 or 84%), Mokau (2 or 4%) and Piopio (6 or 12%) and Benneydale (nil).</p> <p>All efforts are made to attend to supply disruptions as promptly as possible. Those complaints that are not dealt with within the four hour timeframe are generally due to either availability of staff and/or contract staff or where further investigation is required.</p>

Roads and Footpaths

Statement of Service Performance

The Levels of Service and Key Performance Indicators for this Group of Activities are:

WHAT WE DO (LEVEL OF SERVICE)	HOW WE MEASURE SUCCESS (PERFORMANCE MEASURE)	PERFORMANCE TARGET	OUR PERFORMANCE TO 31 MARCH 2015	
The rideability of the roading network is maintained in good condition and is 'fit for purpose'.	The number of service complaints from ratepayers in any one month regarding the condition of the roading surface.	<4 / month	Not Achieved	(a)
	Sealed road lane kilometres exceeding a NAASRA* roughness count rating of 150. Measured on a biennial basis.	<8%	Achieved - NAASRA biennial result 6.50 %	(b)
The network's traffic marking and signage facilities are up to date, in good condition and 'fit for purpose'.	Number of service complaints per month regarding missing, damaged or inaccurate road signage.	<3 / month	Achieved – Only four complaint for the quarter ended 31 March 2015 was received. All months achieved the required target of less than 3.	(c)
The roading network is open and accessible to users.	The number of road closures per month due to weather events (defined as bank slippages or blockages or flood events) lasting more than 24 hours.	≤1 / month	Achieved – No complaints were received for the quarter ended 31 March 2015, a reduction compared to the last quarter which was still achieved but had two service request complaints.	(d)
	The number of complaints per month regarding damaged footpaths.	<3 / month	Achieved – No complaints were received for the quarter ended 31 March 2015.	(e)
	Time of response to reported defects and faults.	Within 24 hours	Not Achieved	(f)


* NAASRA is a generally acceptable measure of road roughness. A NAASRA count of less than 150 indicate an acceptable level of ride comfort.

** The target has been slightly revised as sometimes severe weather events can happen causing excess damage and the resolution can be delayed. Resourcing to meet these rare events is considered financially impractical and hence the slight revision in target.

Summary of Service Performance

The overall performance for Roads and Footpaths for the quarter ended 31 March 2015 was **good**. Four out of the six performance targets were achieved, two were not achieved.

(a)	<p>The target of <i>'less than four service complaints per month in any one month regarding the condition of the road surface'</i> was not achieved. A total of 30 complaints were received for the quarter ended 31 March 2015.</p> <p>The main reasons for a large portion of the complaints throughout the quarter were due to potholes on rural roads and bitumen bleeding on sealed roads both urban and rural due to higher temperatures over the warmer Summer/Autumn season. Periodic forestry activities have a large effect on some of these roads. There has been an increase in the number of complaints for this target from 15 in the last quarter to 30 this quarter.</p> <p>The Councils roading staff and road maintenance contractor is immediately advised of all road surface incidents and these are attended to according to urgency, and reviewed on a weekly basis through operations and maintenance meetings with Council.</p>
(f)	<p>The performance target of <i>'Time of response to reported defects and faults within 24 hours'</i> was not achieved. A total of 20 complaints were received for the quarter ended 31 March 2015, 12 or 60% of which were responded to within required timeframe and 8 or 40% were not responded to within the required 24 hour timeframe. There was an increase in the number of complaints for this target from 12 to 20 in comparison to the previous quarters report.</p> <p>The Councils roading staff and road maintenance contractor is immediately advised of all road defects and faults, which are attended to according to urgency, and reviewed on a weekly basis through operations and maintenance meetings with Council. Often the works are programmed into the contractors operations and maintenance schedule. Urgency on the matter is determined on whether it bears an immediate health and safety risk to the road users and due to the nature of the defect it is not always possible to fix within the agreed response time. Response times are being followed up and revised procedures should improve achievement of this target.</p>

Document No: 361040	File No: 130/008
Report To:	Council
	Meeting Date: 29 April 2015
	Subject: 2015 General Revaluation

Purpose of Report

- 1.1 The purpose of this business paper is to brief Council on the process for the 2015 General Revaluation for properties in the Waitomo District.

Background

- 2.1 The Rating Valuations Act 1998 requires that every property in New Zealand must be revalued for rating purposes at least once every three years.
- 2.2 The last revaluation for the Waitomo District occurred in September 2012 and therefore the revaluation is due to be undertaken again in September 2015.
- 2.3 The values from the 2015 district revaluation will be used for rating purposes from 1 July 2016.
- 2.4 There are a number of stakeholders in the District Revaluation Process ranging from the community, the Council, a range of service providers and the Office of the Valuer General (OVG).
- 2.5 Under the Rating Valuations Act 1998, the OVG sets minimum standards for rating valuations and maintenance of the district valuation roll. The Valuer-General also:
- Provides independent quality assurance of valuations for rating purposes
 - Certifies Rating Valuations to local authorities
 - Provides technical advice to Government on valuation and the valuation services sector
 - Monitors and audits the work of rating valuation service providers (VSPs)
- 2.6 As Council's appointed Valuation Service Provider, Quotable Value New Zealand (QV) undertakes the revaluation on behalf of Council. The valuation of utilities (ie, electricity, gas, telecommunication networks, water services networks) are undertaken as a separate process and the valuer for 2015 is yet to be confirmed. In previous years this work has been carried out by a company called Valnet.
- 2.7 In 2005 Waitomo District Council entered into an agreement with Local Authority Shared Services Limited (LASS) for a Shared Valuation Database Service (operating under LASS).
- 2.8 LASS provides valuation database services to Councils in the Waikato and to Waikato Regional Council. WDC's official District Valuation Roll (DVR) resides in the Shared Valuation Database Service (SVDS) and is shared with Waikato Regional Council for rating purposes.
- 2.9 LASS contracted a provider called Rating Valuation Services Limited (RVSL) (which was formed in April 2007) to provide SVDS maintenance and associated support

services to SVDS Councils. RVSL assists WDC by providing reports out of the SVDS system, loading bulk files from Council and QV, running integrity checks and audit processes to ensure the (DVR) data is correct and complete.

- 2.10 RVSL provide support services to QV and Council to ensure the revaluation project plan runs smoothly. This includes dealing with valuation enquiries and ensuring that both parties achieve deadlines. RVSL also assists with the preparation of the assurance statement.

General Valuation Process

- 3.1 The following provides a high level summary of the process to be followed for General Revaluation in 2015:

Key Milestone	Description	Date of Action
Data Integrity Checks	Includes review of data and data cleansing, updating information on certificate of titles, Maori Freehold land properties, earthquake prone buildings, leaky homes.	April 2015
Market Surveys	Random surveys of rural, commercial and industrial properties to be sent to ratepayers in the Waitomo District as per Section 45 of the Rating Valuations Act.	April/May 2015
Farm Amalgamations	Amalgamation of properties in compliance with Section 2.4.1.2 of the Rating Valuation Rules 2008 (refer to 2.13 to 2.16 below for more detail on amalgamations).	April/May 2015
Rates Newsletter Mail out	A Rates Newsletter will be sent to ratepayers in July, along with the rates invoice and assessment for the 2015/2016 year. The Rates Newsletter will provide details on key information about the District Revaluation taking place in September and the objection process.	July 2015
Waitomo Way	The August edition of the Waitomo Way will include a section outlining the key information about the District Revaluation including the objection process.	August 2015
Revaluation of Utilities	Utility assets of electricity lines and gas distribution networks will be re-valued as per the Rating Valuations Rules 2008 – Section 7.	Sept 2015
OVG Audit Date and files to OVG	The final DVR file sent to the OVG for audit.	25 Sept 2015
Public Notice	Upon the Valuer-General's Certification of the General Revaluation, WDC will give public notice that the roll is open for inspection and notify the community of objection timeframes as per Rating Valuations Act – Section 12	21 Oct 2015
Valuation Notice Mail Out	Notice of General Revaluation will be sent to owners and ratepayers, detailing the new property values and information on how to object to the new values as per the Rating Valuations Act – Section 13	28 Oct 2015
Valuation Service Provider presentation to Council	Valuers from Quotable Value will present the key highlights of the District Revaluation to the Elected Members.	October Council meeting - to be confirmed with VSP

Key Milestone	Description	Date of Action
Objections Close	Owners and ratepayers have 30 working days in which to lodge an objection after receiving the above valuation notice. Objections must be received by 3 December 2015. Objections are then forwarded to Quotable Value for further review of the values as per Rating Valuations Rules 2008 – Section 6	3 Dec 2015
Ratepayers notified of result of objection	Once Quotable Value completes their review, owners and ratepayers will be notified of the result of their objection. If owners are still not satisfied with their value, they have the opportunity to have their objection heard by the Land Valuation Tribunal. (Separate process with the Land Valuation Court)	As each objection is reviewed

- 3.2 Council staff will be sending rental and production surveys during the week commencing 4 May 2015. These surveys will be sent to a selection of rural, commercial and industrial property ratepayers to ensure that the revaluation program is undertaken as accurately as possible. In 2012, 615 market surveys were sent out to ratepayers.
- 3.3 The OVG has advised that testing compliance with Section 2.4.1.2 of the Rating Valuation Rules 2008 will be undertaken for this valuation. This section applies to land where there are two or more certificates of title or land held by the Crown where there are two or more instruments of ownership. Land that is owned by the same person or persons, used jointly as a single unit, contiguous, used as one farming operation and likely to be alienated as one farming operation constitutes one rating unit. Properties that meet these criteria are required to be amalgamated into one rating unit.
- 3.4 WDC has identified 139 properties that need to be amalgamated under this section. The process of amalgamation of these properties has commenced with the intention to have the majority of these amalgamations completed by May 2015.
- 3.5 Overall, the capital values of the new properties should remain relatively similar to the capital values we have currently recorded in the RID. There may be slight differences to individual properties but overall it is not anticipated that the amalgamations will materially change the capital value of the District. It is also likely to little effect on the rates assessed for these properties as the rates charged on the basis of SUIP will remain the same (although there is now only one record, the same number of SUIPs exists).
- 3.6 The majority of the valuation fieldwork relating to the general valuation will be undertaken between July and September 2015 by Quotable Value. Properties that will be inspected include those which have recently sold. A selection of all non-sold properties will be inspected from the road. In addition a further 300 properties across all sectors will have an onsite inspection.
- 3.7 Peer reviews are carried out at each stage of the revaluation process to ensure quality and accuracy.
- 3.8 The general revaluation is always a point of interest within the community and it is considered good practice to create awareness of the pending revaluation process. A communication strategy is currently being worked through and once finalised will be advised to Council. Initially general information on the upcoming general revaluation process will be provided through the rates newsletter and Waitomo Way.

Suggested Resolution

The business paper on the 2015 General Revaluation be received.



VIBHUTI CHOPRA
GROUP MANAGER CORPORATE SERVICES

22 April 2015

Document No: 361137**File No:** 400/503A**Report To: Council****Meeting Date:** 29 April 2015**Subject: Broadband and Mobile Black Spot Initiative**

Purpose of Report

- 1.1 The purpose of this business paper is to outline the opportunity for Council to apply for funding to the Government's recently announced extension to the Ultra-Fast Broadband (UFB) and Rural Broadband Initiative (RBI) programmes and new Mobile Black Spot Fund.

Background

- 2.1 Central Government has already committed \$1.65 billion through the first phase of the UFB and RBI programmes to deliver faster broadband to 97.8 per cent of New Zealanders by 2020. The intention is that by 2020, 75 percent of New Zealanders will be connected to ultra-fast broadband. All schools, hospitals and 90 percent of businesses will be connected by 2015. Homes and the remaining 10 percent of businesses will be connected by 2019.
- 2.2 In a recent announcement the Government made a further commitment of up to \$360 million to extend these programmes and establish a new mobile coverage initiative.
- 2.3 The additional money includes a further investment of between \$152 million and \$210 million for the UFB extension which will deploy fibre to additional towns and urban areas outside of the existing UFB footprint, to achieve at least 80 per cent population coverage.
- 2.4 The Government has committed an additional \$100 million to the extension of the RBI initiative to focus on enhancing connectivity for areas that fall outside the UFB footprint.
- 2.5 The establishment of the Mobile Black Spot Fund is a new initiative which will expand mobile coverage into black spot areas of the main highways and popular tourist areas. The Government has committed \$50 million to this fund.
- 2.6 Central Government is inviting Councils to submit a Registration of Interest (ROI) by 3 July 2015 to inform which areas should be a priority for the Government's next investment in better connectivity and how Councils can support this rollout. The Ministry of Business Innovation and Employment Economic Development (MBIE) is responsible for managing this process.
- 2.7 Anecdotal experience of other towns such as Wanganui is that uptake of the service has been limited which can impact on the provider's return on investment and therefore willingness to invest in the first place.
- 2.8 To assist with these issues, Council/ applicants are also required to submit a Digital Enablement Plan to MBIE by 18 September 2015 which must identify projects which we will undertake to support community uptake.

- 2.9 Crown Fibre Holdings (CFH) will manage the allocation of contracts for the roll out of fibre to the various regions through the country, and is also negotiating with providers regarding the detailed plans to install fibre throughout the country.
- 2.10 UFB will assist with economic growth in our district by encouraging new investment into all aspects of business and could encourage the relocation of businesses to the area. Broadband improvements can provide the district with better access to services that can be delivered remotely (e.g. medical and education services), provision of first world services to international visitors and an empowered and enabled community.
- 2.11 This initiative has the opportunity to provide better connectivity to our two key industries (primary and tourism). Enhanced mobile coverage and efficient broadband internet services can reduce the sense of isolation of rural communities and improve safety and productivity.
- 2.12 Current visitor experiences, in terms of connectivity, at our key tourist location of Waitomo Caves is reportedly "poor and very slow". These visitors are our best means of 'word of mouth' advertising. It is in our best interests to improve services to this group as what they communicate to their friends and family is important in securing future business to the district.
- 2.13 Increased connectivity also enables the take up of new technologies, which can increase productivity. UFB could add to the value of our economy and ensure the district is a vibrant place to live and work.
- 2.14 There is however no guarantee that UFB will provide economic benefits to the district especially if the uptake is low.

Commentary

- 3.1 There is the potential for Council to apply to all three categories of funding:
- UFB extension
 - RBI extension
 - Mobile Black Spots Fund
- 3.2 UFB Extension**
- 3.3 The \$152 to \$210 million extension of the UFB initiative will focus on deploying fibre optic broadband infrastructure to urban areas outside of the existing UFB footprint. The list of additional towns to receive fibre to the premises will be determined following a competitive bid process. This will take into account the cost of deployment, strength of consumer demand, regulatory issues and other assistance from local authorities and their communities.
- 3.4 The Government has previously indicated that Te Kuiti may be considered for the extension. It is important to note this was indicative only from the Government, and Te Kuiti is not guaranteed to receive fibre under UFB 2. Other areas may be selected instead based on the information received through the ROI process.
- 3.5 Telecommunication suppliers will be looking at the most attractive offerings when considering investment in deployment, i.e.
- Co-investment
 - High uptake
 - Ease of roll-out with regard to local rules and regulations.

3.6 In 2013 the census recorded that only approximately 50-60% of households in Te Kuiti had access to the internet.

3.7 RBI Extension

3.8 The RBI programme will be extended with an additional \$100 million fund made available through extending the Telecommunications Development Levy. The Government will seek input from communities, councils and service providers, and the fund will be allocated through an open tender process.

3.9 In selecting areas for the RBI extension, the Government will consider areas and communities outside of the UFB rollout which meet the following criteria:

- Quality broadband infrastructure is unavailable (defined as less than 5Mbps)
- Unmet demand for satisfactory broadband is high, and
- Potential for social and economic benefits in the area.

3.10 WDC is aware that broadband does not reach most of our rural communities and that they are limited to using expensive and often slower satellite services.

3.11 Mobile Black Spots Fund

3.12 The Government plans to create a \$50 million fund to extend mobile coverage into black spot areas of main highways and key tourist areas. It is proposed that the Telecommunications Development Levy will fund the programme. Sites will be selected following consultation with key businesses and community stakeholders with funds allocated by a tender process.

3.13 The programme will have a particular focus on areas with no reliable mobile service coverage for handheld devices from any operator and will prioritise sites which are either:

- Important tourist sites where there are likely to be a public safety and economic and social benefits from improved coverage, or
- State Highways where there are likely to be public safety benefits from improved coverage.

3.14 Local authorities are required to demonstrate how their nominated areas meet the criteria, for example, how mobile investment would mitigate safety of life risks and enhance emergency response on sections of State Highways, or improve communications and contribute to economic development and other opportunities in locations popular with visitors.

3.15 The Government will give priority to areas which meet the relevant criteria above and where local authorities commit to assisting with the costs of deployment, for example through the provision of land or utility power for cell towers or road access to towers.

3.16 Waitomo District has three significant state highways through its District, (State Highways 3, 4 and 30) which have extremely limited mobile coverage. These state highways create critical transport links with Taranaki, Western Bay of Plenty and the Central North Island. Enhanced mobile coverage on these state highways will mitigate safety of life risks and enhance emergency response on black spot sections of our State Highways.

3.17 Key tourist spots in our District that would benefit from mobile coverage are firstly Pureora Forest. Minutes recorded from both the Timber Trail Advisory Group and Destination Pureora suggest that the topic of lack of cell phone coverage is often discussed and presented at meetings as a concern. With the popularity of the Timber Trail cycleway increasing each year it will be important to have facilities in

place to assist in the management of the inevitable accidents. Enhancing safety on roads around Waitomo Caves by providing full mobile coverage from the Caves to Marokopa would improve our visitor's experiences.

3.18 Registration of Interest

- 3.19 The first step in the process of selection of geographic areas and suppliers is the release of the Registration of Interest – Support Documents.
- 3.20 A number of local authorities have informally indicated their desire for Government to provide enhanced connectivity to their districts. Local authorities now have the opportunity to be part of this New Zealand initiative which has been extended, to contribute to a range of economic and social outcomes for New Zealand communities. Access to improved broadband and mobile infrastructure can encourage business productivity across a range of local sectors and industries, improve health and education outcomes, enhance service delivery, and increase social connectivity and inclusion.
- 3.21 The deadline for ROI's is 3 July 2015. In submitting an ROI local authorities will have the opportunity to input into the design of these important programmes, indicate how the local authority would support such deployment, and potentially to have towns or areas within their district selected for deployment of one or more programmes.
- 3.22 The ROI – Support seeks the support of local authorities to provide information and commitments on ways to facilitate deployment of infrastructure in their districts.
- 3.23 Local authorities are also required to provide their plans to increase digital engagement and achieve the social and economic objectives of digital infrastructure in their communities. These could be in the form of a Digital Enablement Plan, as outlined in the ROI – Support document, or other existing digital plan the local authority has in place. The deadline for submission of Digital Enablement Plans is 18 September 2015.

3.24 Response Requirements for ROI

- 3.25 The response requirements for the ROI is a comprehensive set of information for each category of funding.
- 3.26 The information required is similar in each category and includes:
- Which location(s) Council wishes to put forward, prioritisation of those locations, rationale and statistical information.
 - How Council can assist to reduce the costs or risks of deployment.
 - How Council can facilitate consenting processes for the deployment of infrastructure, e.g. consents required for mobile towers, town-wide corridor access request approvals, aerial consents and reinstatement standards.
 - Identification of existing infrastructure which could assist in deployment, e.g. existing pole infrastructure, existing ducts, disused gas or storm/water networks or other local authority infrastructure or land or land access for mobile towers.
 - Uptake and awareness assistance for the new services, for example:
 - Using existing Council communications to residents and business to outline the benefits of the potential new services,

- Conducting basic research with residents and businesses to understand the general level of interest in uptake of the new services,
 - Working with the successful bidder to deploy the new services.
- Any investment options the Council is able to offer.

3.27 Note: There is no requirement to provide information on uptake and awareness assistance for the Mobile Black Spot Fund.

3.28 **Next Steps**

3.29 WDC is aware that good broadband connectivity and mobile coverage is lacking in our District. In today's digital age availability of these two aspects will have economic and social benefits, as noted previously. It is therefore recommended that Council submit an ROI for all three funds to enable provision of these services in our District.

3.30 If Council endorses progressing these initiatives the intention would be to work towards the following milestones:

Milestone	Date
MBIE make maps of UFB and RBI coverage available (this information will assist in determining the geographic areas in the District to put forward).	End of April 2015
Attend MBIE run training sessions on how to develop a Digital Enablement Plan (purpose of a Digital Enablement Plan is to outline what initiatives our community could implement to achieve the social and economic objectives of broadband and mobile investment).	End of April 2015
Determine groups/geographic areas within the District with lack of broadband/mobile coverage available or unmet demand, and where there is potential for social and economic benefit if these services were deployed.	May 2015
Develop and deploy a Communication Strategy (including identifying key stakeholders) in order to address the 'uptake and awareness assistance' requirement of the ROI.	May / June 2015
Existing infrastructure analysis	May/June 2015
Scoping of consenting process	May 2015
Consideration of co-investment options - including an approach to North King Country Development Trust	May/June 2015
Consideration of options to reduce the costs or risks of deployment	May/June 2015
Collation of information for ROI	June 2015
Deadline for ROI submission	12pm 3 July 2015
Preparation and Consultation for Digital Enablement Plan	July/August 2015
Deadline for submission of Digital Enablement Plans	12pm 18 September 2015

3.31 Monthly progress reports will be provided to Council for the duration of the submission process.

3.32 A Communication Plan will be developed post Council endorsement of this project detailing engagement with the community and stakeholders.

- 3.33 Development of the ROI will be led by WDC staff; however, some external consultancy input will be required around the more technical aspects of the submission. At this time, it is estimated that this could cost up to \$30,000. As this is a new project, there is no funding allocated for this work.
- 3.34 At a staff level, discussions have been held regarding the possibility of collaborating with other Councils as part of this process. If Council endorses this work stream, collaboration will be explored further.

Suggested Resolutions

- 1 The business paper on the Broadband and Mobile Black Spot Initiative be received.
- 2 Council endorse/not endorse the development of a response to the Registration of Interest – Support for submission to the Ministry of Business, Innovation and Employment and the use of external consultant resource for this.
- 3 An approach be made to the North King Country Development Trust to determine eligibility with regard to their potential investment / co-investment with Crown Fibre Holdings.



HELEN BEEVER
GROUP MANAGER – CORPORATE SERVICES

23 April 2015

Document No: 361024

File No: 051/003

Report To: Council**Meeting Date:** 29 April 2015**Subject:** Dog Control Fees 2015/2016

Purpose of Report

- 1.1 The purpose of this business paper is for Council to set the dog control fees for 2015/2016 in accordance with the provisions of the Dog Control Act 1996.

Local Government Act S.11A Considerations

- 2.1 There are no Section 11A of the Local Government Act considerations relating to this business paper.

Background

- 3.1 The Dog Control Act specifically requires the setting of dog registration fees by Council resolution.
- 3.2 Section 37(1) of the Act states
- “The dog control fees payable to a territorial authority shall be those reasonable fees prescribed by resolution of that authority for the registration and control of dogs under this Act”.

Current Status

- 4.1 Councils Revenue and Financing Policy states that 80% of the cost of dog control should be funded from dog registration fees, 10% from general rates and 10% from Uniform Annual General Charge (UAGC).
- 4.2 The gross cost of providing animal control services in the 2015/2016 financial year is expected to be \$251,974. Therefore in terms of Council’s Revenue and Financing Policy \$201,579 should be recovered by way of dog registration fees.
- 4.3 Council’s Revenue and Financing Policy in relation to Dog Control has been developed on the premise that most of the costs associated with dog control are attributable to dog owners.
- 4.4 The following table provides a snapshot of dog registration fees in the Waitomo and neighboring districts for the 2014/15 year.

Description	WDC	Oto	Waipa	South Waikato	Ruapehu	Average
No of dogs	3,563	2,400	7,229	3,746	4,600	4493
Basic Dog Fee (including dangerous dogs)	149		139		150%	
Standard Urban Fee (\$)	98	124	89	135	85	108.25
Neutered (\$)	77	98	79	90	57	81
Selected Ownership (\$)	56	98	73	60	36	66.75
Rural Dogs (\$)	35	98	50	60	26	58.50

- 4.5 In order for WDC to move towards achieving the target set by the Revenue and Financing Policy a 5% increase for 2015/16 financial year is proposed. This will result in 63% of costs associated with animal control being covered by dog registration fees.
- 4.6 The 5% increase will bring the WDC dog registration fees more in line with neighboring districts. WDC's dog registration fees will however continue to remain below the average.
- 4.7 It is recommended from an affordability perspective that the fees be incrementally increased accompanied with high levels of service rather than a large spike in one year.
- 4.8 The proposed fee structure will continue to see urban dog owners paying higher registration fees than rural dog owners, recognising the fact that most dog control problems which come to the attention of the Animal Control Officer are associated with urban dogs.

Recommendation

- 5.1 It is recommended that Council adopt the following fee structure for dog registration fees in the 2015/2016 financial year.

Charge	Number of Dogs 2014/15	Fee 2014/15	Proposed Rate 2015/2016	Proposed Recovery Amount
Basic Dog Fee	22	\$149.00	\$156.00	\$3,432.00
Urban Fee	94	\$98.00	\$103.00	\$9,682.00
Spayed / Neutered	45	\$77.00	\$81.00	\$3,645.00
Selected Ownership Policy	366	\$56.00	\$59.00	\$21,594.00
Rural	3036	\$35.00	\$37.00	\$112,332.00
Sub Total (including GST)				\$150,685.00
<i>less GST</i>				\$19,654.57
Total (excluding GST)	3563			\$131,030.43

- a) A basic dog registration fee of \$156.00 (inclusive of GST) in respect of dogs having attained the age of 3 months.
- b) A \$103.00 dog registration fee (inclusive of GST) in respect of any dog in the urban area which is kept in a manner which complies with the provisions of the Dog Control Act 1996.

- c) A \$81.00 dog registration fee (inclusive of GST) in respect of any dog in the urban area which has been spayed or neutered.
- d) A \$59.00 dog registration fee (inclusive of GST) in respect of any dog where the owner of that dog is covered by Councils Selected Owner Policy.
- e) A \$37.00 dog registration fee (inclusive of GST) in respect of any dog in the rural area which is kept in a manner that complies with the provisions of the Dog Control Act 1996.
- f) A late registration fee of 50% of the fee that would have been payable if that dog had been registered on the first day of the registration year. The late fee will be payable in respect of dogs required to be, but which remain unregistered after 1 August 2015.

Suggested Resolutions

1. The business paper on Dog Control Fees 2015/2016 be received.
2. Council approve / not approve the following fee structure for the 2015/2016 Dog Registration Fees:

Basic Dog Fee	\$156.00
Urban Fee	\$103.00
Spayed or Neutered Fee	\$81.00
Selected Owner Policy Fee	\$59.00
Rural Fee	\$37.00

ELSA DU TOIT
ENVIRONMENTAL AND REGULATORY SERVICES LEADER

April 2015

Document No: 361260

File No: 097/001E

Report To: Council**Meeting Date:** 29 April 2015**Subject: Progress Report: Resource Consent Applications**

Purpose of Report

- 1.1 The purpose of this business paper is to provide Council with a progress report on outstanding resource consent applications and those applications currently being processed.

Local Government Act S.11A Considerations

- 2.1 There are no Section 11A of the Local Government Act considerations relating to this business paper.

Background

- 3.1 Most resource consent applications are dealt with by staff under delegated authority. In such circumstances it is important that both the Chief Executive and Council are briefed on progress with such applications.
- 3.2 So as to ensure that Council is adequately briefed on all resource consent applications, a schedule is attached to and forms part of this business paper detailing progress of consent applications. This schedule also includes all completed consents processed in the current financial year.
- 3.3 Some resource consent applications are inevitably appealed to the Environment Court. Such a process is both expensive and time consuming and there is a need to ensure that Council is well briefed on applications being processed in this manner.
- 3.4 It is intended on a monthly basis to prepare a progress report for Council on all outstanding resource consents and those resource management issues impacting on this Council which are being dealt with by the Environment Court.

Commentary

- 4.1 Commentary on outstanding resource consents is provided below:

4.2 Mokau Sands Limited

- 4.3 In May 2012 Council received a resource consent application from Mokau Sands Limited seeking Councils approval to redevelop the Seaview Motor Camp at Mokau.

- 4.4 The applicant is proposing to redevelop the site to provide 31 holiday apartments and a 50 seat café/restaurant.
- 4.5 The application was publicly notified in August by both the Waikato Regional Council and WDC with submissions closing 4 September 2012.
- 4.6 A total of 39 submissions were received, some supporting the proposal while others opposed the development.
- 4.7 The applicant subsequently asked for the application to be placed on hold so as to allow ongoing discussions with the Department of Conservation and the NZ Transport Agency. Both organisations lodged submissions on the application and the applicant believed that it would be prudent if possible to resolve matters between the parties prior to a hearing.
- 4.8 Recently the applicant met with WDC staff where a revised proposal was outlined. The new proposal will involve the same no of units, however the buildings will be one level, capable of relocation in the event of further erosion and will be designed to blend into the coastal environment rather than intrude upon it.
- 4.9 When the amended application is received by Council the proposal will be reviewed and at that time a decision will be made in terms of the most appropriate way to process the revised proposal.
- 4.10 All submitters have been updated in terms of the delays presently encountered with the application.
- 4.11 In the meantime in order to expedite the application further meetings have been held with the applicant. The applicant hopes to obtain the written approval for the development from key submitters with a view to providing all the necessary information to both the Waikato Regional and Waitomo District Councils by March 2014.
- 4.12 The revised application has been received and reviewed by Councils planning consultants who confirm that what is now proposed is within the bounds of what was originally notified.
- 4.13 Aspects of the revised application required further detail and or clarification and for that reason the application was again been placed on hold pending receipt of the required detail.
- 4.14 Further information has now been received. That further information is being peer reviewed to ascertain that all outstanding issues have been adequately addressed.
- 4.15 A joint hearing (with Waikato Regional Council) has been scheduled for 11-13 March 2015.
- 4.16 The hearing has been re-scheduled for Wednesday 20 to Friday 22 May 2015 due to the unavailability of a key expert witness.
- 4.17 CANZ Resources Limited**
- 4.18 In December 2013 CANZ Resources Limited applied to Council for a resource consent in order to undertake earthworks associated with the removal of overburden from a trial coal excavation pit on a very remote site approximately 12km inland from Awakau Road, Awakino.
- 4.19 At this time no coal is to be extracted however an assessment of the coals quality and quantity will be carried out with a view to applying for further consents at a later date for a trial excavation of coal for export to China.

- 4.20 Should the trial excavation prove successful CANZ Resources Limited plan to develop an open pit coal mine on the site. Once again, if a coal mine is to be established on the site a range of additional consents will be required which will entail detailed consultation with a range of parties.
- 4.21 Informal feedback from the applicant indicates that market for coal in China is not as buoyant as it has been and for that reason further resource consent applications will not be lodged in the short term.
- 4.22 **Waipa Networks Limited**
- 4.23 Waipa Networks Limited (WNL) has applied to Waipa, Otorohanga and Waitomo District Council for approval to construct a new 110kv transmission line from Te Awamutu to the Hangatiki substation.
- 4.24 WNL has applied for designations in the three district plans to correspond with the proposed corridor for the transmission line and for land use consents for earthworks associated with the project.
- 4.25 The applications were publicly notified on 14 August 2014 with submissions closing 11 September 2014.
- 4.26 Within the submissions timeframe 42 submissions were received with 11 submitters supporting the application, 5 neutral and 26 in opposition.
- 4.27 Those in opposition were concerned primarily that an inadequate assessment had been carried out of alternatives and the visual impact of the transmission poles.
- 4.28 One of the submitters in opposition is a WDC property owner who is concerned that the transmission lines could impact on his ability to further develop his Hangatiki property.
- 4.29 A hearing was held on the 8, 9 and 10 December 2014 at Waipa District Council – Council Chambers. This hearing was chaired by an Independent Commissioner, Mr Alan Withy. Mr Withy was tasked with making recommendations on the Notices of Requirements and decisions on the resource consents on behalf of the three Council's.
- 4.30 After hearing all the evidence presented, Mr Withy, provided a report dated 21 January 2015 which set out his recommendation, under s.171(2) of the Resource Management Act 1991, on the Notices of Requirements from WNL for their designations. This recommendation was to confirm the designations, subject to conditions relevant to each Council.
- 4.31 This recommendation was provided to WNL on the 21 January 2015. On the 28 January 2015, WNL advised each of the Councils that it accepts in substantial part the recommendations of the Independent Hearing Commissioner, subject to some amendments to the associated condition sets.
- 4.32 Notice of the WNL decision was sent to all submitters and all affected landowners/occupiers on the 4 February 2015.
- 4.33 Submitters now have 15 working days for the receipt of those decisions to appeal the decision, pursuant to Section 174 of the Resource Management Act 1991. Such an appeal needs to be lodged with the Environment Court.

- 4.34 WNL also lodged concurrent resource consents with Waipa, Otorohanga and Waitomo District Council's. The Independent Commissioner reached the conclusion that the resource consents could also be granted, subject to conditions. Notices of those decisions were also sent to submitters on the 4 February 2015 and similarly, those parties have 15 working days from receipt of those decisions to appeal them.
- 4.35 Whether or not any appeals on the Notices of Requirements for designations or the resource consents are received will be known by the end of February 2015.
- 4.36 No appeals have been received. Preparatory work for construction will start in April 2015 with the clearing of vegetation. Meetings will be arranged with the 3 Councils (Waipa, Otorohanga and Waitomo) including community services divisions to ensure complaints are managed properly during the construction period and relevant contact details are provided.
- 4.37 The information has been received to update the District Plan with the Waipa Networks Limited designation including the designated line route.

Suggested Resolution

The Progress Report: Resource Consent Applications be received.



ELSA DU TOIT
ENVIRONMENTAL & REGULATORY SERVICES LEADER

April 2015

Attachment: Resource Consent Schedule (Doc 361261)

RESOURCE CONSENTS PROGRESSING AS AT 29 April 2015

WDC Ref	Applicant	Brief Outline of Application	Date Application Lodged	Further Information Required Yes/No	Details of Further Information	Date Further Information Requested	Date Further Information Received	Internal Comments Required	Date of Extension of Time Notice	Hearing Required Yes/No	Decision Due Date / Hearing Date	Decision Notified
110019	Mokau Sands Limited	Development of 31 holiday apartments and 50 seat café, Seaview Motor Camp site, Mokau	2/5/12	Yes	Applicant has requested that the application be placed on hold to allow further consideration to take place.	17/5/12	21/10/14			Yes	Postponed to May 2015	
130004	Rozel Farms Limited	2 Lot Rural Subdivision, Rangitoto Road, Te Kuiti	25/1/13	No	Application placed on hold by the applicant.							
150001	Gull Group of Companies	Proposed 24 hour unmanned Gull Service Station, cafe/restaurant and retail outlet.	19/01/15	Yes	Clarification required on a number of items pertaining to District Plan Rules.	23/01/15						
150004	L & M Reed	Operation of Eatery from Caravan, North Street, Mokau	18/02/15	Yes	Letter of approval from NZTA	6/03/15						
150005	KEA Exploration Limited	To undertake a seismic survey in a conservation area in the Waitomo District	8/02/15	Yes	Consultation with land owners and title deeds required	20/02/15						
150008	NZTA	Improvement Works - Awakino River	13/3/15	Yes	Provide evidence of iwi Consultation	20/03/15						
150009	K Adam	Subdivision of Section 41, Awakino Village	24/03/15	Yes	Returned application as incomplete. Need Regional Council approval.	24/03/15	10/04/15	No		No		
150011	HR JH and M Rauputu	Subdivision State Highway 3, Mokau	2/04/15	Yes	The suitability of Lot 2 is questioned.	8/04/15		Yes		No		
150013	Russell Proffit	Proposed Subdivision, State Highway 3, Mahoenui	14/04/15	No				No		No		

RESOURCE CONSENTS GRANTED (FOR 2014/15) AS AT 29 April 2015

WDC Ref	Applicant	Brief Outline of Application	Date Application Lodged	Further Information Required Yes/No	Details of Further Information	Date Further Information Requested	Date Further Information Received	Internal Comments Required From	Date of Extension of Time Notice	Hearing Required Yes/No	Decision Due Date / Hearing Date	Decision Notified
140015	B Tang & M Sun	Development of a Retail Outlet, Rora Street, Te Kuiti	05/06/14	Yes	Amended site layout to be provided	17/06/14	20/06/14			No	16/07/14	Conditional Consent Granted 25/06/14
140016	R Gorrie	2 Lot Rural Subdivision, Te Mahoe Road, Mokau	12/06/14	Yes	Amended application to be provided	17/06/14	01/07/14			No	30/07/14	Conditional Consent Granted 09/07/14
140017	P Moreland	Side Yard Dispensation, Oparure Road, Oparure	24/06/14	No						No	21/07/14	Conditional Consent Granted 30/06/14
140018 140019	Waipa Networks Limited	Designation and Land Use Consent for 110kv Transmission Line	21/07/14	Yes	Information on landscape and visual effects.	22/9/14				Yes	Hearing Held 8-10 December 2014	Conditional Consents Granted 4/02/15
130026	Mokau Sands Limited	Proposed Dune Restoration, Seaview Motor Camp, Mokau	23/10/13	Yes	Affected parties approval required	30/10/13	23/06/14			No	21/07/14	Conditional Consent Granted 30/06/14
140020	D Bevege	Construction of a non-residential building over 160m ² , Huia Street, Piopio	05/08/14	No	Granted					No	04/09/14	Conditional Consent Granted 14/8/14
140021 140022	Transpower NZ Limited	Designation and Land Use Consent, Switchyard Extension, Hangatiki Substation	16/9/14	No						No	14/10/14	Conditional Consent Granted 7/10/14
140023	NZ Transport Agency	Designation, New Intersection, SH 3/SH 27, Hangatiki	17/9/14	No						No	15/10/14	Conditional Consent Granted 15/10/14
140024	D Klein	Side Yard Dispensation, Ailsa Street, Te Kuiti	30/9/14	No						No	24/10/14	Conditional Consent Granted 3/10/14
140006	Transpower NZ	Replacement of 2 existing power poles, Rangitoto Road, Rangitoto	20/10/14	No						No	18/11/14	Conditional Consent Granted 29/10/14
140027	A Todd and D Putaranui	Side Yard Dispensation, Taumatotara West Road, Te Anga	6/11/14	No						No	4/12/14	Conditional Consent Granted 10/11/14
140028	AW Proud	2 Lot Rural Subdivision, Boddies Road, Oparure	26/11/14	No						No	14/1/15	Conditional Consent Granted 1/12/14
140029	VA & RL Wheeler	Development of retail outlet, Taupiri Street, Te Kuiti	2/12/14	Yes	Applicant has requested that the application be placed on hold to allow further information to be provided. Traffic Management Plan and Title deeds received.	2/12/14 20/2/15	13/02/15 6/3/2015	 Yes		No	9/04/15	Conditional Consent Granted 17/03/2015
140030	Davis Family Trust	2 Lot Rural Subdivision, Mangaotaki Road, Piopio	4/12/14	No						No	22/01/15	Conditional Consent Granted 11/12/14

WDC Ref	Applicant	Brief Outline of Application	Date Application Lodged	Further Information Required Yes/No	Details of Further Information	Date Further Information Requested	Date Further Information Received	Internal Comments Required From	Date of Extension of Time Notice	Hearing Required Yes/No	Decision Due Date / Hearing Date	Decision Notified
140031	Mighty River Power	Installation of Advance Metering Infrastructure	19/12/14	No						No	10/02/15	Conditional Consent Granted 13/2/15
140032	PGG Wrightson Limited	Proposed Subdivision of 2 Kea Street, Piopio	24/12/14	No						No	11/02/15	Conditional Consent Granted 6/1/15
150002	Simeon Gilbert	Front Boundary Dispensation, 411 Marokopa Road, Marokopa	4/02/15	No	Site Plan required					No	13/03/15	Conditional Consent Granted 20/2/15
150003	Peter Chandler	Building in Rural Zone (Landscape Policy Area), Waitomo Caves Road, Waitomo	2/02/15	Yes	Site Plan required.	17/02/15	17/03/15	Yes		No	13/04/15	Conditional Consent Granted 19/03/15
150006	Waituhi Pastoral	Boundary Relocation, 69 Walker Road, Te Kuiti	24/02/15	No	Approval of Amalgamation Condition by Land Information NZ	13/03/15		Yes		No	14/04/15	Conditional Consent Granted 20/03/15
150010	Waitomo District Council	Earthworks to install retaining walls to reinstate sections of Totoro Road	19/03/15	No				Yes		No	30/04/15	Conditional Consent Granted 8/04/15
150012	GW and VMS Shaw	Proposed ROW Section 348 Local Government Act, Te Waitere Road, Te Waitere	9/04/15	No				Yes		No	11/05/15	Conditional Consent Granted 17/04/15

Document No: 361457

File No: 306/001A

Report To: Council Meeting

Meeting Date: 29 April 2015

Subject: Adoption of Land Transport Bylaw

Purpose of Report

- 1.1 The purpose of this business paper is to present the draft Land Transport Bylaw for adoption following public consultation.

Local Government Act S.11A Considerations

- 2.1 Waitomo District Council, in performing its role as a Local Authority, must have particular regard to the contribution that the road network infrastructure makes to the community.
- 2.2 The provision, of efficient management of the maintenance of the roading infrastructure is consistent with section 11A Local Government Act 2002 (including amendments).

Background

- 3.1 Section 158 of the Local Government Act requires that Council must review any bylaw made under the LGA no later than five years after the date on which the Bylaw was made.
- 3.2 Once the initial five year review is completed, bylaws are then reviewed on a 10 year cycle. If bylaws are not reviewed as detailed above, they cease to have effect two years after the date on which the Bylaw was required to be reviewed.
- 3.3 The Land Transport Bylaw was reviewed and adopted by Council on 25 May 2010. Therefore Council must complete this five year review before 25 May 2015. Once the Land Transport Bylaw is adopted following this five year review, it will not require review again until 2025.
- 3.4 Due to the relatively minor nature of the recommended amendments for this Bylaw review, it did not require a Council Workshop and Council adopted the revised Bylaw for Public Consultation on 17 February 2015. The Public Consultation period ran from 23 February to 23 March 2015. No submissions were received and therefore a Hearing and Deliberations Meeting were not required. The next step in the process is to present the draft Bylaw to Council for adoption.

Commentary**4.1 Clarification of Definition – “Regular Stock Movement”**

- 4.2 While no submissions were received to the draft Bylaw, Councillor Brodie has requested clarification on the definition of Regular Stock Movement.

- 4.3 Interpretation of the definition of “**Regular**” stock movement needs to be read in the context of the nuisance that Regular stock movement is perceived to cause the road user.
- 4.4 In the first instance, it needs to be kept in mind that Waitomo District is in essence a livestock farming district and this has been kept in the forefront, as in the past, when this part (section 8) of the Land Transport Bylaw was reviewed.
- 4.5 The word “Regular” is used to establish what a Regular Stock Crossing is. “Regular Stock Crossing” is defined as where dry stock crosses a public road twice or more in a day, but not more than 25 times per year clause 8.1.1 (v). It excludes dairy cattle.
- 4.6 Although regular stock crossing is allowed with a limit on the number of crossings per year, there are a number of other requirements that must also be complied with as set out under clause 8.2.
- 4.7 If the trend is that the number of crossings per year is exceeded consistently, then a stock underpass will be required.
- 4.8 Stock under passes are required regardless of the number of crossings when the Average Daily Traffic (ADT) on a road is exceeded (as set out in clause 8.4). The cut off point is 500 ADT for Drystock farms and 100 ADT for dairy farms.
- 4.9 In other words the ADT is the main determining factor in whether an under pass is required or not. However, stock crossing a road consistently more than 25 times per year will also trigger this requirement.
- 4.10 As traffic on roads increases more and more roads will be affected. At this stage the number of roads affected is the same as it was in 2009/10. What has changed is that the number of Regular Stock Crossings increased from 27 to 35. One of the original 27 is now an underpass.
- 4.11 Three of the original crossings, and three of the new crossings are not used very much.
- 4.12 WDC is currently obtaining updated traffic counts on these roads and then it will be further assessed as to which, if any, stock crossings require to have under passes installed.
- 4.13 A copy of the draft Land Transport Bylaw as consulted on it attached to and forms part of this business paper for adoption.

Suggested Resolutions

- 1 The business paper on Adoption of Land Transport Bylaw be received.
- 2 The draft Land Transport Bylaw be adopted.



CHRISTIAAN VAN ROOYEN
GROUP MANAGER - ASSETS

Attachment: Draft Land Transport Bylaw (Doc 354464v5)



**Draft Land Transport
Bylaw**

2015

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1.0 TITLE

This Bylaw shall be known as the Waitomo District Council Land Transport Bylaw 2015.

2.0 COMMENCEMENT

This Bylaw shall come into force on 1 July 2015.

3.0 SCOPE

- 3.1 This Bylaw shall apply to the management, control and protection of all roading corridors, including unformed "paper" roads, in Waitomo District other than state highways controlled by the New Zealand Transport Agency for which the relevant powers have not been delegated to the Waitomo District Council.
- 3.2 This Bylaw is made under section 22AB of the Land Transport Act 1998, sections 145 and 146 of the Local Government Act 2002, and the Land Transport Rule: Setting of Speed Limits 2003.

4.0 INTERPRETATION

- 4.1 For the purposes of this Bylaw the following Interpretations shall apply:

ANIMAL means stock, poultry, and any other vertebrate animal of any age or sex that is kept in a state of captivity or is dependent upon human beings for its care and sustenance.

AUTHORISED OFFICER Any person appointed or authorised in writing by the Chief Executive to act on its behalf and with its authority including a Parking Warden appointed by the Council under the provisions of the Transport Act 1962, and an Enforcement Officer.

BUILDING means any temporary or permanent, or movable structure (including any structure intended for occupation by people, animals, machinery or chattels), more than 2.0 m in height above ground level excluding:

- (a) Cranes, including any cranes as defined in any regulations in force under the Health and Safety in Employment Act 1992; or
- (b) Any description of a vessel, boat, ferry, or craft used in navigation, whether or not it has any means of propulsion, and regardless of that means; or
- (c) Vehicles and motor vehicles (including vehicles and motor vehicles as defined in section 2(1) of the Land Transport Act 1998).

CARRIAGEWAY means that portion of the road used or reasonably useable for the time being for vehicular traffic in general and includes any cycle track or footpath used by the public.

CHIEF EXECUTIVE means the Chief Executive of Waitomo District Council appointed under section 42 of the Local Government Act 2002

CORRIDOR has the same meaning as "Road" and includes the entire width and length of road reserve including the carriageway, verge, berms and footpaths.

COUNCIL means the Waitomo District Council, or any officer authorised to exercise the authority of the Council.

CYCLE has the same meaning as in the Traffic Regulations 1976.

DISTRICT means the area administered by Waitomo District Council

DISTRICT PLAN means the operative Waitomo District Plan

DAIRY CATTLE means and includes any cow used to produce dairy products.

DRIVER means any person engaged or employed in driving or in charge of any vehicle and includes the owner of any vehicle.

DROVER means any person with the necessary skills and experience to lead or drive stock on a public road and who is responsible for stock on a public road.

EMERGENCY VEHICLE has the same meaning as in the Land Transport (Road User) Rule 2004.

ENACTMENT has the same meaning as Section 29 of the Interpretation Act 1999.

ENFORCEMENT OFFICER has the same meaning as in the Land Transport (Road User) Rule 2004.

ENGINE BRAKES means brakes of the Jacobs type that is also commonly known as exhaust brakes.

FOOTPATH means a path or way principally designed for or used by pedestrians, and includes any footbridge or grass berm.

FOUR WHEEL DRIVE VEHICLE means any four-wheel drive vehicle with off-road tyres.

FREIGHT CONTAINER an article of transport equipment that is:

- (a) of a permanent character and strong enough to be suitable for repeated use;
- (b) specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading; and
- (c) designed to be secured and readily handled having fittings for these purposes.

HEAVY MOTOR VEHICLE has the same meaning as in the Land Transport (Road User) Rule 2004.

HOLIDAY means any day declared by any Act to be a public holiday or proclaimed by the Governor General as set apart as a public holiday.

HOURS OF DARKNESS means –

- (a) Any period of time between half an hour after sunset on one day and half an hour before sunrise on the next day; or
- (b) Any other time when there is not sufficient daylight to render clearly visibility a person or vehicle at a distance of 100 metres.

MACHINE means a mechanical device or vehicle that may not be legally used on the road.

MAINTAINED ROAD means any road that Council currently funds the maintenance, renewal or improvement of.

MINISTER means the Minister of Transport and includes any officer, person, or authority acting by or under the direction of the Minister.

MOB means a group (more than one) of stock being moved from one place to another.

MOBILITY SCOOTER OR WHEEL CHAIR has the same definition as described under the New Zealand Standard NZS 4121.

PAPER ROAD means an unformed legal road over public or private land that, for the time being, exists only on paper. Ownership of local "paper roads" in the District rests with Waitomo District Council.

PARKING FOR DISABLED PERSONS means a parking space set aside under clause 4.4.1 for use by persons who hold a permit or concession card issued by the New Zealand Crippled Children Society (CCS) Incorporated to persons with physical disabilities for the purpose of its operation mobility programme or any other lawfully issued disability permit.

PARKING OFFICER or PARKING WARDEN means a parking warden/officer appointed by Council under the provisions of section 128D of the Land Transport Act 1998

PARKING SPACE has the same meaning as Section 591(6) of the Local Government Act 1974.

PASSENGER SERVICE VEHICLE has the same meaning as Section 2(1) of the Land Transport Act 1998.

PILOT VEHICLE means and includes any motorcycles, 4 wheel farm bikes, cars, utility vehicles, tractors, or trucks operating and moving with hazard lights in operation in front of, or behind, the mob.

PERSON means any individual, body corporate or partnership.

PRINCIPAL ADMINISTRATIVE OFFICER means the Chief Executive of Waitomo District Council

PUBLICLY NOTIFIED means a notice published in:

- (a) One or more regular newspapers circulating in the District and.
- (b) Any other public notice that Council thinks desirable in the circumstances.

RACE means that part of any road margin fenced off and used specifically for the purpose of shifting and moving stock.

REGULAR STOCK CROSSINGS means the movement of any stock across a roadway twice a week or more.

RELOCATION means the movement of a building into, out of, or within the Waitomo District by use of roads maintained by the Waitomo District Council.

RESTRICTION means any prohibitions, restrictions, controls, or directions.

ROAD has the same meaning as in the Land Transport Act 1998, which includes every berm, bridge, culvert, drain, ford, gate, building or other thing belonging thereto or lying upon the line or within the limits of the road reserve, and shall where the context requires include a street but does not include State Highways controlled by the NZ Transport Agency except where a specific authority has been delegated to Council.

ROAD OPENING or **TRENCH** means any excavation within a Road for the purpose of maintaining, locating or installing services, except shallow excavations for the purpose of constructing vehicle crossings, and excavations on grassed verges for the purpose of providing or maintaining services to residential sections.

ROAD VERGE means any margin of a road adjacent to, but not forming part of, either the carriageway or footpath (if any).

ROADWAY That portion of the road used or able to be used for the time being for vehicular traffic in general.

ROUTE PLANNING means the determination in advance of routes to be used by heavy vehicles and includes the planning for seasonal variations in the suitability of unsealed roads for their use by heavy vehicles.

RULE means the *Land Transport Rule: Setting of Speed Limits 2003*.

SPECIAL VEHICLE LANE has the same meaning as in the Land Transport (Road User) Rule 2004.

SPEED LIMIT and the following expressions have the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003:

Holiday Speed Limit	Minimum Speed Limit	Permanent Speed Limit	Rural Area
Rural Speed Limit	Urban Speed Limit	Urban Traffic Area	

STOCK means any **farmed animal** and includes any cow, bull, ox, heifer, steer, sheep (includes any ram ewe, wether, lamb, goat, or kid), horse not under harnessed control, donkey, mule, calf, boar, sow, pig, llama, alpaca or deer of any kind.

STOCK CROSSING means that part of any road and associated drainage system used for the purpose of shifting and moving livestock across any roadway.

STOCK TRUCK means a heavy motor vehicle being used or capable of being used for the carriage of stock.

UNFORMED ROAD means any road in the District that was once formed and has subsequently become unformed.

URBAN TRAFFIC AREA means the same as in Land Transport Rule: Setting of Speed Limits 2003.

TO MOVE means to ride, drive, muster, lead, or otherwise shift stock whose feet are in contact with the road.

TRAFFIC CONTROL DEVICE has the same meaning as Part 2 of the Land Transport Rule: Traffic Control Devices 2004.

TRANSPORT STATION has the same meaning as Section 591(6) of the Local Government Act 1974.

VEHICLE has the same meaning as in the Land Transport Act 1998 which is a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved; and includes a hovercraft, a skateboard, in-line skates, and roller skates.

WDC means Waitomo District Council

WORKING DAY means a calendar day other than Saturday, Sunday, Public Holiday or any day falling within the period from 24 December to 5 January, both inclusive, irrespective of the days on which work is actually carried out.

- 4.2 For the purpose of this bylaw, the word 'shall' refers to practices that are essential for compliance with this Standard, while the word 'should' refers to practices that are advised or recommended.

5.0 ROADS

5.1 Objects and Things on Roads

- 5.1.1 No person shall without the consent of Council or in accordance with the provisions of this Bylaw place or leave any object or thing on any road other than a vehicle lawfully parked.
- 5.1.2 Without limiting the generality of clause 5.1.1 no person shall:
- Leave on any road for any period greater than four hours any vehicle which is not in complete and working order; or
 - On any road construct or rebuild or repair or make alterations to any vehicle, except for repairs rendered necessary by reason of accident or breakdown; or
 - Display any article or articles whatsoever outside any shop, shop window, or doorway or in any other place so as to encroach on any road or footpath; or
 - Place, pack or unpack any goods on any road, or
 - Erect any scaffolding, fence or structure of any kind on or over any road; or
 - Use any hoist or crane on or above any road; or
 - Erect or install or cause to be erected or installed any gates or doors capable of being swung over or across any roads; or
 - Being a person in charge of a vehicle or machine, permit any clay, gravel or other material to be carried on to any road; or
 - Permit or suffer anything to fall from any vehicle onto the road, or having so fallen to remain on the road.

5.2 Council may Require Object to be Removed

- 5.2.1 Where any object or thing is on the road contrary to the provisions of 5.1 Council may serve notice on the person who left the thing on the road or any other person who has any interest in or control over the thing requiring that the thing be removed within the period stated in the notice.

5.3 Encroachment onto Road Reserve

- 5.3.1 In certain circumstances, Council may allow encroachment by private property owners into the road reserve, including unformed roads.
- 5.3.2 Any individual group or organisation wishing to occupy any road shall be required to inform Council by completing a road encroachment application. This form can be obtained from any Council office.
- 5.3.3 If any building, bridge, wheelchair access, staircase, gate, stock loading race, stock yard, fence or other structure or any part thereof shall have been erected, constructed or placed upon, under, over or across any road reserve without the permission of Council, or the term of that permission has expired, Council may by notice in writing require the owner of such building or structure or thing to remove the same or such part thereof as specified in the notice.
- 5.3.4 Any notice issued under Clause 5.3.3 above may require such precautions to be taken as Council thinks necessary for the safety of the public and for the proper securing of such building or structure as is to remain after such removal.
- 5.3.5 Council may authorise any officer thereof to pull down, remove or alter or cause to be pulled down, removed or altered any work, material or thing, erected or being in contravention of this Bylaw or section 357 of the *Local Government Act 1974*.

- 5.3.6 Council may recover from any person responsible for the erection, or from any person permitting the continued existence, of any such work, material or thing, all expenses incurred by it in connection with such pulling down, removal or alteration.
- 5.3.7 Any gate erected adjacent to any part of the road reserve shall be constructed in such way as to avoid the gate opening onto road reserve.
- 5.3.8 Any gate erected as part of an authorised road encroachment licence shall be constructed in such way as to avoid opening onto the road carriageway.
- 5.3.9 Any fence erected without the authority of an encroachment licence shall be removed within one week of a request from Council to remove the fence.
- 5.3.10 Any fence erected with the authority of an encroachment licence shall be removed upon a request from Council within the period of notice specified in the licence, or within one week, whichever is the longer.

5.4 Request to Move Vehicle

- 5.4.1 The owner or person in charge of any vehicle, parked on any maintained road or public place, whether attended or unattended, shall upon request of any parking warden, fire warden, police officer or other authorised officer, move such vehicles as directed for the purpose of facilitating traffic movement or public works.
- 5.4.2 Without the permission of Council, no person shall:
- (a) Leave on the maintained road or public place for more than 24 hours, any motorised vehicle which no longer has any effective motive power or which is so disabled or in such a state that it cannot be safely driven.
 - (b) Display for sale a vehicle or object on any maintained road or in any other public place in the District except in areas specified for this purpose by the Council.

5.5 Activities that Damage Roads

- 5.5.1 No person shall undertake any activity that causes or may cause damage to any road.
- 5.5.2 All parties undertaking any work on, in or over the maintained road must comply with New Zealand Transport Agency Code of Practice for Temporary Traffic Management (CoPTTM) and the Local Roads Supplement (LRS) to CoPTTM and must install or arrange to have installed a temporary traffic management plan (TMP) before commencing their activities (except as necessary to save lives and/or prevent serious injury).
- 5.5.3 Without limiting the generality of clause 5.6.1 no person shall:
- (a) Mix any concrete or other material of any kind on the surface of any road.
 - (b) Cause or permit any concrete, mortar, or material of a similar nature to be swept, washed, hosed or sluiced into any road or into any drain connected with any part of the council's drainage or sewerage system.
 - (c) Use any vehicle whose wheels or tracks causes or may cause damage to the surface or any part of any road.
 - (d) Drag or trail anything whether on a sledge or skids or otherwise so as to damage any road.

5.6 Costs of Repair or Reinstatement

- 5.6.1 Without prejudice to any other remedy it may have where there has been any breach of this Bylaw which results in damage to any road Council may undertake repairs to the road and recover the costs of and associated with the repair from the person causing the damage or from any person who has committed a breach of the Bylaw in connection with the damage.

5.7 Cellar Doors and Gates

- 5.7.1 The owner and occupiers of any building with cellar doors or windows or gates whether opening or not or any similar structures in any road shall ensure that they are properly maintained and in a safe condition at all times.
- 5.7.2 All such doors, windows, gates or other structures shall be used at all times in a manner that does not unnecessarily obstruct the use of the road by any persons or endanger any person using the road. Council may at any time by notice in writing impose restrictions or conditions upon the use of any such door, window, gate or other structure.

5.8 Road Numbers

- 5.8.1 The owners and occupiers of all buildings shall ensure that they are marked with such number as Council shall direct or approve. The number displayed on the building shall be such as to be clearly legible from the road.
- 5.8.2 Where any building is not numbered or where the number is not sufficiently legible, Council may require, by notice in writing, that the building be numbered in accordance with this Bylaw within a period of 14 days.

5.9 Vehicle Crossings

- 5.9.1 No vehicle may be driven or ridden from a road to an adjacent property except by means of a Council approved vehicle crossing constructed for that purpose to the satisfaction of Council.
- 5.9.2 The owner or occupier of any premises wishing to have a vehicle crossing installed shall apply to Council. Council may require such information reasonably necessary for the proper consideration of the application.
- 5.9.3 Council may require that any vehicle crossing be constructed by a contractor approved by it.
- 5.9.4 Before any permanent work is undertaken on a vehicle crossing, the person undertaking the work shall provide the Chief Executive or approved officer appointed by the Chief Executive with 24 hours notification, for the purpose of inspection of work. The person carrying out an inspection may require works to be uncovered or partly removed to properly show methods and materials used in the construction.
- 5.9.5 All of the costs of and associated with the construction of a Council approved vehicle crossing shall be borne by the person applying for the vehicle crossing. Any approved crossing constructed to Council's standards within road reserve shall be the property of Council who on completion of the crossing shall, without prejudice to its rights to recover against any person for damage to the crossing, be responsible for arranging maintenance of the crossing. The cost of any such maintenance shall be recovered from the property owner, or in the case of a right of way, property owners, served by the crossing, on Notice from the Council. On rural roads, the cost of maintaining the first 1.5 metres of the crossing, measured from nearest edge of the adjoining road traffic lane, shall be met by the Council as part of its routine road pavement maintenance programme. Such maintenance shall exclude any structures supporting the crossing or the adjacent land.
- 5.9.6 The Council shall undertake inspections of vehicle crossing supporting structures, from time to time. The owner shall be responsible for carrying out at its cost all maintenance and renewal works necessary to maintain the appropriate level of public safety standards, and as identified by Council from time to time.
- 5.9.7 Where a temporary vehicle crossing is required whether in connection with construction, repair or excavation work or otherwise, such crossing shall not be constructed, laid in place or used unless and until the consent of Council has been obtained. Council may impose such conditions as it thinks fit on the design and use of temporary crossings and in particular having regard to the safety and convenience of users of the crossing and the road and the protection of the road.
- 5.9.8 The maintenance of bridge structures located in total or in part on road reserve and providing access to single properties shall be renewed and maintained in accordance with Council policy, as reviewed from time to time.

5.10 Failure to Construct Vehicle Crossing

- 5.10.1 If the owner of any land accesses the land or permits access to the land at any point other than by way of a crossing approved by Council, Council may require the owner to construct a crossing in accordance with Section 335 of the Local Government Act 1974.

5.11 Corridor Access Requirements

- 5.11.1 No opening may be made in any road whether to construct, repair or remove any service or for any other reason unless and until the consent of Council has been obtained.
- 5.11.2 All parties undertaking any work on, in or over the maintained road must comply with New Zealand Transport Agency Code of Practice for Temporary Traffic Management (CoPTTM) and the Local Roads Supplement (LRS) to CoPTTM and must install or arrange to have installed an approved temporary traffic management plan (TMP) before commencing their activities (except as necessary to save lives and/or prevent serious injury).

- 5.11.3 This section of the Bylaw complements the provisions of the statutory requirements described in:
- (a) *Telecommunications Act 2001*;
 - (b) *Gas Act 1992*;
 - (c) *Electricity Act 1992*;
 - (d) *Public Works Act 1981*;
 - (e) *Railway Safety and Corridor Management Act 1992*;
 - (f) *Local Government Act 1974*;
 - (g) *Utilities Access Act 2010*; and
 - (h) *Standards New Zealand Hand Book – Code of Practice for Working in the Road*.
- 5.11.4 Without limiting the provisions of Clause 5.11.3, all parties intending to undertake any of the following activities must comply with the *Utilities Access Act 2010* and subsequent *National Code of Practice for Utilities Access to Transport Corridors*; this includes (but is not limited to):
- (a) Any activity that will alter or cause to be altered the surface of the road including but not limited to excavating, drilling, and resurfacing.
 - (b) The placement of any pipe, duct, pole, cabinet or other structure below, on or above the road.
- 5.11.5 Council may require that a contractor approved by it be engaged to carry out the work or any part of the work involved in the opening of the road and its reinstatement.
- 5.11.6 All of the costs of and associated with the opening of any road shall be borne by the person applying for the permission to open the road.
- 5.11.7 Council may impose such conditions as it thinks fit on the opening of any road and in particular having regard to the safety and convenience of the users of the road and the protection of the road.
- 5.11.8 Council may grant, to any service provider, exemptions to this part of the Rooding Bylaw, by entering an Agreement between a service provider and the Chief Executive or his authorised representative.
- 5.11.9 Without limiting the provisions of Clause 5.11.8 of this Bylaw, any exemption or agreement entered into will be at the discretion of Council and may contain specific conditions regarding the exemption. Any non-compliance with specific conditions of the exemption will be deemed an offence under this Bylaw.

6.0 TRAFFIC

6.1 Purpose of this Part

- 6.1.1 The purpose of this Part of this Bylaw is to:
- (a) Prohibit or otherwise restrict the stopping, standing, or parking/of vehicles on any road or part of a road, or on any piece of land owned or controlled by the Council and not being a road or part of a road, including any parking place or transport station;
 - (b) Set aside, designate or reserve any road, part of a road or any piece of land owned or controlled by the Council and not being a road or part of a road, as:
 - (i) Stopping places or stands for a specified class, classes or types of vehicle, including bus stops, taxi stands and loading zones;
 - (ii) Operation mobility parking spaces;
 - (iii) Parking places and zones;
 - (iv) Clearways;
 - (v) Reserved parking areas;
 - (vi) Special vehicle lanes; and
 - (vii) One-way roads
 - (c) Prohibit or restrict
 - (i) U turns
 - (ii) Left turns, right turns, or through movements;
 - (iii) Weights of vehicles or loads that may pass over bridges or culverts;
 - (iv) Any specified class of traffic, or any specified motor vehicle or class of motor vehicle which, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads;
 - (v) Parking of heavy motor vehicles or any specified class or description of heavy motor vehicles, on any specified road during such hours or exceeding such period as may be specified; and
 - (vi) The use of engine brakes in urban areas.
 - (d) Provide for the safety of students at school crossing points.

- 6.1.2 Any matter regulated under 6.1 may apply to a specified class, type, weight or description of vehicle, or any combination of these, and may be expressed or limited to apply only on specified days, or between specified times, or for any specified events or classes of events, or be limited to specified maximum periods of time.
- 6.1.3 To give effect to any matter regulated under 6.1 Council shall mark the roads and install signs in accordance with the Land Transport Rule: Traffic Control Devices 2004.

6.2 Stopping, Standing and Parking

- 6.2.1 No person shall stop, stand, or park a vehicle or vehicle combination on any road, public car park, reserve or any other public place in contravention of a restriction imposed by Council as set out in Schedules B to H and evidenced by appropriate signs and/or road markings. Notwithstanding the provisions of this sub-clause and subject to such conditions as appropriate in the circumstances and payment of the prescribed fee, if any, Council may authorise the stopping, standing or parking of specified vehicles.
- 6.2.2 No person shall, without the prior written permission of Council, park a vehicle or trailer displaying advertising or sales material on any road or part of a road including all areas of State Highways over which control of Signs has been specifically delegated to Council by the New Zealand Transport Agency, or on any piece of land owned or controlled by Council and not being a road or part of a road, including any parking place or transport station. This restriction includes vehicles and trailers displayed for sale, and mobile billboards.
- 6.2.3 Except with the prior written permission of Council, no person shall park a vehicle on a road or other land under the control or ownership of Council, for any period exceeding seven days, if that vehicle cannot be easily moved on at the request of Council.
- 6.2.4 No person shall park or place any machinery, equipment, materials, waste disposal bins or freight containers on any road or public place except with the permission of Council and in accordance with any conditions that may be required. This clause does not apply to loose containers that are used solely for the purpose of domestic refuse or recycling as authorised by Council and placed off the roadway, provided that such containers are not left on any road or public place for a period exceeding 48 hours.
- 6.2.5 No person shall park any vehicle in a parking space which is already occupied by another vehicle. However up to six motorcycles (including motorcycles with sidecars attached) but no other vehicle, may occupy any parking space at the same time, (and such motorcycles shall park at right angles to the kerb in the parking space).
- 6.2.6 No person shall repair, alter or add to a vehicle in the course of trade while the vehicle is on the road, unless necessary to enable the vehicle to be removed from the road.
- 6.2.7 No person shall stop, stand or park a vehicle or vehicle combination on a lawn, garden, or other cultivation adjacent to, or forming part of, a road.
- 6.2.8 No person in charge of any vehicle shall stop the same for any period whatsoever in contravention of the prescribed signs in any of the portions of streets in the District of Waitomo as set out in Schedules B.1 to B.7 and Schedule D.

6.3 Unlawful Parking

- 6.3.1 No person shall park a vehicle or vehicle combination in a parking space so that any part of that vehicle extends beyond any line defining that space unless by reason of its size it may be necessary for the vehicle to extend onto an adjoining and unoccupied parking space.
- 6.3.2 No person shall park any vehicle or vehicle combination in a parking space that is reserved for a different type or use of vehicle and for a longer period than set out in Schedules B.1 to B.6 and Schedule C

6.4 Parking for Disabled Persons

- 6.4.1 Where Council has reserved parking spaces for disabled persons, the operation mobility or other lawfully issued disability permit shall be displayed so that it is legible through the front windscreen where fitted, or on the vehicle if no windscreen is fitted. The permit shall not be displayed if the parking space is not being used for the benefit of the permit holder.

6.5 One-Way Roads

- 6.5.1 A person may only drive a vehicle or ride any horse or bicycle along the roads or parts of roads listed as a 'one-way road' in Schedule A of this Bylaw, in the direction specified.
- 6.5.2 Council may amend Schedule A of this Bylaw in accordance with the Local Government Act 2002 to provide for a road, or part of a road, to be a one-way road, or to provide that a road should cease to be used as a one-way road.

6.6 One-Way Bridges

- 6.6.1 Where any bridge within the District is signposted in accordance with a version of the Manual of Traffic Signs and Markings issued by the New Zealand Transport Agency, the right of way for that bridge shall be as indicated by the signage erected at the bridge.

6.7 Turning

- 6.7.1 Subject to the erection of the prescribed signs, no person shall drive contrary to any turning restriction listed in Schedule E of this Bylaw.
- 6.7.2 Council may amend Schedule E of this Bylaw in accordance with the Local Government Act 2002 to prohibit, subject to the erection of the prescribed signs:
- a. Vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (No 'U-turns');
 - b. Vehicles or specified classes of vehicles from turning to the right or to the left or from proceeding in any other direction.
- 6.7.3 Council may amend Schedule E of this Bylaw in accordance with the Local Government Act 2002 to provide that a turning restriction be removed or amended.

6.8 Turning Movements Permitted By Specified Classes of Vehicles

- 6.8.1 Subject to the erection of the prescribed signs, the traffic lanes listed in Schedule E of this Bylaw permit turning movements by specified classes of vehicles.
- 6.8.2 Council may amend Schedule E of this Bylaw in accordance with the Local Government Act 2002 to permit turning movements by specified classes of vehicles at a traffic lane, or to provide that a turning movement or turning movements by specified classes of vehicles should cease at a traffic lane.

6.9 Heavy Traffic Prohibitions

- 6.9.1 No person shall drive or permit to be driven any heavy motor vehicle except a passenger service vehicle on or along those roads, or parts of roads listed in Schedule F.1 of this Bylaw except for the purpose of picking up, or delivering goods to, or accessing services from an address on those roads when alternative access is not available for this purpose.
- 6.9.2 No person shall drive or permit to be driven or park any heavy motor vehicle or any specified class of heavy motor vehicle during such hours or exceeding such period as may be specified for the roads or public places listed in Schedule C2 of this Bylaw except for the purposes of loading or unloading goods or passengers at any property whose access is by way of the road or public place.
- 6.9.3 The prohibitions set out in 6.9.2 shall not apply to:
- (a) A network utility operator or its authorised agent or contractor engaged in the provision of, or maintenance of a network utility operation. (The expression 'network utility operator' has the same meaning given to it by section 166 of the Resource Management Act 1991);
 - (b) Emergency vehicles, vehicle recovery services, tradespersons' vehicles or campervans as identified on signs approaching the road to which the restriction applies;
 - (c) Refuse collections carried out by either the local authority or a contractor engaged by the local Authority.
 - (d) Any other class of vehicle Council may exclude from the prohibitions in 6.9.2 in accordance with the Local Government Act 2002 and as identified on signs approaching the road to which the restriction applies.
- 6.9.4 Council may amend Schedule F.1 of this Bylaw by resolution publicly notified, to prohibit any heavy traffic on any road or roads within the district or to remove a heavy traffic prohibition.

6.10 Weights of Vehicles or Loads Over Bridges or Culverts

- 6.10.1 No person shall drive or permit to be driven any heavy motor vehicle with a mass larger than indicated onto or across a bridge or culvert listed in Schedule F.2.
- 6.10.2 The Council may amend Schedule F.2 of this Bylaw **by resolution publicly notified** in accordance with the Local Government Act 2002 and the **Heavy Motor Vehicle Regulations 1974** to regulate the weights of vehicles or loads that may pass over bridges or culverts or to provide that any such regulation be removed.

6.11 Use of Engine Brakes

- 4.11.1 For safety reasons, there is no restriction on the use of engine braking within the Waitomo District.

6.12 Footpaths and Other Public Places

- 6.12.1 Except with the prior permission of the **Chief Executive** or an authorised officer, a person shall not on any public place:
- (a) Drive any vehicle except on a formed road, or drive in a manner that is dangerous or inconsiderate to pedestrians or other vehicles in the public place;
 - (b) Use any vehicle including skateboards, roller blades, roller skates, bicycles or motorised or human propelled scooters, recklessly or in a manner which may intimidate, be dangerous or injurious or cause a nuisance to persons in the public place, or damage the public place.
- 6.12.2 No person shall ride a skateboard in any area defined in Schedule G.
- 6.12.3 No person shall ride a skateboard on any footpath outside areas defined in Schedule G, without due care to ensure no damage is caused to any property or without reasonable consideration for other persons using the footpath.

6.13 Damage to Signage

- 6.13.1 **No person shall interfere with, damage or remove any traffic control sign.**

6.14 Selling of Goods and Services at Intersections

- 6.14.1 **No person shall wash or clean the windows of any vehicles for payment or donation, solicit any subscription, collection or donation at any road intersection or within 100 metres of the intersection on any of its approaches, or use the intersection for the purposes of selling or offering any goods or services of any kind without the written permission of an authorised officer.**

6.15 Temporary Restrictions on the Use of Roads

- 6.15.1 **Where an authorised officer considers that there is, or is likely to arise at any place on a road under the jurisdiction of the Council a temporary risk of:**
- a) **Danger to the public or to road workers; or**
 - b) **Damage to the road,**
- 6.16 **Council may temporarily restrict the use of, or speed of, or class of vehicles which may use any part of that road. Any such restriction shall be defined by the display of temporary warning signs in conformity with the *Land Transport Rule 2004* and the *New Zealand Transport Agency's Code of Practice for Temporary Traffic Management and Local Roads Supplement*.**

6.17 Height Restrictions

- 6.16.1 **Council may, from time to time, by resolution publicly notified, establish height restrictions for certain sections of road, where a height restriction is imposed vehicles with a total height greater than that listed are prohibited from travelling along the road or under the structure in question.**

6.17 Restriction on Use of Road

- 6.17.1 **Council may from time to time by resolution publicly notified, prohibit the stopping, parking or driving any vehicles on any road, bridge, ferry or ford.**

- 6.17.2 Council may prohibit or restrict, absolutely or conditionally, any specified class of traffic (whether heavy traffic or not), or any specified motor vehicles or class of motor vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads.
- 6.17.3 Council may restrict the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, the road and adjoining land, and the safety of road users prescribing the use of roads and cycle tracks, and the construction of anything on, over, or under a road or cycle track.
- 6.17.4 Council may require the giving and taking of security by or from any person that no special damage will occur to any road, bridge, culvert, ferry, or ford by reason of any heavy traffic.
- 6.17.5 Council may prohibit any specified class of heavy traffic that has caused or is likely to cause serious damage to any road, unless the cost of reinstating or strengthening the road, as estimated by the road controlling authority is paid previously.
- 6.17.6 Any person concerned in any heavy traffic operation may make provision for an annual or other payment of any reasonable sum by way of compensation for any damage likely to occur as a result of the heavy traffic to any road, bridge, culvert, ferry, or ford.
- 6.17.7 If Council considers a road, bridge or other artificial structure to be unsafe for any form of traffic, whether vehicular, animal or human, then it may at any time, close that part of the road or restrict its use.

6.18 Notification of Restrictions

- 6.18.1 Any road, part of a road, bridge, culvert, ferry or ford which has any restriction imposed upon it by resolution shall be sign posted with a copy of the resolution made pursuant to this Bylaw or a statement of its effect conspicuously displayed before the resolution comes into force.

6.19 Amendment of Schedules

- 6.17.1 Council may amend any of Schedules A to G of this Bylaw by resolution publicly notified to change any area where any traffic restriction or prohibition applies.

7.0 SPEED LIMITS

- 7.1 In this Part of the Bylaw, the following expressions have the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003:
- Holiday Speed Limit;
 - Minimum Speed Limit;
 - Permanent Speed Limit;
 - Road;
 - Rural Area;
 - Rural Speed Limit;
 - Speed Limit;
 - Urban Speed Limit;
 - Urban Traffic Area;
 - Variable Speed Limit.
- 7.2 All of the roads or areas specified in the maps in Schedule H.1 are designated as an urban traffic area.
- 7.3 Except where specified otherwise under this Bylaw or any other enactment, the speed limit on roads in an urban traffic area is 50 km/hr.
- 7.4 Except where specified otherwise under this Bylaw or any other enactment, the speed limit on roads in the rural area is 100 km/hr.
- 7.5 In the case of each Schedule:
- (a) any reference to a plan is a reference to the plan with that number which is attached to the Schedules;
 - (b) where there is reference to a plan, the relevant areas or roads and any relevant speed limits for the purposes of the Schedule are as indicated by markings in accordance with the legend on that plan;
 - (c) where there is a Gazette notice reference, the reference is to the Traffic (Waitomo County) Notice or the Traffic (Waitomo District) Notice, as the case may be, for the year and with the number (if any) indicated, as published in the New Zealand Gazette, or to

the New Zealand Gazette of the date and at the page number indicated. These references are for information only.

- 7.6 The Schedules, plans and legends are incorporated as part of this Bylaw.
- 7.7 Council may by publicly notified resolution:
- (a) alter the boundaries of an urban traffic area;
 - (b) alter, add to or delete from the list of roads within the urban traffic area which have a speed limit other than 50 km/hr and specify the speed limit for such roads;
 - (c) establish or alter the boundaries of a rural area;
 - (d) specify roads within the rural area which have a speed limit other than 100 km/hr and alter, add to or delete from that list;
 - (e) review or set any permanent speed limit, holiday speed limit, minimum speed limit, variable speed limit or any other speed limit which it may review or set under the Land Transport Rule: Setting of Speed Limits 2003, including a permanent speed limit in a designated location, and rescind, amend or vary any such resolution.

8.0 ANIMALS AND STOCK ON ROADS

8.1 Moving of Stock

- 8.1.1 A person may move any stock, along any road that is not an urban street, within the District in the following situations:
- (a) Returning stock to a farm in the case of an escape or emergency.
 - (b) In the case of moving stock in a rural area on Council roads the following conditions shall be complied with:
 - (i) The number of animals in any one mob shall not exceed 600 head of cattle or 2,000 head of sheep, and
 - (ii) Each mob moved along any road listed in Schedule I shall be accompanied by at least two competent drivers and such other assistance as is necessary to fulfil the requirements of this Bylaw.
 - (iii) Each mob moved along any other road shall be accompanied by a competent driver and such other assistance as is necessary to fulfil the requirements of this Bylaw.
 - (iv) Stock may be moved on the road only during daylight hours, no earlier than sunrise and no later than sunset., and when the safe driving visibility is at least 100metres at all times.
 - (v) Stock may be moved on any one road up to 25 times per year
 - (vi) At least two drivers shall be used at all times during stock movement on roads - one shall be in front and one shall be behind the mob at all times, for the purpose of alerting traffic, in addition to the control of stock.
 - (vii) Any driver shall wear a bright coloured reflective jacket, vest, or similar for visibility.
 - (viii) The stock shall at all times be kept under control.
 - (ix) The driver or drivers shall keep the animals moving along the road at all times so as to make progress towards the destination at an average rate of not less than three kilometres per hour.
 - (x) The roadway shall be kept clear of debris and other matter that may cause danger or inconvenience to other road users.
 - (xi) Stock shall be moved in such a manner as will ensure that potential danger and inconvenience to other road users will be minimised. Drivers shall facilitate the passing of vehicles through a mob.
 - (x) Any person moving stock on any road or part thereof shall where necessary allow any vehicle to proceed along such road or part thereof, and take all reasonable steps at the request of the driver or authorised officer of such vehicle, to make or allow a way for the vehicle to pass through the stock.
 - (xi) No road shall be closed for the moving of stock except that, if in the reasonable opinion of Council the moving of any stock would be likely to:
 - Constitute a danger to road users, or
 - Constitute a nuisance, or
 - Cause damage to any road.
 - (xii) The owner / drover of stock shall be responsible for public safety or any damage to public or private property, or injury to stock, which may arise from any stock moving activity. To protect their liability for damage to third parties, it is advised that the owner / drover arrange and keep in force public liability insurance.

- (xii) At all times, appropriate warning signs or flashing lights that can be seen from a distance of 170 metres minimum from the front and back of the mob, are to be displayed to appropriately warn other road users.

8.1.2 Any person causing damage to the road, road reserve or any Council- or private property in the course of moving any stock shall be liable for costs incurred by Council to rectify the damage.

8.1.3 A Council permit is required to establish any new crossing place, stock course or underpass

8.1.4 Nothing in clause 8.1 shall apply to the movement of dairy cattle on a regular basis, this is covered in clauses 8.2 to 8.4. For the purposes of this part of the Bylaw, regular means the movement any stock twice a week or more.

8.2 Stock Crossings

8.2.1 No person shall move stock across or along a road where he may reasonably move the stock along a race on private land or road reserve.

8.2.2 Where it is not reasonable to move stock along a race on private land or road reserve, those stock shall not be moved across or along a road unless:

- (a) the conditions set out in sub clauses (a) and (b) of 8.2.3 below are complied with; and
- (b) the stock are moved in such a manner, and use only such points of access and exit to and from the road, as will ensure that danger to other road users and damage to the road will be minimised.

8.2.3 All stock crossings (regular or irregular) are subject to the general conditions, as outlined below:

- (a) The exit and entry points of any stock crossings are to be installed directly opposite one another in the road and fences are to be fitted with gates.
- (b) Crossings shall be sited with a minimum of 170 metres clear visibility in both directions and no closer than 60 metres to an intersection, if no practical stock crossing location can be found satisfying the above condition then appropriate signage shall be positioned to ensure that road users are aware of stock crossing.
- (c) The property owner is to make provision for clearing of debris generated by the crossing of stock from maintained road surfaces after each crossing to leave the road in a same or better condition than before the stock movement took place. If the road is not left in a same or better condition after stock has been moved across or along the road Council reserves the right to remove debris from the road surface and recover the costs from the stock owner.
- (d) Crossing of stock from one side of the maintained road to the other is to be completed by moving the herd in a controlled manner and with a minimum of delay and inconvenience to motorists.
- (e) Council may require the payment by the stock drover of any additional costs incurred by Council. These costs may include costs incurred in respect of:
 - (i) The maintenance of the maintained road due to damage caused by the moving of stock (including dairy cattle), as is assessed by the Chief Executive or an authorised officer of Council.
 - (ii) The installation of warning signs at the crossing point.
 - (iii) The removal by Council (or its agents or contractors) of stock excrement from a sealed road at the point where the cattle cross.

8.3 Dairy Cattle

8.3.1 In addition to the conditions provided above, all dairy cattle crossings shall be subject to the following conditions:

- (a) Internal farm race and farm management practices are to be arranged so that only one crossing is required per property and there is no requirement to move dairy stock along the road.
- (b) Internal farm races leading to road crossings are to be hard surfaced for at least 50m into the property with material such as metal, tarseal, concrete or any other acceptable material or alternatively a removable protective covering for road surfaces such as rubberised or plastic matting that is strong but flexible, resistant to natural chemicals and non absorbent must be used, in order to reduce the carriage of mud etc. onto the maintained road by stock movement. Surfaces between fences and the edges of sealed or metalled formations shall be similarly maintained at the owner's expense and shall be shaped to ensure effluent and surface water drain away from the road carriageway.
- (c) While dairy cattle are crossing the maintained road temporary warning signs are to be installed at the crossing point to meet the requirements of the most recent copy of

Transit New Zealand's Manual of Traffic Signs and Markings and must be removed after the crossing is completed.

8.4 Stock Underpasses

- 8.4.1 Where a property that is operated as a split stock or dairy unit has an existing or proposed road crossing that is deemed unsafe and no reasonable alternative siting is available, Council may require a stock underpass.
- 8.4.2 Stock underpasses must be installed where the following circumstances exist:
- a) Split drystock farms that are operated on opposite sides of the road where the Annual Average Daily Traffic (AADT) is equal or more than 500 vehicles.
 - ⇒b) Split dairy farms that are operated on opposite sides of the road where the AADT is equal or more than 100 vehicles.
- ⇒8.4.3 Roads where the AADT is more than 500 vehicles per day are listed in schedule J.1 and more than 100 in Schedule J.2. The map attached to Schedule J.3 shows the District roads by vehicles per day.
- 8.4.4 Application for and the installation of stock underpasses shall be done in accordance with Council's Policy on Stock Underpasses (Document No. 208838).

8.5 General

- 8.4.5 Provided that where a person cannot comply with any conditions of clauses 8.1 to 8.4 inclusive, that person shall not drive any stock along or across any road without the prior permission of the Chief Executive or an authorised officer of the Council.

9.0 OFFENCES AND PENALTIES

9.1 Offences and Penalties

- 9.1.1 Every person commits an offence against this Bylaw and is liable on summary conviction to the penalty set out in [section 242 of the Local Government Act 2002](#), who:
- (a) Fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, traffic signs and other signs or notices laid down, placed, made or erected on or upon any road, public car park, reserve or other places controlled by the Council under any of the provisions of this Bylaw;
 - (b) Fails to comply with any condition, duty, or obligation, imposed by this Bylaw.
- 9.1.2 Nothing in 9.1.1 of this Bylaw applies to any offence of a kind referred to in the [Land Transport Act 1998](#).
- 9.1.3 A person may not be subject to proceedings under 9.1 of this Bylaw, if that person is also, for the same facts, being proceeded against for a breach of the Land Transport Act 1998.
- 9.1.4 The following minimum penalties are hereby determined for the purposes of Section 242 of the Local Government Act 2002.

Brief Description of Offence	Penalty (including GST)
Drives dangerously in a public place	\$500
Drives elsewhere than on formed road in a public place	\$500
Reckless or intimidating use of wheeled conveyance in public place or causes damage with same	\$1,000
Ride skateboard in prohibited area (Schedule G)	\$60
Use of skateboard on sidewalk in non-prohibited area so as to endanger or inconvenience other persons and/ or cause damage to property	\$60

- 9.1.5 The Council may amend the minimum penalties in subclause 9.1.4 from time to time by formal resolution, publicly notified.

9.2 Defences

- 9.2.1 A person is not in breach of this Bylaw if that person proves that the act or omission complained of:
- (a) Took place in compliance with the directions of an enforcement officer, a parking warden or a traffic control device; or
 - (b) Was performed by an enforcement officer or a parking warden and was necessary in the execution of that person's duty.

9.3 Exempted Vehicles

- 9.3.1 This Bylaw shall not apply to emergency vehicles being used in an emergency.
- 9.3.2 Clause 6.1, 6.2, 6.3, and 6.7 of this Bylaw shall not apply to medical practitioners such as doctors, district nurses and midwives who are attending an emergency.

10.0 LIST OF SCHEDULES

- Schedule A - One-Way Roads
- Schedule B.1 – Parking Restrictions: Loading Zones
- Schedule B.2 – Parking Restrictions: Rescue Boat
- Schedule B.3 – Parking Prohibition: Rugby Park
- Schedule B.4 – Parking Restrictions: Permanent Bus Parking
- Schedule B.5 – Parking Restrictions: Restricted Bus Parking
- Schedule B.6 – Parking Restrictions: Parking For Disabled Persons
- Schedule B.7 – Parking Restrictions: Reserved Parking
- Schedule C – Time Restricted Parking
- Schedule D – No Stopping Areas
- Schedule E – Turning Movements
- Schedule F.1 – Heavy Traffic Prohibitions
- Schedule F.2 – Weight or Load Restrictions Over Bridges or Culverts
- Schedule F.3– Stock Truck Restrictions
- Schedule G – Skateboards **Prohibited Areas**
- Schedule H1 – Urban Traffic Areas – Maps SL1 to SL8
- Schedule H2 – Designated Locations
- Schedule H3 – Roads with 50km/h speed limits
- Schedule H4 – Roads with 70km/h speed limits
- Schedule H5 – Roads with 80km/h speed limits
- Schedule I– Roads Requiring At Least Two Drivers per Mob
- Schedule J -1 Roads with Average Annual Daily Traffic of More Than 500 Vehicles per Day
- Schedule J -2 Roads with Average Annual Daily Traffic of More Than 100 Vehicles per Day
- Schedule J -3 Roadmap Showing Classifications In Terms Of Vehicles per Day

Schedule A – One-Way Roads

Town	Street	Description
Te Kuiti	Sheridan Street	Between Rora Street and Taupiri Street with traffic entering only from Rora Street.

Schedule B.1 – Parking Restrictions: Loading Zones

Town	Street	Description
Waitomo	Waitomo Caves Road	The area adjacent to the footpath on the south side commencing at a point 8 metres west of the Waitomo Caves Road/Te Anga Road junction and extending eastward for a distance of 60 metres.

Schedule B.2 – Parking Restrictions: Rescue Boat

Town	Street	Description
Mokau	Te Kauri Road	On the west side of the boat ramp a space is provided for the rescue boat.

Schedule B.3 – Parking Prohibition: Rugby Park

Town	Street	Description
Te Kuiti	Waitete Road	On the west side on any day on which an Agricultural Show, sports fixture or public entertainment is being conducted on the area in Waitete Road known as Rugby Park and described as Part Pukenui 2D 3G Part No. 5.

Schedule B.4 – Parking Restrictions: Permanent Bus Parking

Town	Street	Description
Te Kuiti	Rora Street	On the northern side of the Te Kuiti Visitor Information Centre commencing 3.6 metres from the Centre in a southeast direction for 18 metres.
Te Kuiti	Rora Street	South end on the east side for a distance of 56m north from the South End Service Lane and extending to a distance of 15m in a Northerly direction.
Te Kuiti	Rora Street	On the west side commencing at a distance of 3.8m from the north side of the pedestrian crossing outside the Te Kuiti Visitor Information Centre and extending northward for a distance of 19.6m.
Waitomo	Te Anga Road	On the north side commencing at a point 7.85 metres west of the Waitomo Caves Road/Te Anga Road junction and extending westward for a distance of 79.5 metres.
Waitomo	Te Anga Road	On the north side commencing at a point 175.8 metres west of the Waitomo Caves Road/Te Anga Road junction and extending westward for a distance of 202.2 metres.

Schedule B.5 – Parking Restrictions: Restricted Bus Parking

Town	Street	Time	Description
Te Kuiti	Rora Street	From 12 noon to 1.30 pm daily.	South end on the east side for a distance of 71m north from the South End Service Lane and extending to a distance of 15m in a Northerly direction.
Te Kuiti	Hospital Road	From 8.00 am to 4.30 pm	On the south side commencing 114 m west of the eastern High School boundary extending for a length of 30 m.
Te Kuiti	Hospital Road	From 8.00am to 9.30 am and 3.00pm to 4.30 pm	On the south side commencing 79 m west of the eastern High School boundary extending for a length of 35 m.

Schedule B.6 – Parking Restrictions: Parking for Disabled Persons

Town	Street	Time	Description
Te Kuiti	Rora Street	24 Hours/day	The parking space reserved for disabled persons extending 10.6m from the no-stopping area immediately south of Te Kuiti Information Centre
Te Kuiti	King Street East	24 Hours/day	The parking space reserved for disabled persons outside Bains Pharmacy
Te Kuiti	Queen Street	From 7.00am to 5.00 pm from Mondays to Fridays except Public Holidays	The parking space reserved for disabled persons in front of the entrance to the Waitomo District Council Offices.
Te Kuiti	King Street East	From 7.00am to 5.00 pm from Mondays to Fridays except Public Holidays	The parking space reserved for disabled persons in front of the entrance to The Lines Company Offices.

Schedule C – Time Restricted Parking

Parking Restrictions applicable between the hours of 8.00am and 6.00pm on any day except Saturday and Sunday and a statutory holiday.		
Parking Restrictions: 15 Minute Parking		
Town	Street	Description
Te Kuiti	Rora Street	On the east side on that portion fronting the building occupied by New Zealand Post a distance of 20 metres.
Parking Restrictions: 60 Minute Parking		
Te Kuiti	Rora Street	On the east side between Alexandra Street and Lawrence Street, except those areas marked for 5 minute parking, Taxi, Omnibus or marked "No Stopping". Vehicles in this area to be parked parallel to kerb and so that near side is not further than one metre from the kerb or water channel.
Te Kuiti	King Street East	Any part between Rora Street and Taupiri Street. Vehicles in this area to be parked head-in to kerb at an angle of 45 degrees in the direction of the ongoing traffic.
Te Kuiti	Sheridan Street	On any part between Rora Street and Taupiri Street. Vehicles in this area to be parked head on to the kerb at an angle of 45 degrees in the direction of the ongoing traffic.
Parking Restrictions: 120 Minute Parking		
Te Kuiti	Rora Street	Western side from Ward Street to Awakino Road except areas marked "No Stopping" and area marked off for taxis and motor omnibuses. Vehicles to be parked head-in to kerb at an angle of 60 degrees in the direction of the on-going traffic.

Parking Restrictions applicable between the hours of 8.00am and 6.00pm on any day except Saturday and Sunday and a statutory holiday.		
Parking Restrictions: 15 Minute Parking		
Town	Street	Description
Parking Restrictions: 24 Hour Parking		
Te Kuiti	King Street East	Both sides from Taupiri Street to the Mangaokewa River Bridge. Vehicles to be parked head-in to kerb at an angle of 60 degrees in the direction of the on-going traffic.
Te Kuiti	Taupiri Street	Both sides from Alexandra Street to Lawrence Street except those areas marked "No Stopping" and the western and eastern side of Taupiri Street from King Street to Sheridan Street.
Te Kuiti	Alexandra Street	Both sides from Rora Street to Hinerangi Street. Vehicles to be parked parallel to kerb.
Te Kuiti	Sheridan Street	Both sides from Taupiri Street to the Mangaokewa River Bridge. Vehicles to be parked parallel to kerb.
Te Kuiti	Southend Carpark	The area bound by Lawrence and Taupiri Streets and the reserve with the shearer statue on Rora Street.

Schedule D – No Stopping Areas

Town	Street	Description
Te Kuiti	Rora Street	On the west side for a distance of 23m south of the Ward Street railway crossing.
Te Kuiti	Rora Street	On the west side for a distance of 14m north of the Ward Street railway crossing.
Te Kuiti	Rora Street	On the east side for a distance of 9.5m south of King Street.
Te Kuiti	Rora Street	On the east side for a distance of 56m north from the southend carpark entrance.
Te Kuiti	Rora Street	On the west side for a distance of 6.2m south of the pedestrian crossing outside the Te Kuiti Visitor Information Centre.
Te Kuiti	Taupiri Street	On the east side for a distance of 13m north of King Street.
Te Kuiti	Taupiri Street	On the west side for a distance of 13m north of King Street.
Te Kuiti	Waiteti Road	On the east side from a point 326m south of Lawrence Street for a distance of 101m.
Te Kuiti	Matai Street	On the west side from a point 27m south of Tawa Street extending around the corner into Tawa Street in a westerly direction of 128m.
Te Kuiti	Jennings Street	On the west side from a point 131m north of King Street for a distance of 60m extending into Esplanade loop Road.
Te Kuiti	the Esplanade	On the west side for a distance of 81m north from Rata Street.
Te Kuiti	the Esplanade	On the west side for a distance of 31m from King Street.
Te Kuiti	Carroll Street	On the east side for a distance of 50m north of King Street.
Te Kuiti	King Street West	On the south side from a point 33m east of Princes Street extending west and into Princes Street for a distance of 41m.
Te Kuiti	King Street West	On the north side from a point 14m east from Hill Street extending west and into Hill Street for a distance of 39.5m.
Te Kuiti	Eketone Street	On the west side from a point 57m north of Ailsa Street for a distance of 144m.
Te Kuiti	Eketone Street	On the east side from a point 57m north of Ailsa Street for a distance of 290m extending into Hospital Road.
Te Kuiti	Princes Street	On the south side for a distance of 20 metres east from Bayne Street.
Te Kuiti	Princes Street	On the south side from a point 20 metres west of Bayne Street to a point 25 metres south of Princes Street on the west side of Bayne Street.
Te Kuiti	Queen Street	On the south side from the boundary of Sections 21 and 22 Blk XIV Te Kuiti Township and extending for a distance of 50 metres westward.
Te Kuiti	Queen Street	On the north side from the western boundary of Princes Street and extending for a distance of 57 metres westward.
Te Kuiti	Queen Street	On the southern side starting outside the Te Kuiti Court House and heading west for a distance of 75 metres.
Te Kuiti	Hospital Road	On the north and south sides from the Hospital/Eketone Street corner for a distance of 62m.

Town	Street	Description
Te Kuiti	Alexandra Street	On the South side from a point 94m from Rora Street and extending 25m into Taupiri Street.
Te Kuiti	Te Kuiti Road	On the east and west sides from a point 16m from Park Street for a distance of 44m on both sides of the road.
Te Kuiti	Carroll Street	On the east side for a distance of 112m south from King Street.
Te Kuiti	Carroll Street	On the west side for a distance of 130m south from King Street and for distance of 9m between the first two crossings on the south side of King Street.
Te Kuiti	Seddon Street	On the north side for a distance of 95.5m from Carroll Street.
Piopio	Ruru Street	Starts at Tui Street to bridge for a distance of 60m on right hand side, 40m on left hand side.
Piopio	Ruru Street	Outside Fire Station for a distance of 40m left hand side.
Mokau	Rerenga Street	For a distance of 27m on the left hand side from the start of the street.
Awakino	Gribbon Street	For a distance of 28m on the left hand side of Gribbon Street just before Briscoe Street
Waitomo	Waitomo Caves road	For a distance of 20m outside Glow Worm Caves from the guard rail west.
Waitomo	Waitomo Caves Road	For a distance of 93m outside the Glow Worm Caves from the start of the bus pull over lane.
Waitomo	Waitomo Caves Road	Fro a distance of 8m outside portcom past the gift Shop.
Waitomo	Waitomo Caves Road	Outside Top 10 Holiday Park for a distance of 88 metres on the northern side.
Waitomo	Waitomo Caves Road	Outside Top 10 Holiday Park for a distance of 50 metres on the southern side.

Schedule E – Turning Movements

Town	Street	Description
	N/A	

Schedule F.1 - Heavy Traffic Prohibitions

Town	Street	Description
Te Kuiti	Mangarino Road	Between The Esplanade and Tawa Street – Not to be used for through traffic.
Te Kuiti	Rora Street	From Te Kumi Road (northern railway crossing) to Awakino Road / Waitete Road Intersection (southern railway crossing).

Schedule F.2 - Weight or Load Restrictions over Bridges or Culverts

Road	Bridge No	Maximum weight
Awakau Road	121	12 tonne
Mapara Road	F32	12 tonne
Mill Road	264	5 tonne
Paraheka Road	218	12 tonne
All other bridges on District Roads		44 tonne

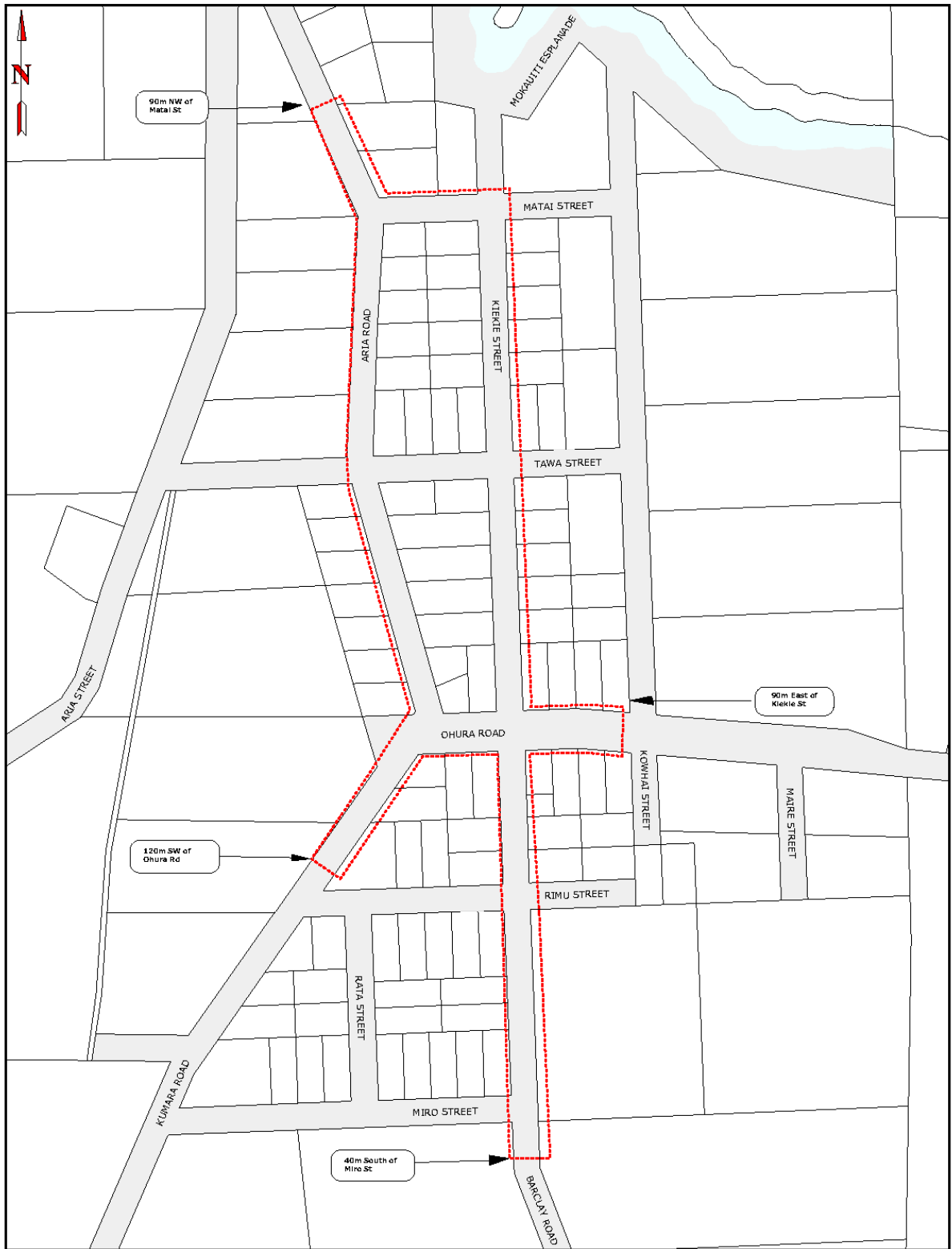
Schedule G – Skateboards - Prohibited Areas

Town	Street	Description
Te Kuiti	Rora Street	Between Alexandra Street and Lawrence Street.
Te Kuiti	King Street East	Between Rora Street and Taupiri Street.
Te Kuiti	Sheridan Street	Between Rora Street and Taupiri Street.
Piopio	Moa Street	Between Kea Street North to Tui Street

Schedule H.1 – Urban Traffic Areas

Note: Where applicable State Highway speed limits set by NZTA Bylaw are indicated on the maps

Map SL4 - Aria



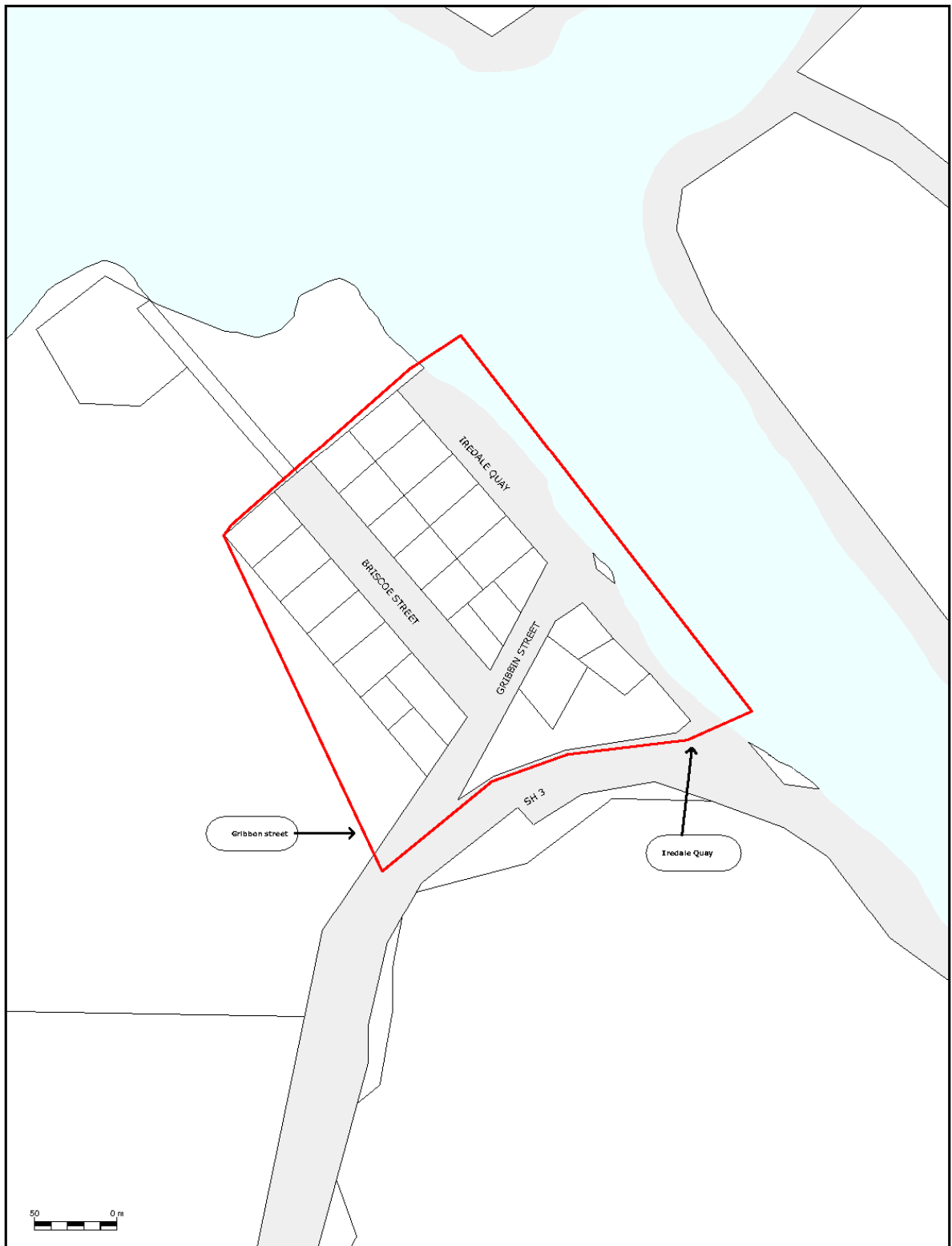
Title: Aria Speed Restrictions SL-4
 Scale 1: 2,500
 Printed: 23/11/2009
 Original size: A3

50kmh speed zone	Land parcel	Hydro parcel	500m South of Tui St	Start/Finish Locations
70kmh speed zone	Road parcel		300m South of Tui St	Start/Finish Locations (State Highways)

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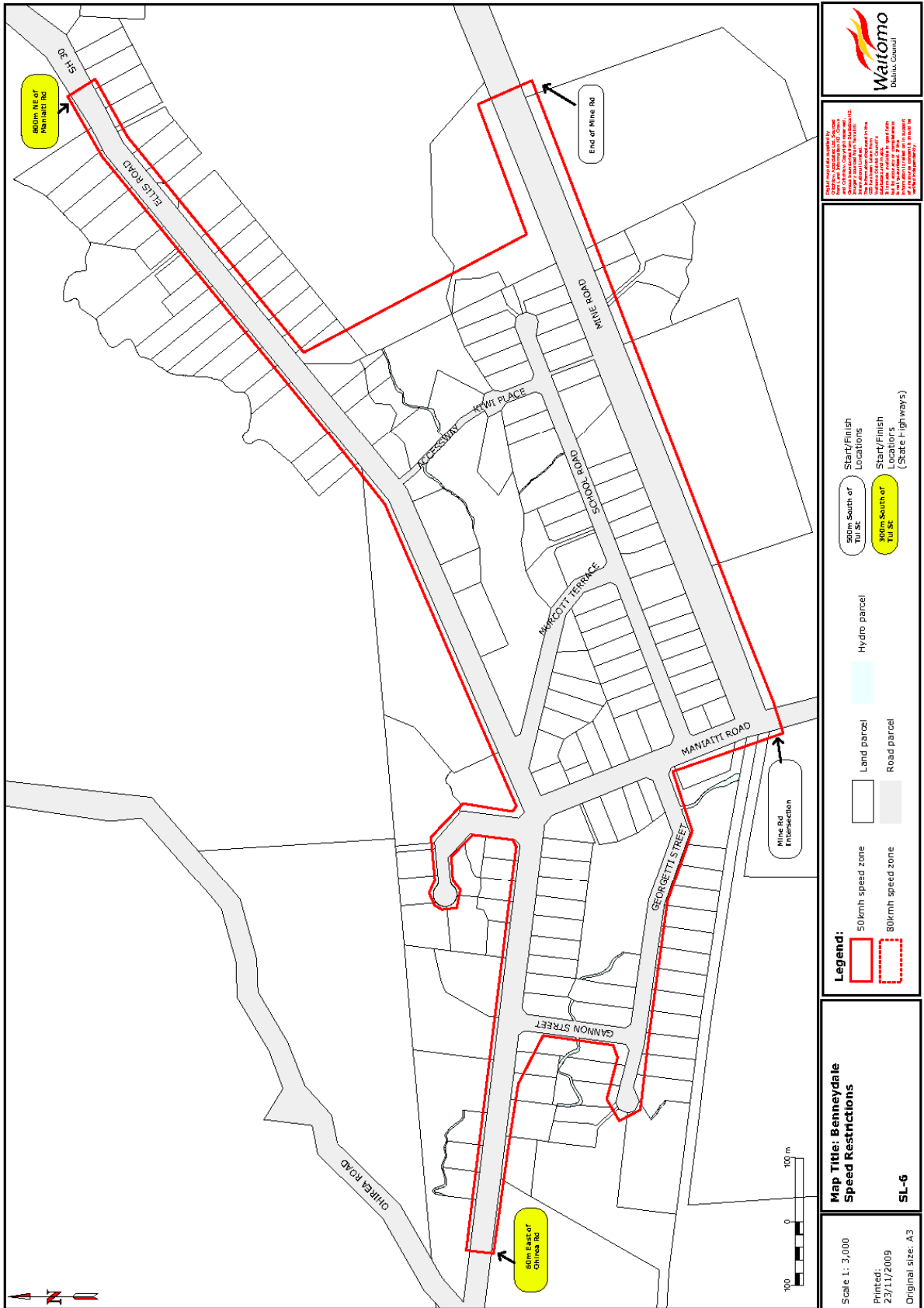



Map SL3 – Awakino



<p>Title: Awakino Speed Restrictions SL-3</p> <p>Scale 1: 2,000 Printed: 24/11/2009 Original size: A3</p>	<p>Legend:</p> <table border="0"> <tr> <td></td> <td>50kmh speed zone</td> <td></td> <td>Land parcel</td> <td></td> <td>Hydro parcel</td> <td></td> <td>500m South of Tui St</td> <td></td> <td>Start/Finish Locations</td> </tr> <tr> <td></td> <td>80kmh speed zone</td> <td></td> <td>Road parcel</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		50kmh speed zone		Land parcel		Hydro parcel		500m South of Tui St		Start/Finish Locations		80kmh speed zone		Road parcel							<p><small>Copyright data supplied by: GE Engineering Associates Ltd. Extract from Land Information NZ. Crown and Otago Region. All rights reserved. Corrections and updates to this data may occur without notice. This information is provided in the best of our ability and is not warranted. It is provided as a guide only and is not intended to be used as a basis for any legal proceedings. The information is provided in the best of our ability and is not warranted. It is provided as a guide only and is not intended to be used as a basis for any legal proceedings. The information is provided in the best of our ability and is not warranted. It is provided as a guide only and is not intended to be used as a basis for any legal proceedings.</small></p>	
	50kmh speed zone		Land parcel		Hydro parcel		500m South of Tui St		Start/Finish Locations														
	80kmh speed zone		Road parcel																				

Map SL6 – Benneydale





Waitomo
District Council

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Legend:

- 50km/h speed zone
- 80km/h speed zone
- Land parcel
- Hydro parcel
- Road parcel
- Start/Finish Locations
- Start/Finish Locations (State Highways)

Map Title: Benneydale Speed Restrictions

Scale 1: 3,000

Printed: 23/11/2009

Original size: A3

SL-6

Map SL1 – Marokopa



**Map Title: Marokopa
Speed Restrictions
SL-1**

Scale 1: 2,500
Printed: 3/05/2010
Original size: A3

Legend:

- 50kmh speed zone
- Land parcel
- Road parcel
- Hydro parcel

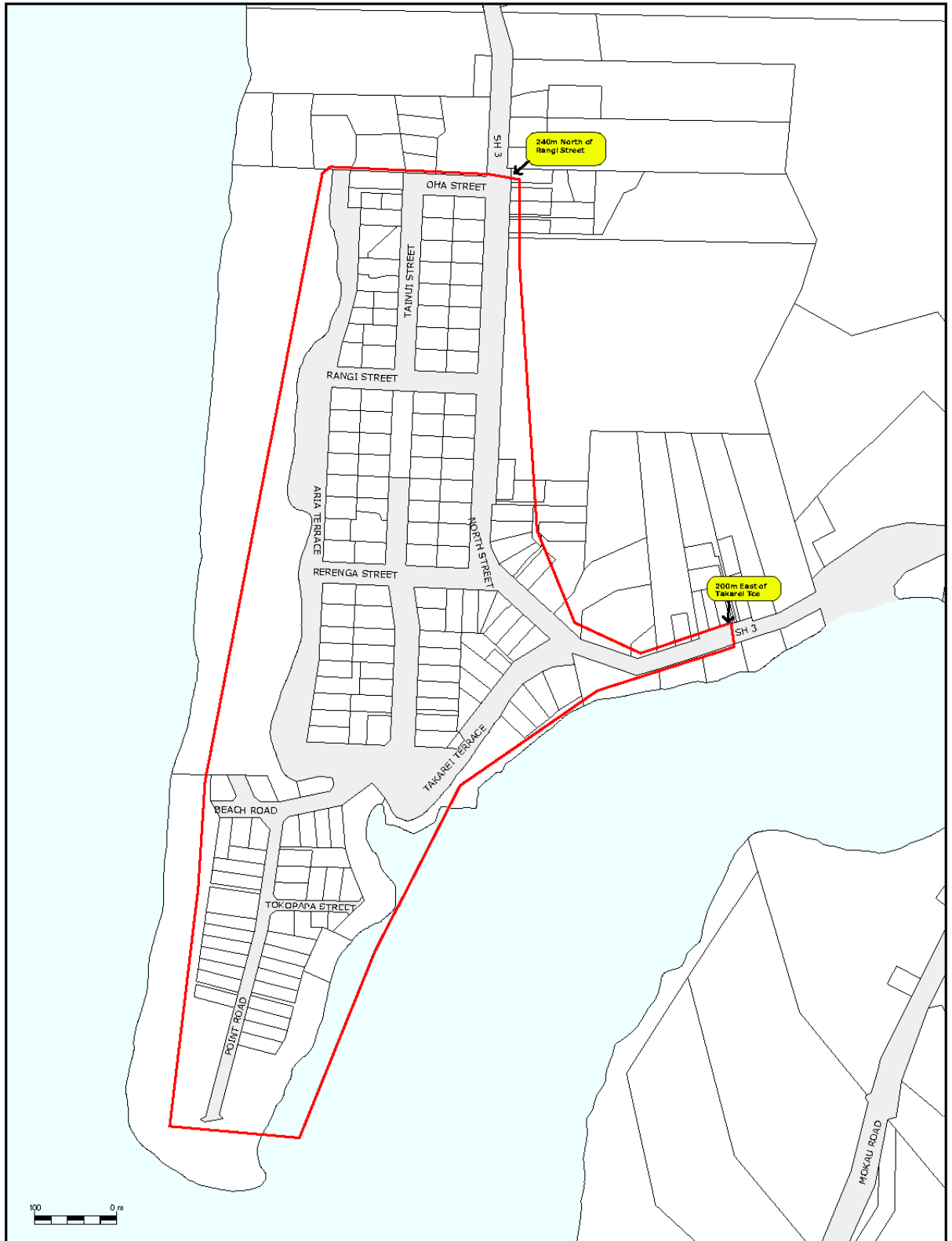
300m South of
Tui Street


Start/Finish
Locations

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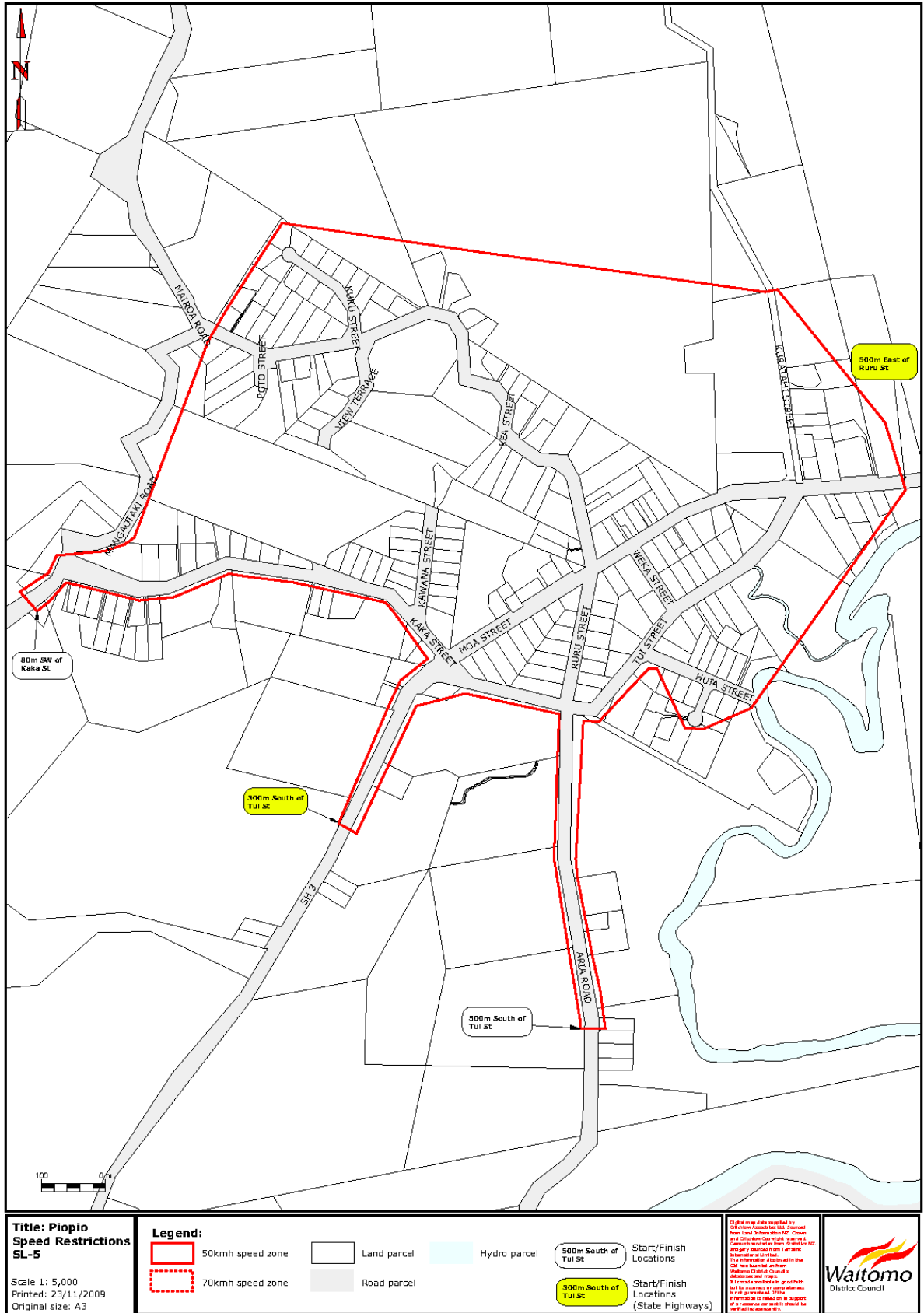


Map SL2 – Mokau

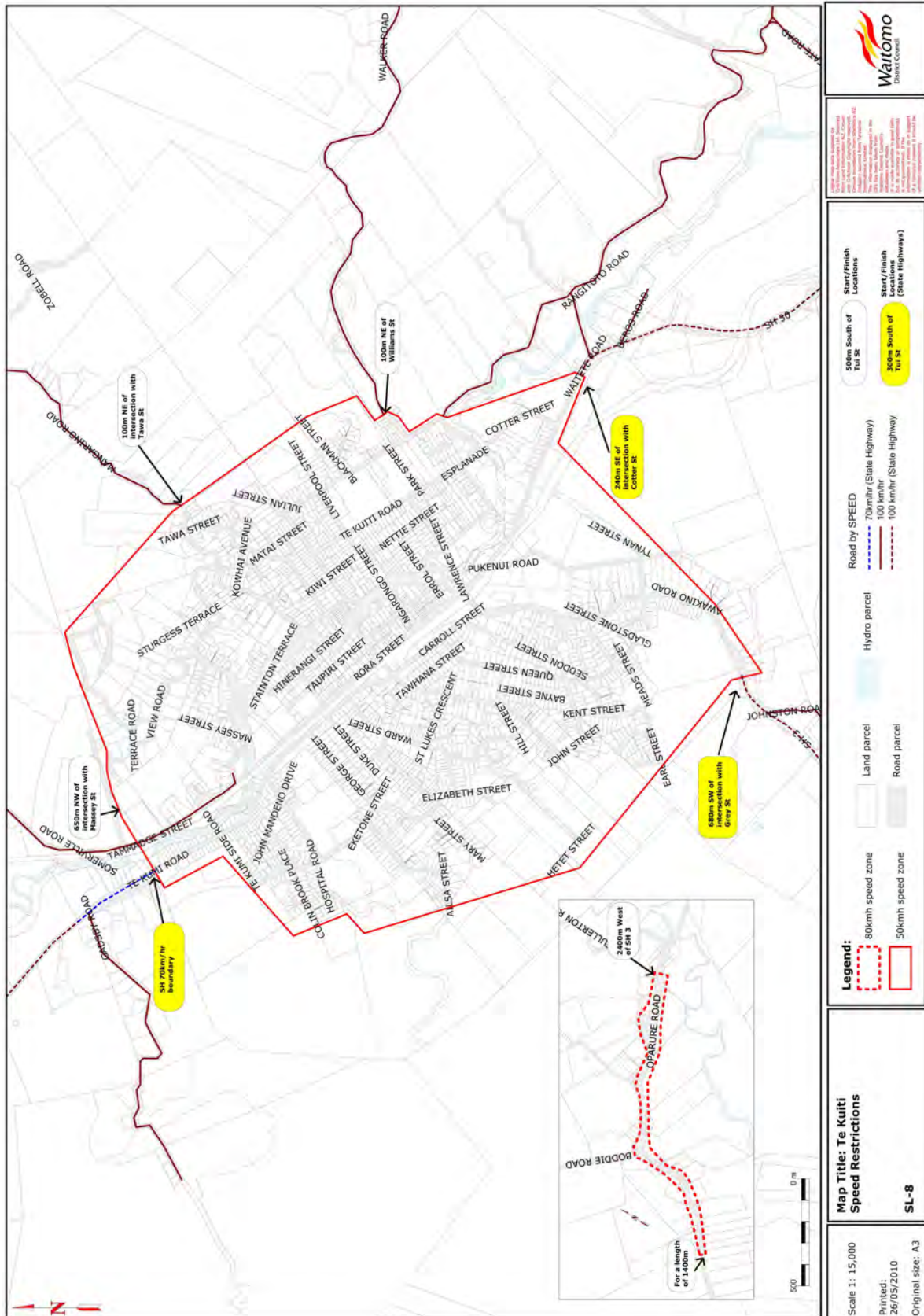


<p>Title: Mokau Speed Restrictions SL-2</p> <p>Scale 1: 4,000 Printed: 24/11/2009 Original size: A3</p>	<p>Legend:</p> <p> 50kmh speed zone</p> <p> Land parcel</p> <p> Road parcel</p> <p> Hydro parcel</p>	<p> 500m South of Tui St</p> <p>Start/Finish Locations</p> <p> 300m South of Tui St</p> <p>Start/Finish Locations (State Highways)</p>	<p><small>Copyright reserved by Waitomo District Council. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Waitomo District Council.</small></p>	
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Map SL5 – Piopio



Map SL8 – Te Kuiti





Legend:

- 80km/hr speed zone
- 50km/hr speed zone
- Land parcel
- Hydro parcel
- Road parcel

Road by SPEED

- 70km/hr (State Highway)
- 100 km/hr
- 100 km/hr (State Highway)

Start/Finish Locations

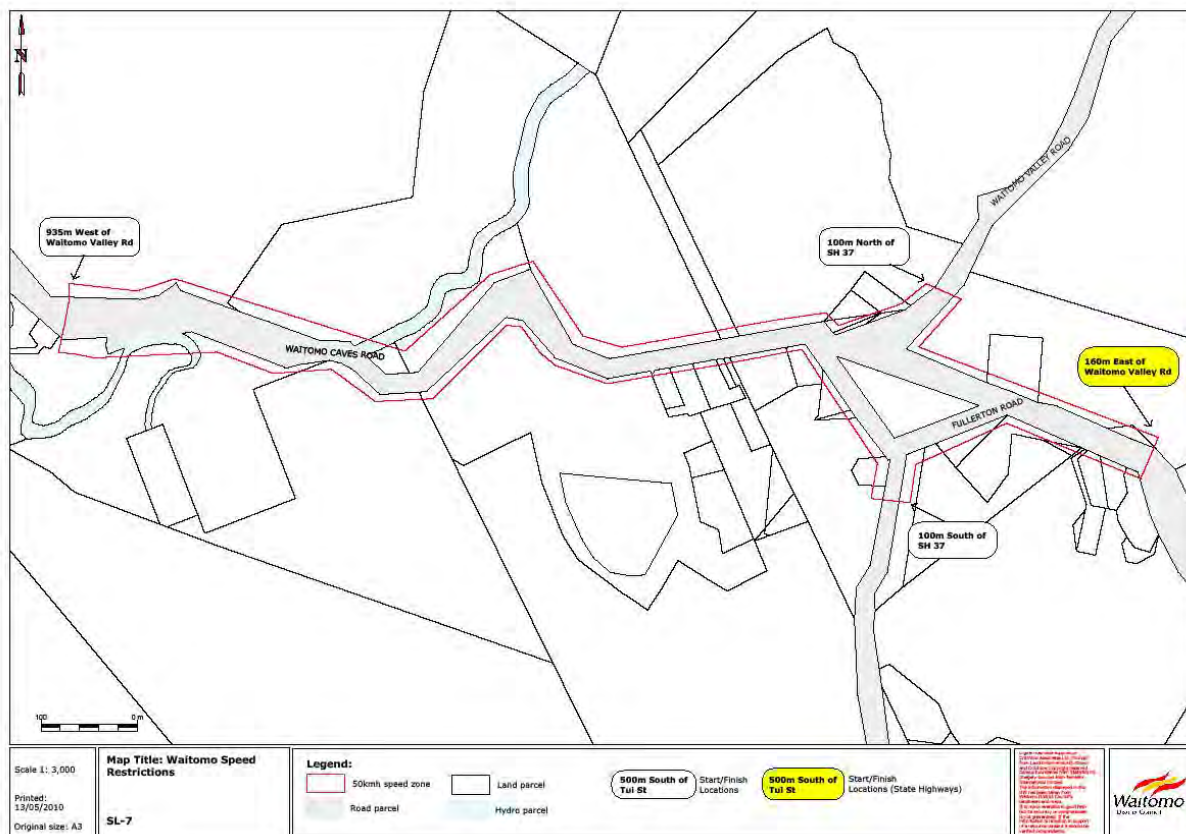
- 500m South of Tui St
- 200m South of Tui St

Map Title: Te Kuiti Speed Restrictions

SL-8

Scale 1: 15,000
 Printed: 26/05/2010
 Original size: A3

Map SL7 – Waitomo



Schedule H.2 – Designated Locations

Speed Limit ¹	Description of Designated Location
20km/h	All beaches in the Waitomo District
20km/h	Te Kuiti Domain situated in Rora Street and Hinerangi Streets and described as Lots 29, 30 and 31C of Pukenui 2A or on the road which extends through the said Domain from Hinerangi Street to Rora Street.
20km/h	The Mangaokewa Gorge Scenic Reserve described as Part Pukenui 2U1 Block, Block IV Otanake Survey District or on any part of the Waitomo District’s Waterworks Reserve described as Part Pukenui 2U1 Block, Block IV Otanake Survey District.
20km/h	All parks and reserves in the District

Schedule H.3 – Roads With 50km/h Speed Limit

Town	Road	Description	Previous Legal Instrument	Legal Instrument	Date Speed Limit Came into force
Awakino	N/A	Awakino urban traffic area as depicted on Map SL3	N/A	Land Transport Bylaw 2010	1 June 2010
Benneydale	N/A	Benneydale urban traffic area as depicted on Map SL6	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010

¹ Came into force 30 December 2009

Town	Road	Description	Previous Legal Instrument	Legal Instrument	Date Speed Limit Came into force
Marokopa	N/A	Marokopa urban traffic area as depicted on Map SL1	N/A	Land Transport Bylaw 2010	1 June 2010
Mokau	N/A	Mokau urban traffic area as depicted on Map SL2	N/A	Land Transport Bylaw 2010	1 June 2010
Piopio	N/A	Piopio urban traffic area as depicted on Map SL5	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010
Te Kuiti	N/A	Te Kuiti urban traffic area as depicted on Map SL8	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010
Waitomo	N/A	Waitomo urban traffic area as depicted on Map SL7	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010

Schedule H.4 – Roads With 70km/h Speed Limit

Town	Road	Description	Previous Legal Instrument	Legal Instrument	Date Speed Limit Came into force
Aria	N/A	Aria urban traffic area as depicted on Map SL4	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010

Schedule H.5 – Roads With 80km/h Speed Limit

Town	Road	Description	Previous Legal Instrument	Legal Instrument	Date Speed Limit C into force
Te Kuiti	Oparure Road	As indicated in the inset in Map SL9 – Te Kuiti	N/A	Land Transport Bylaw 2010	1 June 2010

Schedule I – Roads requiring at least two Drivers per Mob

Aria Road	Kopaki Road	Manganui Road	Mangarino Road
Mangatoa Road	Marokopa Road	Mokauiti Road	Ohura Road (Aria to Mokauiti Road)
Oparure Road	Pukerimu Road	Rangitoto Road	Te Anga Road
Totoro Road	Troopers Road		

Schedule J.1 - Roads with Annual Average Daily Traffic of more than 500 vehicles per day

Road Name	vpd Group	Description
Aria Rd	vpd >500	From SH3 to Kaitaringa Rd
Kopaki Rd	vpd >500	From SH30 to Paritikona Rd
Oparure Rd	vpd >500	Whole length except portion shown in orange on map J.3.7
Te Anga Rd	vpd >500	From Waitomo Valley Rd to Ngatapuwaē Rd
Totoro Rd	vpd >500	From Aria Rd the portion shown in pink on map J.3.10

Schedule J.2 - Roads with Annual Average Daily Traffic of more than 100 vehicles per day

Road Name	vpd Group	Description
Aria Rd	vpd 100<500	From Kaitaringa Rd to Totoro Rd
Boddies Rd	vpd 100<500	From Oparure Rd portion shown in green on map J.3.1
Fullerton Rd	vpd 100<500	From SH 37 to portion shown in orange on map J.3.1
Gadsby Rd	vpd 100<500	Whole length
Golf Rd	vpd 100<500	Whole length
Hangatiki East Rd	vpd 100<500	Whole length
Harbour Rd	vpd 100<500	Whole length
Kahuwera Rd	vpd 100<500	From Aria Rd to Auahi Soth Rd and from Tikitiki Rd to area shown in orange on map J.3.2
Kaitaringa Rd	vpd 100<500	From Aria Rd to Waitahi Rd
Kopaki Rd	vpd 100<500	From Paritikona Rd to SH4
Kumara Rd	vpd 100<500	From Putaka Rd to Mahoe Str
Mairoa Rd	vpd 100<500	From Piopio to Kihikihi Rd
Manganui Rd	vpd 100<500	Whole length
Mangaokewa Reserve Rd	vpd 100<500	Whole length
Mangaotaki Rd	vpd 100<500	From Kaka Str to area shown in orange on map J.3.3 and from Leitch Rd portion shown in green on map J.3.4
Mangarino Rd	vpd 100<500	Whole length
Mangatea Rd	vpd 100<500	From SH3 to portion shown in orange on map J.3.5
Mangatoa Rd	vpd 100<500	From Crawford Rd to Waikawau Rd
Marokopa Rd	vpd 100<500	From Te Anga Rd to Mangatoa Rd
Mokauiti Rd	vpd 100<500	From Pohanga Rd to Patoto Rd
Ohura Rd	vpd 100<500	From Waitahi Rd to portion shown in orange on map J.3.6
Paekaka Rd	vpd 100<500	Whole length
Pukerimu Rd	vpd 100<500	Whole length
Rangitoto Rd	vpd 100<500	From Carter Rd to Ngapeke Rd
Somerville Rd	vpd 100<500	Whole length
Soundy Rd	vpd 100<500	From Mangatoa Rd to portion shown in orange on map J.3.8
Taharoa Rd	vpd 100<500	Whole length except area shown in orange on map J.3.9
Te Anga Rd	vpd 100<500	From Ngatapuwaē Rd to Te Waitere Rd
Te Kumi Station Rd	vpd 100<500	Whole length
Te Waitere Rd	vpd 100<500	Whole length
Tikitiki Rd	vpd 100<500	From SH3 to Napinapi Rd
Troopers Rd	vpd 100<500	Whole length
Tumutumu Rd	vpd 100<500	From Te Anga Rd to Ruakuri Rd
Waimiha Rd	vpd 100<500	From SH30 to portion shown in orange on map J.3.11
Waitahi Rd	vpd 100<500	Whole length
Waitomo Valley Rd	vpd 100<500	Whole length
Walker Rd	vpd 100<500	From Rora St to area shown in orange on map J.3.12

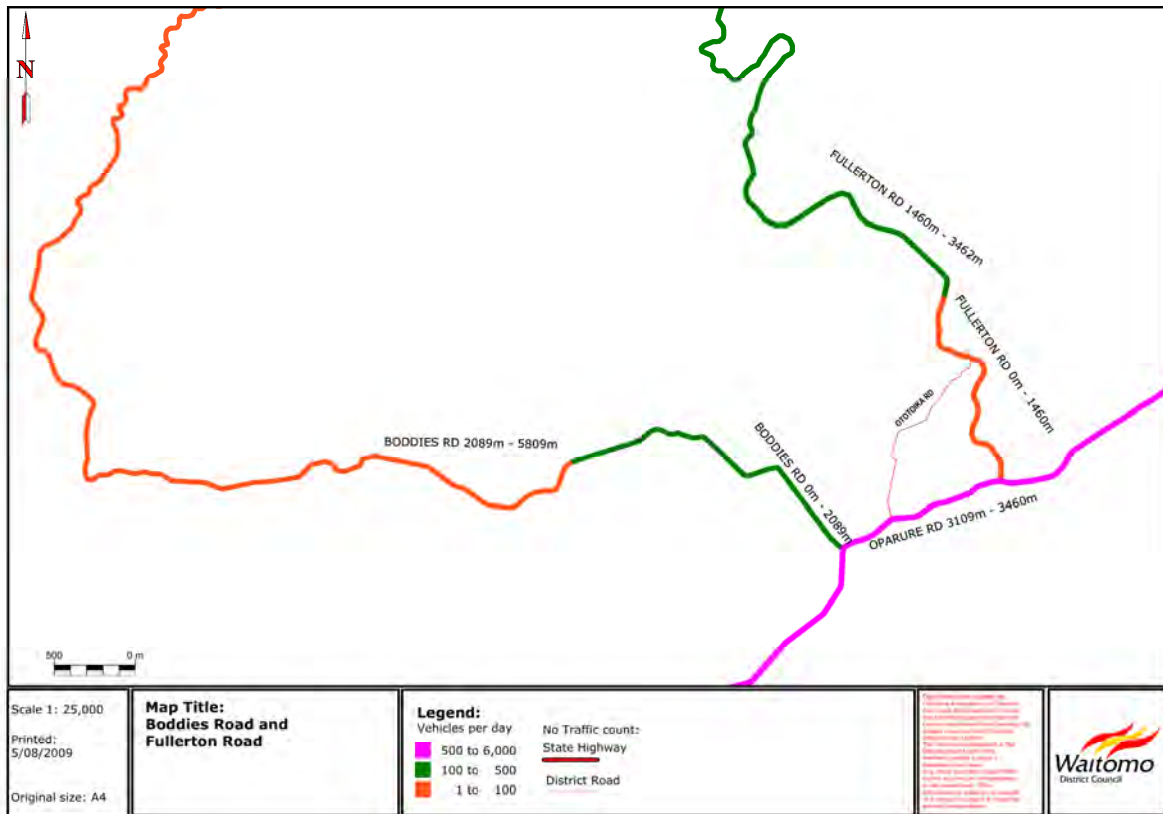
Schedule J.3 – Roadmap showing District roads by vehicles per day



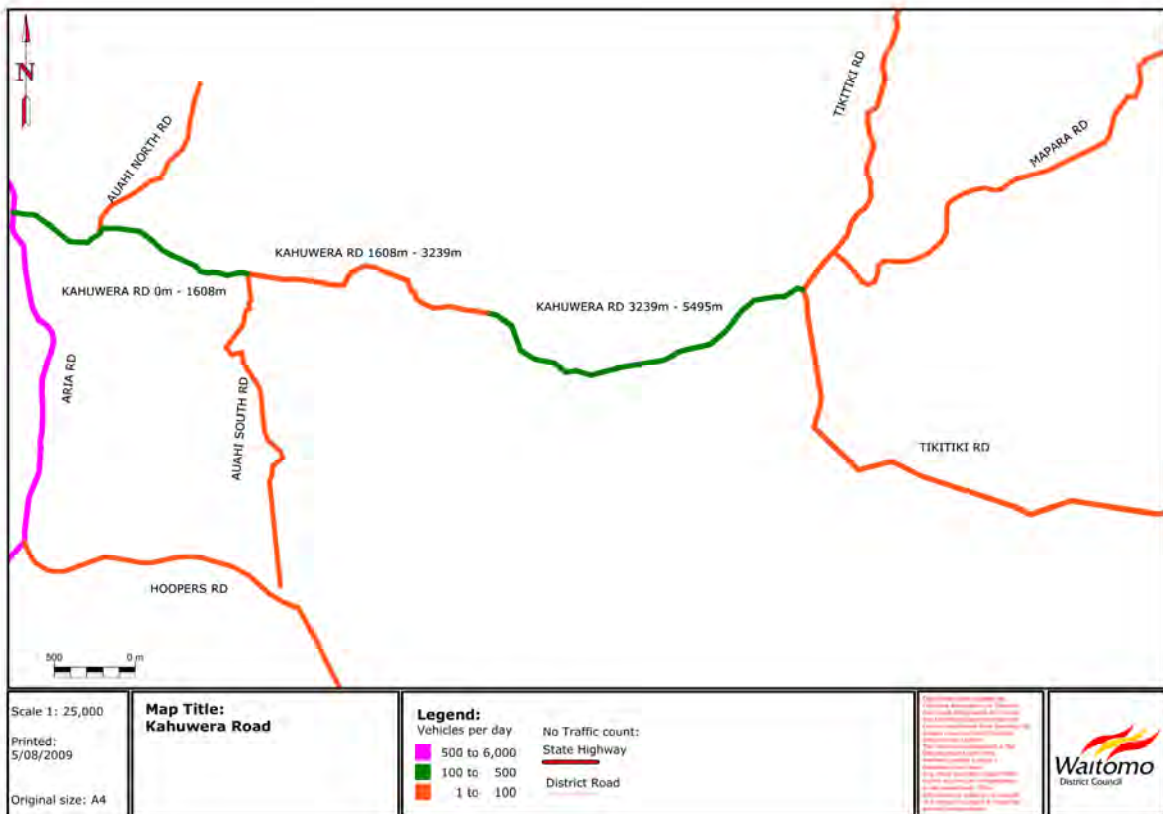
Note:

The classification of roads on this Map is indicative only given the scale of the Map and the size of the page. Please refer to the detailed Maps at J3.1 to J3.12.

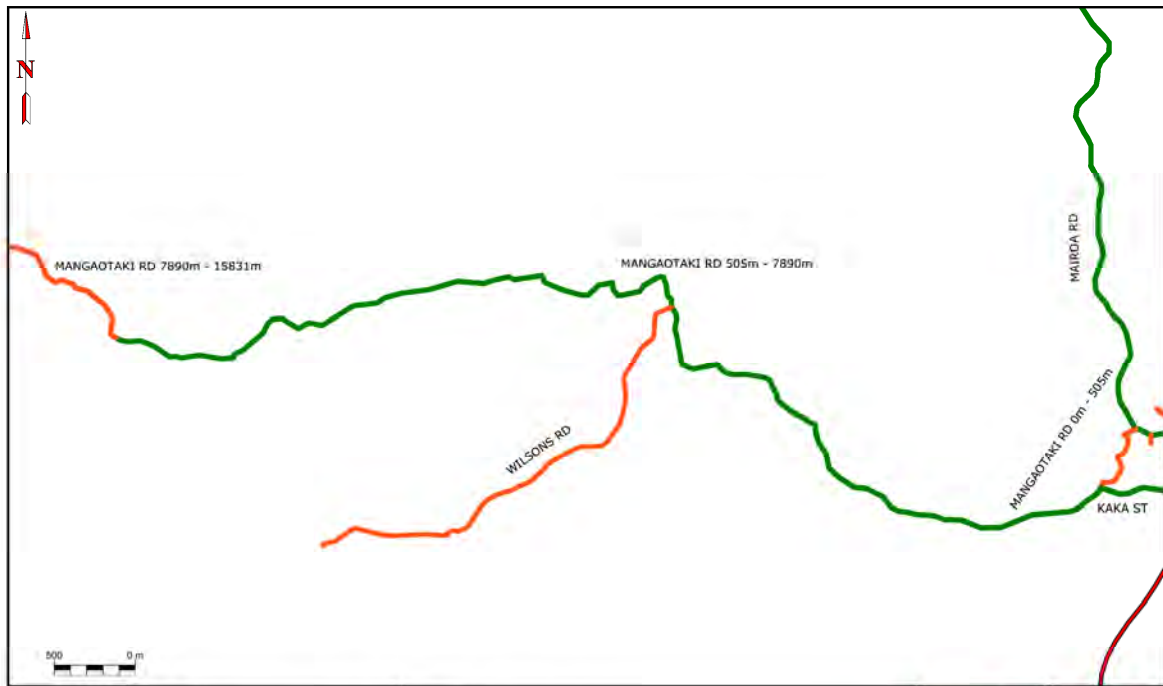
Map J.3.1



Map J.3.2

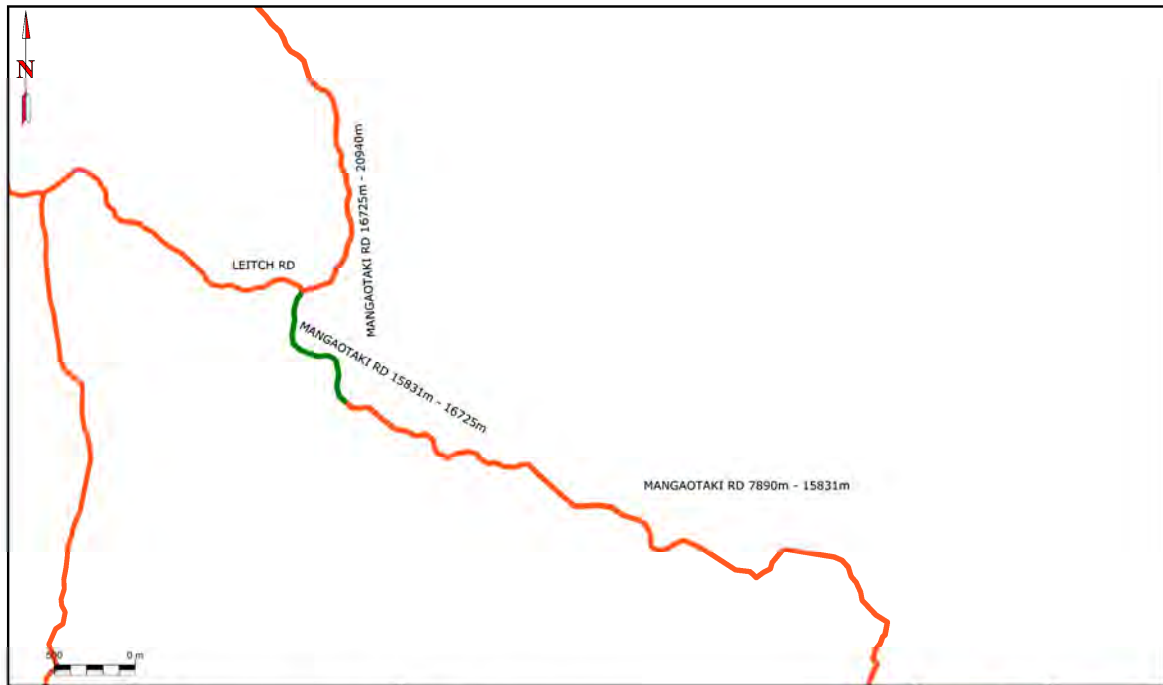


Schedule J.3.3



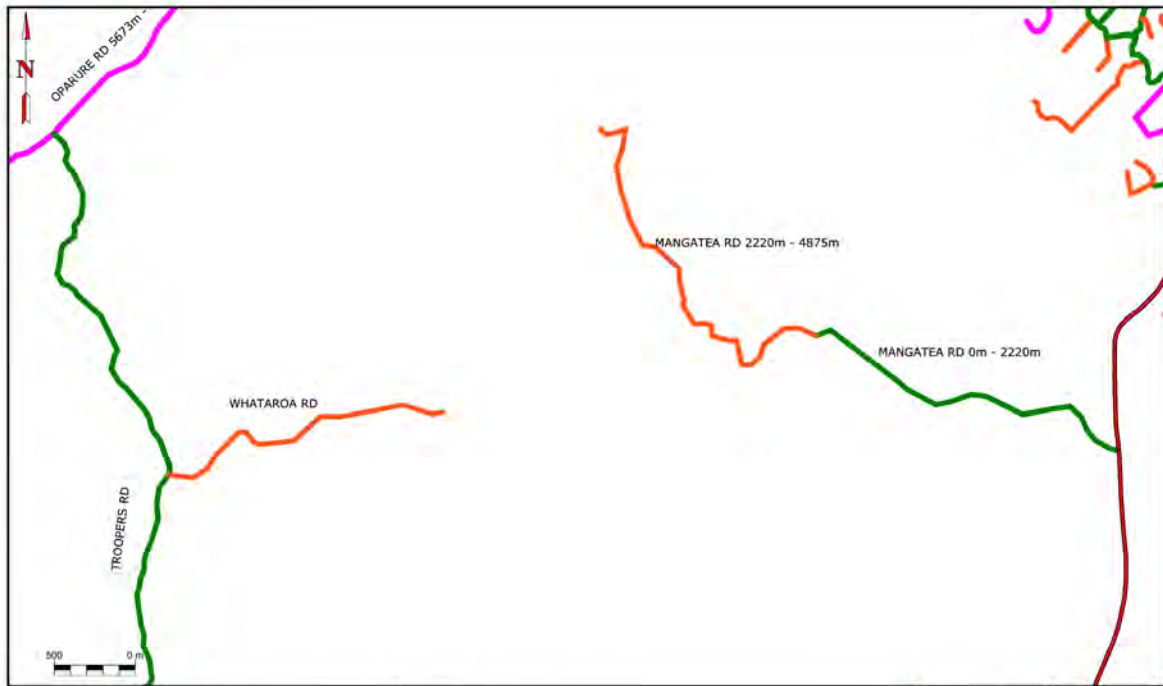
<p>Scale 1: 25,000 Printed: 5/08/2009 Original size: A4</p>	<p>Map Title: Mangaotaki Road</p>	<p>Legend: Vehicles per day 500 to 6,000 100 to 500 1 to 100</p> <p>No Traffic count: State Highway District Road</p>	
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Map J.3.4



<p>Scale 1: 25,000 Printed: 5/08/2009 Original size: A4</p>	<p>Map Title: Mangaotaki Road 15831m - 16725m Traffic count = 101</p>	<p>Legend: Vehicles per day 500 to 6,000 100 to 500 1 to 100</p> <p>No Traffic count: State Highway District Road</p>	
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Map J.3.5



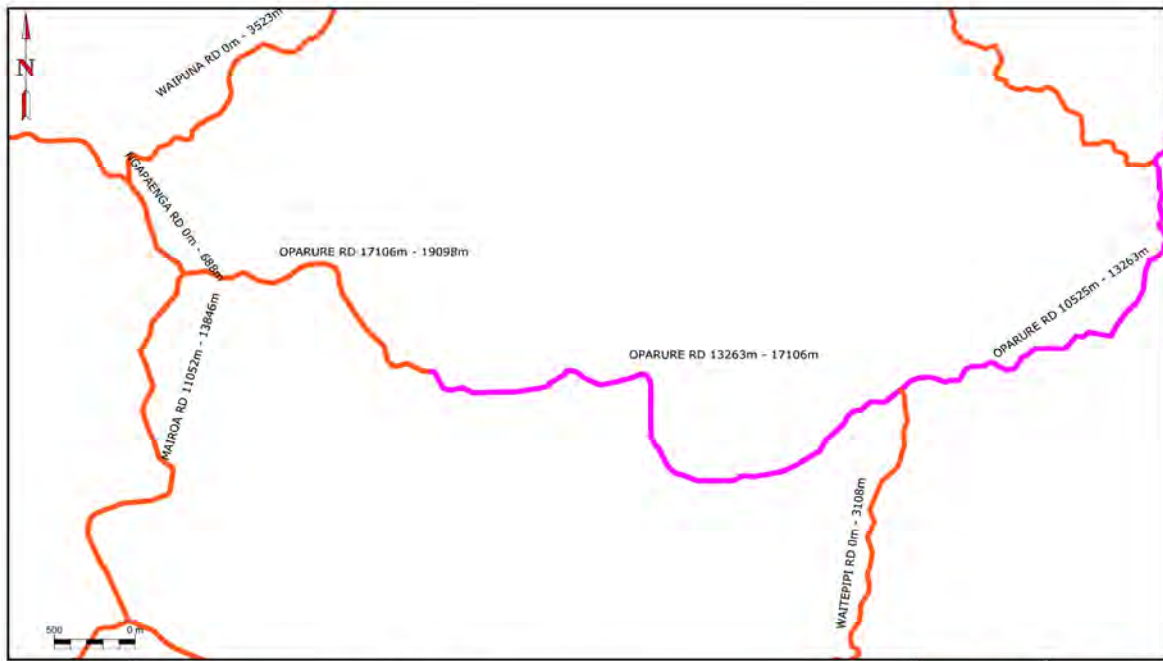
Scale 1: 25,000 Printed: 5/08/2009 Original size: A4	Map Title: Mangatea Road	Legend: Vehicles per day 500 to 6,000 100 to 500 1 to 100 No Traffic count: State Highway District Road	
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Map J.3.6



Scale 1: 25,000 Printed: 5/08/2009 Original size: A4	Map Title: Ohura Road	Legend: Vehicles per day 500 to 6,000 100 to 500 1 to 100 No Traffic count: State Highway District Road	
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Map J.3.7



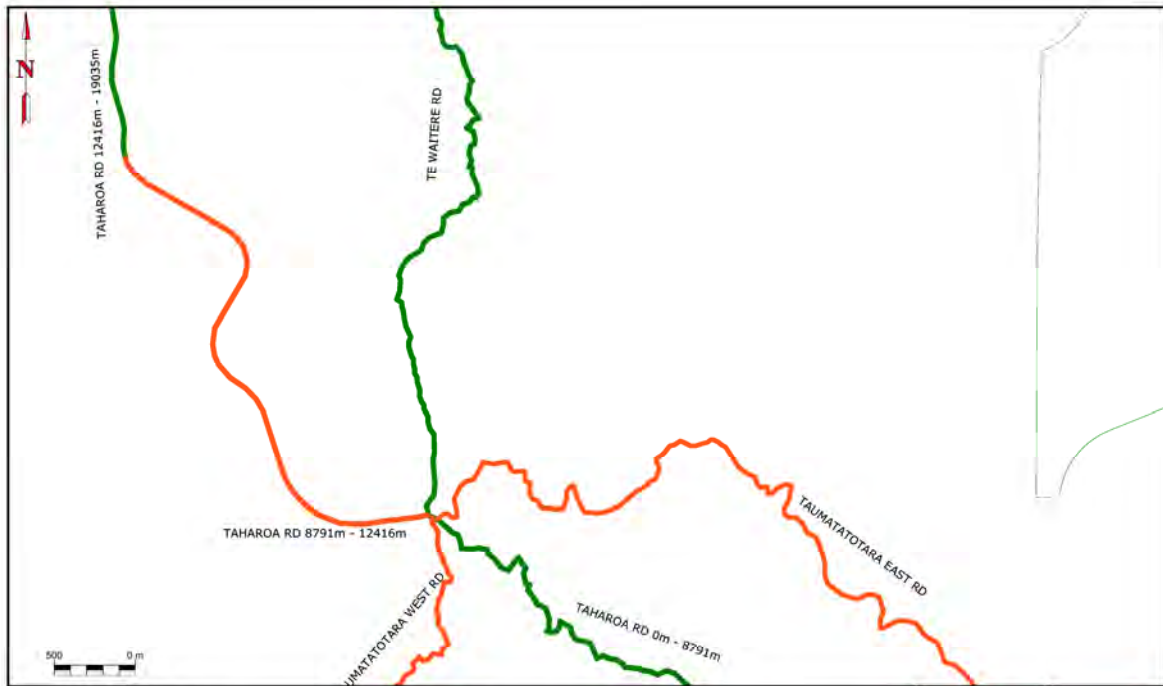
<p>Scale 1: 25,000</p> <p>Printed: 5/08/2009</p> <p>Original size: A4</p>	<p>Map Title: Oparure Road</p>	<p>Legend:</p> <p>Vehicles per day</p> <ul style="list-style-type: none"> 500 to 6,000 100 to 500 1 to 100 <p>No Traffic count:</p> <ul style="list-style-type: none"> State Highway District Road 	<p>Waitomo District Council</p>
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Map J.3.8



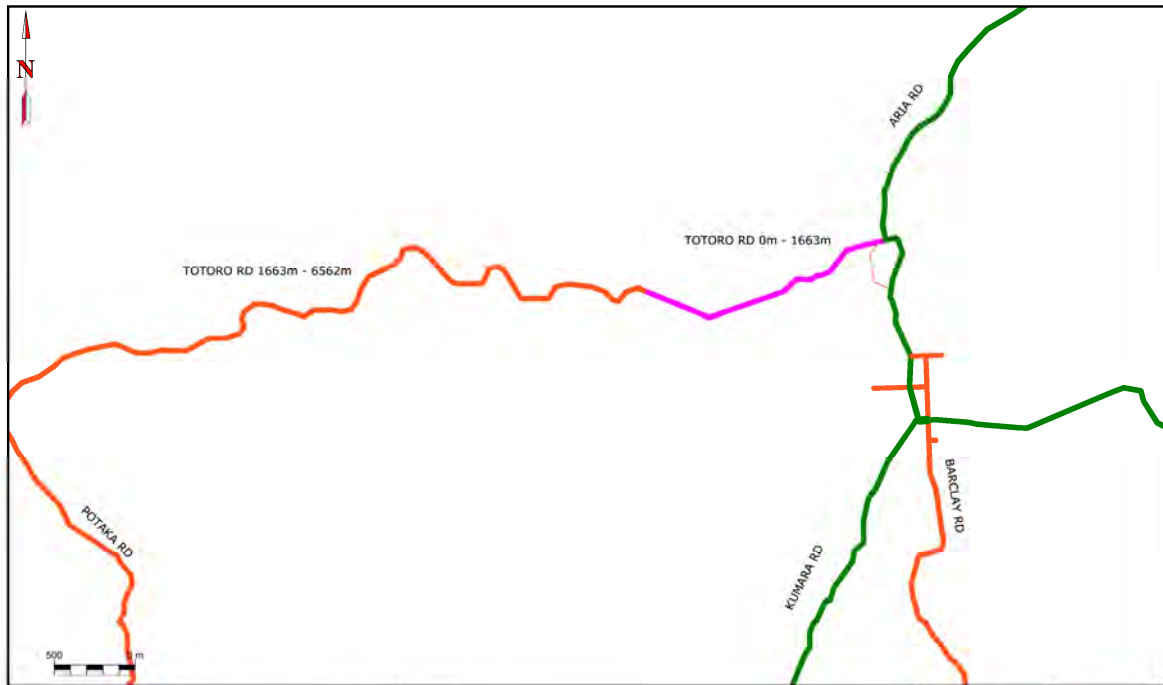
<p>Scale 1: 25,000</p> <p>Printed: 5/08/2009</p> <p>Original size: A4</p>	<p>Map Title: Soundy Road</p>	<p>Legend:</p> <p>Vehicles per day</p> <ul style="list-style-type: none"> 500 to 6,000 100 to 500 1 to 100 <p>No Traffic count:</p> <ul style="list-style-type: none"> State Highway District Road 	<p>Waitomo District Council</p>
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Map J.3.9



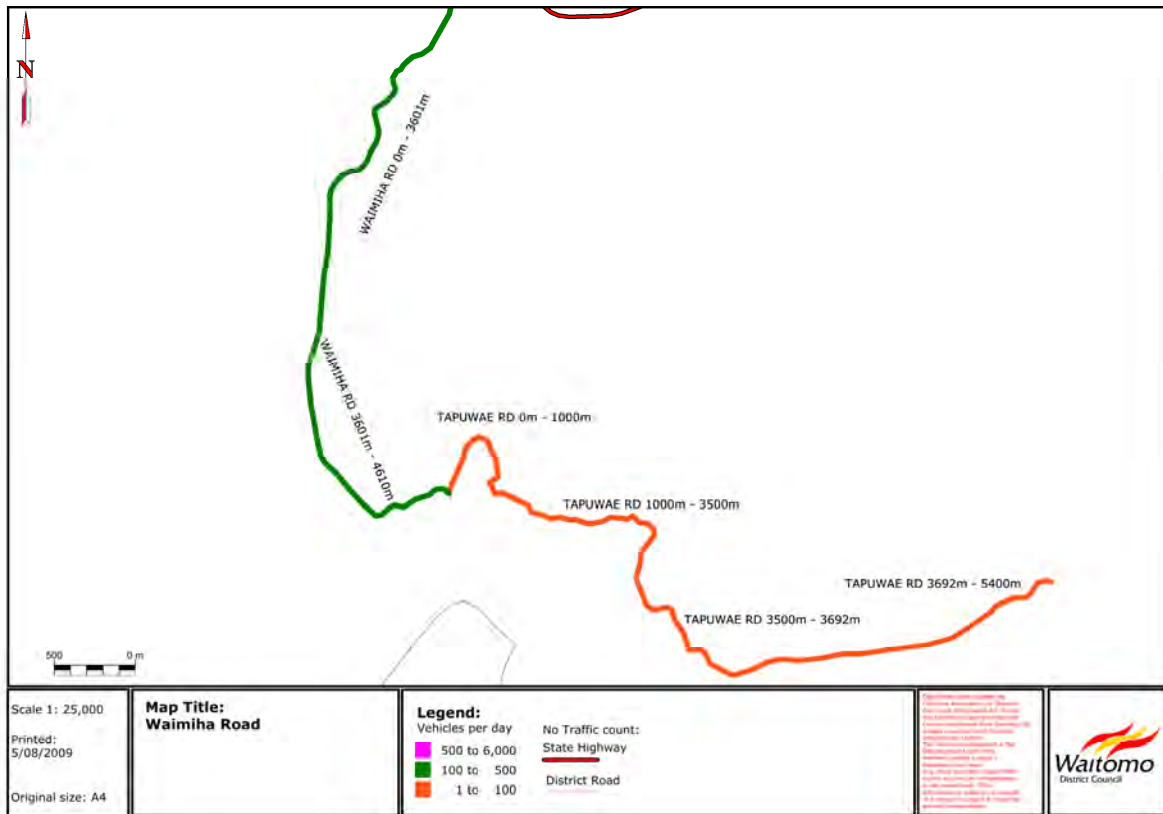
<p>Scale 1: 25,000 Printed: 5/08/2009 Original size: A4</p>	<p>Map Title: Taharoa Road</p>	<p>Legend: Vehicles per day 500 to 6,000 100 to 500 1 to 100</p> <p>No Traffic count: State Highway District Road</p>	<p>Waitomo District Council</p>
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Map J.3.10

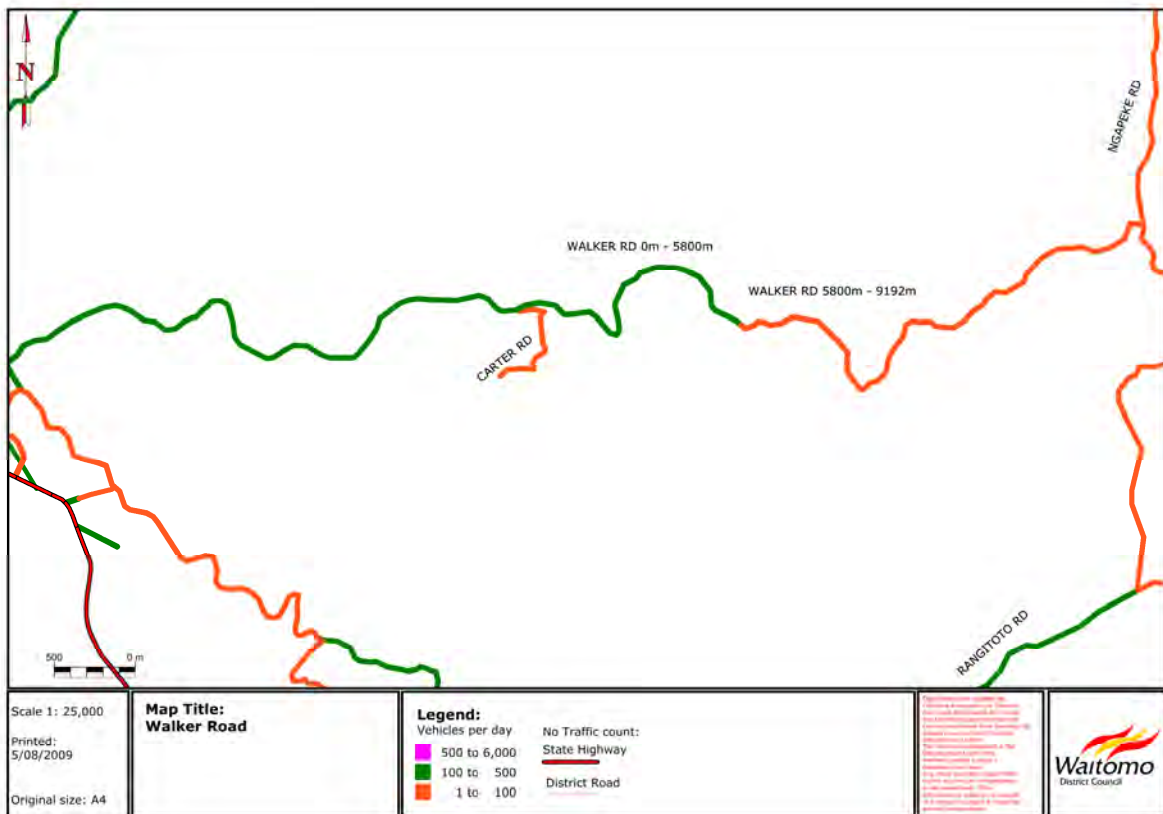


<p>Scale 1: 25,000 Printed: 5/08/2009 Original size: A4</p>	<p>Map Title: Totoro Road</p>	<p>Legend: Vehicles per day 500 to 6,000 100 to 500 1 to 100</p> <p>No Traffic count: State Highway District Road</p>	<p>Waitomo District Council</p>
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Map J.3.11



Map J.3.12



Document No: 361491

File No: 037/020/15

Report To: Council**Meeting Date: 29 April 2015****Subject: Adoption of Water and Sanitary Services Assessment 2015**

Purpose of Report

- 1.1 The purpose of this business paper is to present the Water and Sanitary Assessments (WSSA) for adoption by Council.

Background

- 2.1 Section 125 of the Local Government Act 2002 requires territorial authorities to assess from time to time the provision of water and sanitary services to communities in their respective districts.
- 2.2 Water services means water supply, sewerage, treatment and disposal of sewage and stormwater drainage.
- 2.3 Sanitary services means:
- (a) drainage works, sewerage works, and works for the disposal of sewage
 - (b) waterworks
 - (d) sanitary conveniences for the use of the public
 - (g) cemeteries
 - (h) crematoria

and includes all lands, buildings, machinery, reservoirs, dams, tanks, pipes, and appliances used in connection with any such sanitary works.

- 2.4 The requirements for the WSSA were changed in the 2010 and 2014 amendments to the LGA. Previously, the LGA set out the information required to be included in the WSSA and the parties that needed to be consulted in the development of the WSSA. The LGA amendments introduced in 2010 removed these requirements and the manner in which the assessment is carried out is left to the territorial authority.
- 2.5 Prior to the 2014 LGA amendments, sec 125(3) required Council's to include the WSSA in the LTP and if it wasn't then the territorial authority would have to use the special consultative procedure set out in the LGA for consultation. This section has been repealed in the 2014 amendments and there is no requirement to publicly consult on the WSSA anymore.
- 2.6 The LTP needs to note any significant variations between the LTP and the WSSA.

Commentary

- 3.1 Although the legislative requirements for the WSSA have changed, the Assessments were regarded as having considerable value and usefulness to both Council and the communities within the District and therefore a review was carried out for the 2015 LTP process.
- 3.2 This assessment included the water, wastewater, stormwater, solid waste, cemeteries and public toilets services. It is intended to provide a statement of the services as they are currently provided, plans to improve or upgrade those services and the likely future requirements for those services (copy enclosed with this report).
- 3.3 A draft of the WSSA was presented to Council at the Council Workshop of 4 September 2014 as part of the LTP development process.
- 3.4 The review and consideration by Council at the Workshop held on 4 September 2014 has not indicated any issues or requirements to change the current provision of provision of services.

Suggested Resolutions

- 1 The business paper on Adoption of the Water and Sanitary Services Assessments 2015 be received.
- 2 Council adopt the Water and Sanitary Services Assessment 2015.



CHRISTIAAN VAN ROOYEN
GROUP MANAGER ASSETS

20 April 2015

Attachment: 1 Water and Sanitary Services Assessment 2015 (361501)



Waitomo District Council

Water and Sanitary Services Assessment 2015





Waitomo District Council

Waitomo District Council

Water and Sanitary Services Assessment 2015

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Date: September 2014, updated
April 2015

Reference: 3-38726.00
Status: Final



Waitomo District Council

Waitomo District Council
Water and Sanitary Services
Assessment 2015



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Executive Summary

The assessment of sanitary services within a Council district is a requirement of the Local Government Act 2002.

Sanitary services are installed to reduce risks to health and assessment of these risks is an essential part of managing these services.

Waitomo District Council provides reticulated drinking water supplies to the townships of Te Kuiti, Piopio, Benneydale and Mokau.

The major upgrade of the Water Treatment Plant in Te Kuiti is required to deliver higher drinking water quality required under the *Drinking-Water Standards for New Zealand 2005 (Revised 2008)* (DWSNZ). The focus for 2014/15 will be the completion of Phases One and Two which includes the upgrade of the filter backwash system, installation of ultra violet light disinfection (UV), renewal of the main pump station and repositioning of the water intake equipment. The Piopio water treatment plant has been upgraded and was officially opened on 24 May 2013. The treatment plant now produces water which complies with the DWSNZ. In 2013, UV disinfection units were installed at the Benneydale and Mokau water treatment plants so that the water produced complies with the DWSNZ.

Many communities do not have reticulated community drinking water systems, but instead use private roof collected water supplies. Roof collected water systems can provide simple cost effective water supplies to households or community buildings. There are some risks associated with roof collected water quality, generally related to faecal contamination from birds and animals being on the roof.

Council provides reticulated wastewater systems for Te Kuiti, Piopio, Benneydale and Te Waitere.

The Te Kuiti wastewater treatment plant has been upgraded and is operating well. A new wastewater treatment system has been installed at Piopio and both Benneydale and Te Waitere systems are operating well.

Some communities within Waitomo District have on-site wastewater systems, which can provide suitable, cost effective wastewater disposal. However health risks can arise if these systems are not maintained or the waste solids are not regularly removed from septic tanks. This assessment identifies communities that do not have community water and/or wastewater systems. Decisions on the installation of reticulated services need to take account of the public health risks of not installing reticulated services, the costs and benefits of installing such systems, and must consider the views of the people living in those communities.

Kerbside refuse and recyclable collections are provided for the residents of Te Kuiti, Piopio, Mokau, Awakino and the Waitomo ward and village. Waste transfer stations are provided

throughout the district and a fully consented landfill is located at Te Kuiti. There are no operational issues in relation to solid waste.

There are five open cemeteries located within the Waitomo District. They are at Aria, Mokau, Piopio, Te Kuiti and Te Waitere. Cemeteries at Kiritehere and Mapiu are closed further burials. All of the cemeteries are managed by Council. The most appropriate option to meet the identified future demand for burials in the district is through the continued use of the five open cemeteries and development of land provided for extension as demand dictates.

There are 11 public toilets located on parks, reserves and beaches managed by Council. A total of 8 public toilets are located in shopping areas and civic areas such as halls and there are 5 camp grounds / areas operating in the district, some of which provide waste disposal facilities for campervans. Council also provide other campervan dump sites, these include facilities at Tainui Wetere Domain Reserve in Mokau and Te Kuiti Domain in Te Kuiti. The assessment of public toilets has shown that the overall provision is not likely to be adequate to meet the estimated demand within the district for the 20 year planning period, in addition some of the facilities require upgrading.

1 Introduction

The assessment of water and sanitary services within a Council district is a requirement of the Local Government Act 2002 (LGA). Though the legislative requirements were changed by an amendment to the LGA in 2010, Waitomo District Council (Council) regards the assessments to have considerable value and usefulness to both Council and the communities within the district.

This assessment of sanitary services including water, wastewater, stormwater, solid waste, cemeteries and public toilets has been prepared as part of the 2015 LTP process and is intended to provide a statement of the services as they are currently provided, plans to improve or upgrade those services and the likely future requirements for those services. The assessment covers existing services and considers areas where Council does not currently provide services.

This assessment is intended to enhance the quality of sanitary services management processes in Council and provides a basis for consultation with communities about the provision of the services.

2 Legislative Framework

An assessment of sanitary services is a territorial authority requirement under section 125 of the LGA. The LGA states that a territorial authority must from time to time, assess the provisions within its district of water and other sanitary services.

Prior to 2010, the LGA set out requirements for the information required to be included in sanitary assessments and a process for making the assessments. The LGA detailed the extent of information required in the assessments and the parties that needed to be consulted. An amendment to the LGA in 2010 removed those requirements and replaced them with only the requirement to assess water and sanitary services from time to time. The manner in which the assessment is carried out is left to the territorial authority.

In spite of this, the original LGA provisions provided useful information on the intent, process, and information requirements of water and sanitary assessments. Council has chosen to undertake these assessments as part of the LTP process, and this assessment is intended to provide information to support the current LTP.

A substantial body of the information required for the assessment of water and other sanitary services is contained in Council asset management plans and other documents. However, asset management plans focus on the management, maintenance and renewal of assets, while the water and sanitary assessments have a distinct public health focus and include an assessment of the needs of the communities within the district.

The intention of this assessment is to bring together the information in a form that is suitable for consideration by elected members of Council and their communities.

Territorial authorities also have statutory obligations with respect to these services under the Health Act 1956 and the Resource Management Act 1991.

3 Assessment Process

This assessment draws on information that is currently available to Council and is intended to provide a picture of the assets that are currently provided for water, wastewater, stormwater, solid waste, cemeteries and public toilets. It provides a description of the infrastructure that is currently provided by Council, the condition of that infrastructure, the issues, shortcomings and risks associated with the infrastructure, the expected future demand for those services and proposed upgrades to the infrastructure. An assessment is also made of areas where water, wastewater, or stormwater infrastructure is not provided by the Council.

Council is aware that the information currently available on water, wastewater and stormwater varies in quantity and completeness, particularly regarding public and private stormwater systems, private water supply systems and private wastewater systems. Some of the information in this assessment needs to be verified and further information needs to be collected.

4 The Waitomo District

The Waitomo District encompasses 354,649 hectares of predominantly rural land. The district occupies a large area extending from the west coast of the North Island between Mokau and Te Waitere through to Pureora forest in the east, and from Mapiu in the south to Waitomo Village in the north. It is adjacent to the Otorohanga District to the north, Taupo District to the east and Ruapehu and New Plymouth Districts to the south. Figure 1 shows the location of the ward boundaries and the main townships. The 2013 Census data rates the Waitomo District 61st in size out of the 73 districts in New Zealand.

Te Kuiti is the administrative and main trading centre in the Waitomo District, with approximately 45% of the District population residing in this town. There are several other smaller settlements located throughout the District, including the popular beach settlements of Mokau, Awakino, Marokopa, Te Waitere and Taharoa. The main rural communities are Benneydale, Piopio and Waitomo Village. The population of the district was assessed at 8,907 in the 2013 Census.

The district is within 2.5 hours by road of three major ports and cities, including Auckland. It has plenty of available land for development and it is rich in natural resources such as high quality lime deposits, coal and iron sands.

4.1 Towns

Te Kuiti, known as the "Shearing Capital of the World" is the major town in the District with a population of 4,221 at the 2013 census. It is the principal urban area of the Waitomo District and is located on State Highway 3, 18 km south of Otorohanga. The facilities provided in Te Kuiti including medical centres, schools, community halls and local government offices are required to service an extensive rural area. The North Island main trunk railway passes through the town. The town area is expanding with new residential development on the surrounding hills. Comprehensive water, wastewater and stormwater services are provided by Council in Te Kuiti. Bagged refuse and kerbside recycling collection is also provided by Council.

Piopio is the next largest town with a population of 396 people (2013 Census) and is situated on State Highway 3 approximately 25 km south west of Te Kuiti. Piopio is a service centre to the local farming community. Council provides water, wastewater and stormwater services and bagged refuse and kerbside recycling collection to the Piopio community.

Benneydale is a former mining town that developed from the original milling settlement and is located on State Highway 30, about 35 km south east of Te Kuiti with a population of around 500 (2013 Census). The town includes shops, a hotel and a school. Water, wastewater and stormwater services are provided in Benneydale by Council. However, no bagged refuse and kerbside recycling collection is provided.

Mokau is located on State Highway 3, at the mouth of the Mokau River approximately 80 km to the southwest of Te Kuiti. The normal population is about 399 (2013 Census), but rises to an estimated fifteen hundred during the summer, as Mokau is a popular holiday location for fishing, white baiting, and surfing. Council provides a water supply, small stormwater system and bagged refuse and kerbside recycling collection.

The remaining towns and villages are small and are not provided with water, wastewater or stormwater infrastructure.



Figure 1: Map of Waitomo District

4.2 Population

Population has a significant bearing on the demand for sanitary services and affects a community's ability to pay for the services. The Districts' normal resident population at the 2013 Census was 8,907, a decrease of 5.6% since the 2006 Census. This population ranks Waitomo 61st in size out of the 73 districts in New Zealand.

The Waitomo District has had a relatively static or slightly declining population in both rural and urban areas over the past 15 years. This pattern is expected to continue into the future. The Waipa Valley Census area unit has shown a steady increase in population since 2001, while the Te Kuiti area unit shows a decline in population. Table 1 below, from Statistics New Zealand 2013 Census data shows the population changes in the Waitomo District.

Table 1: Census Data on Population

Area Unit	2013 Census Usually Resident Population Count	2006 Census Usually Resident Population Count	2001 Census Usually Resident Population Count	Change 2001 to 2006	Change 2006 to 2013	Change 2001 to 2013
531500 Piopio	396	468	468	-	-72	-72
531600 Taharoa	228	216	246	-30	12	-18
531710 Mahoenui	399	480	525	-45	-81	-126
531720 Marokopa	1,539	1,608	1,587	21	-69	- 48
531731 Waipa Valley	1,050	984	960	24	66	90
531732 Tiroa	51	84	72	-12	-33	-21
531800 Mokauiti	1,029	1,179	1,218	-39	-150	-189
532000 Te Kuiti	4,221	4,419	4,377	42	-198	-156

- The number of dwellings in the district has increased by 66 between 2006 and 2013 and this is expected to increase in the coastal communities.
- 13.7% of the Districts population is over 65 years of age which is below the 14.3% figure for all of New Zealand.
- 23.9% of the population is under 15 years of age compared with 20.4% for all of New Zealand.
- The median age is 35 years.
- The normally resident Maori population at the 2013 Census was 40.5% of the population compared with 14.65 % for all of New Zealand.

Table 2 shows three scenarios for 25 year population growth for Waitomo District. They have been prepared by Statistics New Zealand.

Table 2: Projected Population of Waitomo District, 2006 – 2031

	Series ⁽²⁾	Population at 30 June						Population Change 2006 -31	
		2006 ⁽³⁾	2011	2016	2021	2026	2031	Number	Average annual ⁽⁴⁾ (percent)
Waitomo District⁽¹⁾	High		9,800	9,900	10,000	10,000	9,900	300	0.1
	Medium	9,700	9,600	9,400	9,200	9,000	8,600	-1,000	-0.5
	Low		9,300	8,900	8,500	7,900	7,400	-2,300	-1.1

- (1) Boundaries at 30 June 2006.
- (2) Three alternative projection series have been produced using different combinations of fertility, mortality and migration assumptions for each area.
- (3) These projections have as a base the estimated resident population of each area at 30 June 2006.
- (4) Calculated as a constant rate of population change over the period.

Notes:

All derived figures have been calculated using data of greater precision than published.
Owing to rounding, individual figures may not sum to give the stated totals.

Information from Statistics New Zealand 2006 Census data

The population predictions for Waitomo District are similar to those for adjacent districts, except Waipa District, and show an annual average population decline for the medium and low growth projection scenarios. Waipa District shows positive population growth under all scenarios.

4.3 Urban Infill Housing & New Dwellings

Though the population is not expected to increase, it is anticipated that there will be an increase in the number of dwellings in the District especially in the coastal areas. The District Plan allows for infill development to occur in residential areas as a controlled activity, with minimum lot sizes reducing to 300 m², if sewerage services are available and maximum building site coverage of is no greater than 35%. Otherwise, a minimum lot size of 2,500 m² is required. In new residential developments with reticulated sewerage, the minimum lot size is 600 m². There are no restrictions applied to housing development due to the provision of reticulated water supply. Further growth, especially in the form of lifestyle blocks around the Te Kuiti/Oparure rural areas is expected to continue.

4.4 Economy

The current pastoral based economy of the District is expected to continue, with growth very dependent on economic conditions and export opportunities. Industrial growth is partly dependant on attracting new industries. There are currently two major industries which use the Te Kuiti water and wastewater systems and at peak operation consume approximately 28% of the annual average daily water supply.

Tourism is a major economic activity in the district, with Waitomo Village, a tourism site with a national and international reputation. Further tourism opportunities are likely to be developed, possibly in the area of adventure tourism.

4.5 Global Climate Change

Current predictions of the effects of global climate change on the west coast of New Zealand could mean increasing frequency and duration of high intensity rainfall events, with longer drought periods during summer months more likely to occur on the east coast. These are long run predictions, with localised variations on the overall trend expected to continue at least over the term of the current planning period.

5 Sanitary Services Planning & Management

Efficient, environmentally safe and sustainable sanitary services are essential for the social, cultural, economic and environmental wellbeing of the Waitomo District.

The treatment and supply of potable water, the collection and treatment of wastewater and the efficient removal of stormwater and the collection and facilities of solid waste ensure the protection of public health. The provision and maintenance of areas for burials and public toilet facilities support the health and well-being of the Waitomo District Community.

Council is involved in these activities in order to fulfil the requirements of legislation and also to work towards the achievement of community outcomes.

The provision of sanitary services supports Council's strategic vision of: "*Creating a better future with vibrant communities and thriving business*" by protecting public health, public safety and private property (firefighting supply), and by enabling economic growth while using natural resources in a sustainable manner.

The LGA empowers Council to: "*play a broad role in meeting the current and future needs of their communities for good-quality local infrastructure, local public services, and performance of regulatory functions.*"

In the LGA, good-quality, in relation to local infrastructure, local public services, and performance of regulatory functions, means infrastructure, services, and performance that are:

- (a) *efficient; and*
- (b) *effective; and*
- (c) *appropriate to present and anticipated future circumstances.*

The LGA makes it mandatory for Council to continue to maintain its sanitary services except in special circumstances. Council is required to own water, wastewater and stormwater assets, but has the option of contracting private sector service providers to operate and maintain these services.

The size of the investment in sanitary services assets and the importance of the services to the community, demands excellence in the management and planning of the assets. The community expects assets to be managed in such a way that costs are minimised while providing the levels of service that the community desires. Three documents critical to the efficient management of sanitary services are the LTP, Activity Management Plans and financial management.

5.1 Long Term Plan

All local councils in New Zealand are required to produce a 10 year plan, called the Long Term Plan, for their communities, as per the LGA. The LTP is required to outline the activities the Council plans to undertake, the cost of these proposals and how these will be paid for. It needs to be reviewed and updated once every three years. The development of the LTP provides opportunity for the Waitomo District community to participate in the process. The adopted LTP also provides a means by which the community may monitor the effectiveness of Council's service delivery decisions over time. In accordance with Council's governance

process, any new or unfunded activities are fed through the LTP process for consideration. The LTP also sets out the level of service against which progress can be measured.

5.2 Activity Management Plan

The Council Activity Management Plan is the tool for combining management, financial, engineering and technical practices to ensure that the level of service required by customers is provided at the lowest long term cost to the community. The Activity Management plan is intended to demonstrate to the District's ratepayers that Council is managing their assets responsibly and to the agreed price/quality trade-offs resulting from alternative levels of service.

The main benefits derived from activity management planning include:

- An improved understanding of service level options and standards.
- Minimum lifecycle (long term) costs are identified for an agreed level of service.
- Better understanding and forecasting of asset related management options and costs.
- Managing the risk of asset failure.
- Improved decision making based on costs and benefits of alternatives.
- Clear justification of the forward works programmes and funding requirements.
- Improved accountability for the use of public resources.
- Improved customer satisfaction and organisational image.

The Activity Management plan covers the 10 year period from 1 July 2012 to 30 June 2022 and includes sections on water supply, wastewater and stormwater.

The Activity Management plan is based on agreed levels of service, the latest available asset information and the knowledge of council staff. The 10 year financial projections are based on knowledge of key customer expectations. A programme of Activity Management improvement is outlined to improve the quality of decision making, the knowledge of assets and customer expectations, and the accuracy of the financial projections.

Council funding approval is required for all work programmes identified in the Activity Management plan. Generally the initial three year period has robust expenditure estimates whilst the remaining seven years are considered to be more indicative due to the absence of detailed design work, price variability over time, and possible changes in levels of service at both a technical and customer level.

5.3 Financial Management

The LGA places an emphasis on the preparation of long term strategic financial planning and requires Councils to:

- prepare and adopt, every three years, a long term (10 years plus) financial strategy which takes into account asset creation, realisation, and loss of asset service potential;
- consider all relevant information and assess the cost/benefit of options when determining their long term financial strategy;
- adopt a financial system consistent with generally accepted accounting practices; and
- comply with NZ Transport Agency policies and procedures in order to receive financial assistance from NZ Transport Agency.

The implementation of the optimised work programmes and resulting long term financial plan is a means of complying with the above requirements.

The plan provides clear justification for forward work programmes and resulting cash flow projections and provides the ability to even out peak funding demands and account for changes in asset service potential.

6 Levels of Service

Levels of service describe what the community can expect to receive in terms of quality and quantity of services provided. Council's levels of service have been developed from a range of consultation activities with the community.

An objective of asset management planning is to match the level of service provided by the asset with the expectations of customers. Asset management planning will enable the relationship between level of service and cost of service (the price/quality relationship) to be determined. This relationship can then be evaluated in consultation with customers to determine the optimum level of service they are prepared to pay for.

Defined levels of service can then be used to:

- Inform customers of the quality and quantity of service that is offered.
- Develop asset management strategies.
- Measure performance.
- Identify the costs and benefits of the services delivered.
- Enable customers to assess suitability, affordability and equity of the services that are offered.

Levels of service reflect the strategic objectives of an organisation and are usually based on the following factors:

- Customer Expectations/Outcomes
- Strategic Goals.
- Legislative Requirements.

6.1 Customer Expectations/Outcomes

Every year Council surveys residents of Waitomo District to better understand the community views on the ongoing delivery of services and facilities. Some of the activities covered in the survey questions are cemeteries, public toilets, library and recreation facilities. The survey provides community feedback which is used to measure service delivery performance. The results also help the Council plan service delivery improvements for the years ahead.

Community Outcomes are a description of the results or the desired state that a Council aims to achieve for its community, in order to promote the four well-beings. Community Outcomes provide an important framework for future planning since the Outcomes reflect what is important to a community and where it wants to head towards in the future.

The Community Outcomes for Waitomo are reviewed every three years along with the LTP review process to assess where the wants and needs of the community lie and to ensure that the activities and work streams are aligned to areas of greatest needs and community wishes.

In evaluating the Community Outcomes for Council, a new set of eight Outcomes has been established. The eight outcomes are shown in Figure 2 below and have been organised to show their linkage with the four well-beings (cultural, social, economic, and environmental) that Council aims to achieve.

It needs to be noted that the amendments to LGA 2002 in 2010 have brought changes to the Community Outcome provisions of the LGA. Council must still describe the outcomes for its

community and indicate which outcomes each group of activities primarily contributes to, but the focus has shifted away from community outcomes to delivery of what are now deemed 'core Council services'.

Community Outcomes	We aim to achieve
<p>Vibrant Communities</p> 	<ol style="list-style-type: none"> 1. A place where the multicultural values of all its people and, in particular, Maori heritage and culture is recognised and valued. 2. A place where all age groups have the opportunity to enjoy social, cultural and sporting activities within our District. 3. A place where young people have access to education, training and work opportunities. 4. A place where young people feel valued and have opportunities for input into the decisions for the District. 5. A place where we preserve the natural environment for future generations, ensuring that natural resources are used in a sustainable manner.
<p>Thriving Business</p> 	<ol style="list-style-type: none"> 6. A place that attracts more people who want to live, work and play, and raise a family. 7. A place where wealth and employment are created through local businesses and tourism opportunities and facilities are developed, facilitated and encouraged.
<p>Effective Leadership</p> 	<ol style="list-style-type: none"> 8. A place where the development of partnerships for the delivery of programmes and services is encouraged and pursued. 9. A place where the governance actively seeks to participate and take a leadership role in regional and national initiatives aimed at the development of the District.
<p>Sustainable Infrastructure</p> 	<ol style="list-style-type: none"> 10. A place that provides safe, reliable and well managed infrastructure which meets the District community needs and supports maintenance of public health, provision of good connectivity and development of the District.

Figure 2: Community Outcomes

6.2 Strategic Goals

The vision statement, strategies and corporate goals set out in corporate plans provide the framework under which levels of service are developed. The Council's strategic goals focus on managing the sanitary services infrastructure effectively, safely and sustainably. They take account of the requirements of legislation, regulation and resource consent conditions.

Council's vision for the Waitomo District is "*Creating a better future with vibrant communities and thriving business.*" This vision relies on the promotion of a healthier, safer and more rewarding lifestyle across all of the diverse communities that make up the district.

The strategic direction is realised through setting strategic goals for which Council has set out levels of service, key performance indicators and performance targets. Council has developed the following strategic goals and level of service for water supply, wastewater and stormwater, solid waste, cemeteries and public toilets:

6.2.1 Drinking Water Supply

Strategic Goal 1. To deliver safe drinking water in accordance with the 2005 Drinking Water Standards.

Strategic Goal 2. To deliver reliable water supplies and adequate fire fighting capabilities to meet the needs of the Community.

Level of Service

- (a) Water supply is adequate for public health purposes.
- (b) Water resources are used efficiently and sustainably.
- (c) Water supply to customers is reliable.
- (d) Failures and service requests are responded to promptly.

6.2.2 Wastewater

Strategic Goal 1. Wastewater is managed to preserve and protect the natural environment

Strategic Goal 2. To meet the community's needs by ensuring public health, social wellbeing and providing for economic growth

Level of Service

- (a) Sewage treatment is managed without adversely affecting the quality of the receiving environment.

- (b) Sewage is managed without risk to public health.
- (c) A reliable removal and treatment service is provided. A reliable service is provided.
- (d) Resource consent for the TKWWTP is renewed and complied with.

6.2.3 Stormwater Drainage

Strategic Goal 1: To protect public health and property

Strategic Goal 2: To Protect the environment from the adverse effects of stormwater

Strategic Goal 3: To enable economic development

Level of Service

- (a) Threats to public health and property will be limited.
- (b) Service requests and complaints are processed as they come in.
- (c) Stormwater quality will be managed effectively.

6.2.4 Solid waste

Strategic Goal 1: To ensure the safe disposal of waste to protect our natural environment.

Strategic Goal 2: To minimise waste disposal within the District.

Level of Service

- (a) Users find the recycling facilities and landfill facility safe to use.
- (b) Provision of effective waste service for the community.
- (c) The solid waste management facilities feel safe to the user.
- (d) The solid waste management facilities are open and accessible to users at advertised times.
- (e) Reduce quantity of recyclables like paper and plastics in bag collection that goes to landfill.
- (f) Reduce the quantity of organic waste like food scraps etc. in bag collection that goes to landfill.
- (g) Provision of an effective solid waste service for the community.

6.2.5 Cemeteries and Public Toilets

Strategic Goal 1: To ensure that Council's Community Facilities (comprising Recreation and Culture, Parks and Reserves, Public Amenities and Housing and Other Property) are provided and maintained to an acceptable standard for residents and visitors.

Level of Service

- (a) Quality public amenities will be provided.
- (b) Council's public facilities are provided to standards of fitness for use.

6.3 Statutory and Regulatory Requirements

Statutory requirements set the minimum standards of service which the sanitary services need to meet. The following legislation and standards place duties on Council to provide services and to meet specified standards:

- Local Government Act 2002 and 1974
- Resource Management Act 1991
- Health Act 1956
- Health (Drinking Water) Amendment Act 2007
- Health & Safety in Employment Act 1992
- Building Act 2004
- Drinking Water Standards for New Zealand 2005 (Revised 2008)
- Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007
- Waste Minimisation Act 2008
- Burial and Cremation Act 1964
- Public Works Act 1981
- Climate Change Response Act 2002

7 Service Performance

Council records all complaints received from customers regarding any issues associated with sanitary services. Complaints provide valuable information which is used to identify problems and issues within the systems. The graphs below show analysis of the complaints and inquiries that were received about sanitary services for the 12 month period up to the end of June 2014. The complaints and inquiries have been grouped into categories.. Often, several complaints are received from different people about the same thing. For example a number of people may report the same leak or an incident of dirty water. Water, wastewater and stormwater systems never function perfectly and complaints from consumers are important and useful to Council because they alert Council to problems, e.g. water leaks. They provide useful information for the assessment of the performance of Councils' water and wastewater services.

7.1 Water Supply Complaints

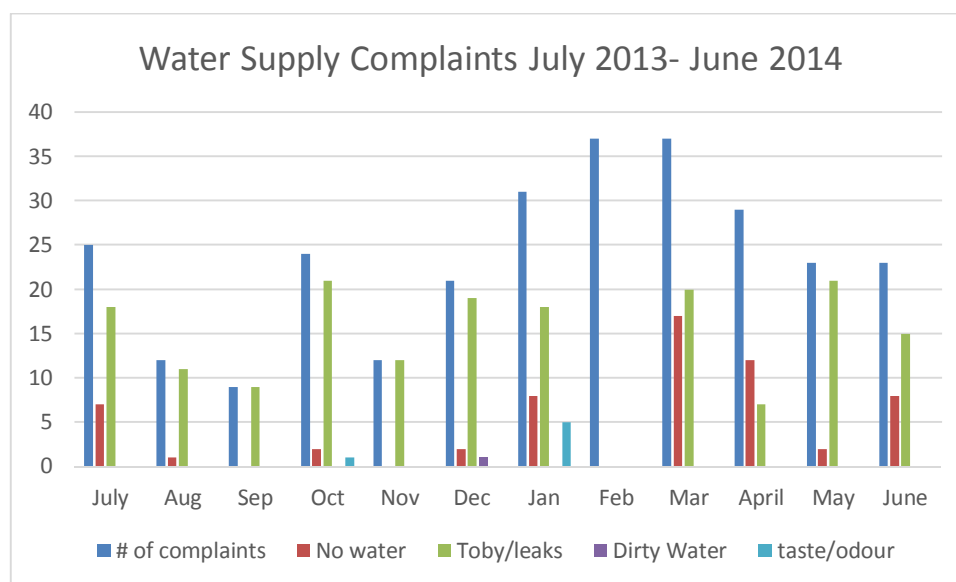


Figure 3: Water Supply Complaints 2013-2014

7.2 Wastewater Complaints

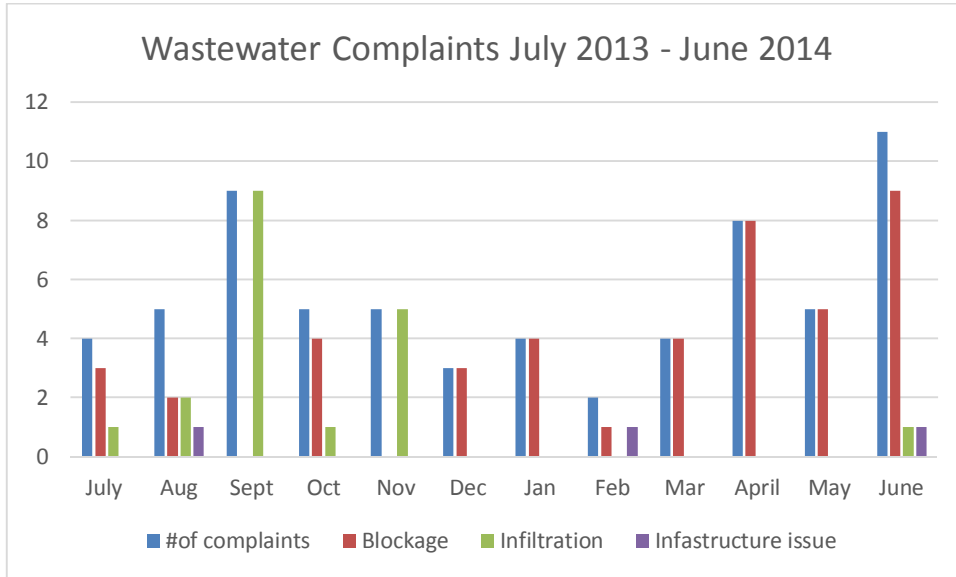


Figure 4: Wastewater Supply Complaints 2013-2014

7.3 Stormwater Complaints

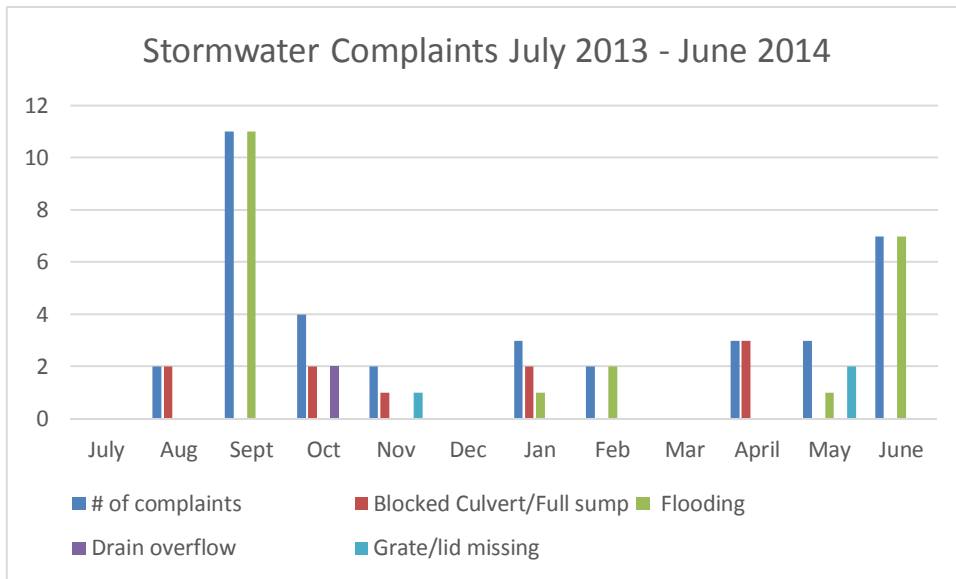


Figure 5: Stormwater Supply Complaints 2013-2014

7.4 Solid Waste Complaints

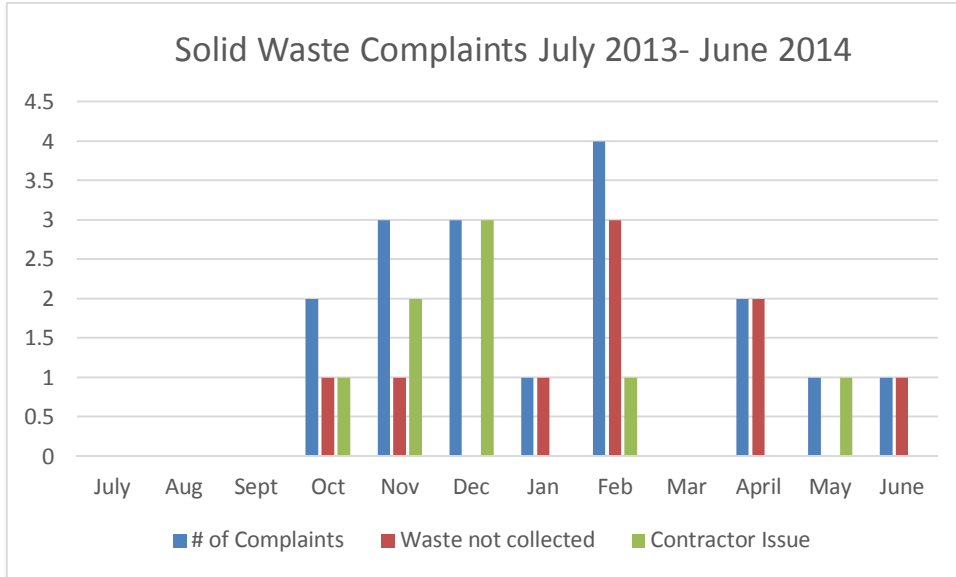


Figure 6: Solid Waste Supply Complaints 2013-2014

8 Public Health Risk

Water, wastewater, solid waste collection and to a lesser extent stormwater systems are installed to reduce risks to health. Assessment of these risks is an essential part of managing these services.

8.1 Drinking water

Drinking water quality is regulated by the Ministry of Health and District Health Boards. The Ministry uses a number of tools to assess the water quality of community drinking water supplies. They provide information which contributes to the assessment of the water supplies within Waitomo District.

All water supplies are required to be listed on the Ministry of Health Register of Community Drinking Water Supplies. The District Health Board, Drinking Water Assessors undertake Public Health Grading of all supplies which provide water to more than 500 people. The grade is intended to provide a public statement of the overall level of risk for the supply. In Waitomo District this includes only the supplies at Te Kuiti and Piopio. The grade given to each supply has two letters. The first letter (upper case) provides a grade for the source water and treatment system. The second letter provides a grade for the reticulation system. A grade of 'a' indicates a supply that is considered to be completely satisfactory, negligible level of risk, demonstrably high quality. A grade of 'e' is considered to have an unacceptable level of risk.

The Health (Drinking Water) Amendment Act, which came into effect in 2008, requires water supplies to take all practicable steps to comply with the DWSNZ and to prepare a water safety plan for each supply.

Councils are encouraged to also prepare water safety plans for drinking water supplies serving fewer than 500 people. The role of water safety plans is to identify risks to the supply and how those risks will be removed, managed or mitigated. The plans must be reviewed at least every five years. Council has prepared water safety plans for the public water supplies at Te Kuiti, Piopio, Benneydale and Mokau in recent years. The plans outlined the areas where the water supplies needed to be upgraded and were key drivers of the now planned upgrades to those supplies.

8.2 Wastewater and Stormwater

Wastewater and stormwater are not regulated nationally, but are managed by Regional Councils under the Resource Management Act 1991. Discharges require resource consents which place conditions on the quality and quantity of discharge and as such the preparation of public health risk plans are not required for wastewater systems, but instead risks to health are considered through the resource consent process. The consent conditions are intended to reduce both environmental and public health risks.

Some communities within Waitomo District have on-site wastewater systems, which can provide suitable, cost effective wastewater disposal. However health risks can arise if these systems are not maintained or the waste solids are not regularly removed from septic tanks.

A small number of communities have on-site wastewater systems which have been identified as having unacceptable public health risks. This is usually related to having soils which have

poor drainage. For example, the installation of a reticulated wastewater system for Piopio has come about due to health concerns related to the existing on-site systems.

This assessment identifies communities that do not have community water and/or wastewater systems. Decisions on the installation of reticulated services need to take account of the public health risks of not installing reticulated services, the costs and benefits of installing such systems, and the views of the people living in those communities.

Many communities do not have reticulated community drinking water systems, but instead use private roof collected water supplies. Roof collected water systems can provide simple cost effective water supplies to households or community buildings. There are some risks associated with roof collected water quality, generally associated with faecal contamination from birds and animals being on the roof.

There is not a recommended community size at which councils should provide community water or wastewater systems. These decisions are generally made on a case by case basis, taking account of public health risks, local factors and community needs.

9 Community Definitions

To undertake an assessment of community sanitary service's needs, it is necessary to provide a definition for community and determine which groups or areas are included in that definition. The LGA requires that assessments of sanitary services be carried out at a community level. It is necessary to strike a balance between defining communities at a very high level, in which case the assessments are likely to overlook what may be significant issues, and a detailed level in which case the assessments may become too complex to be reasonably comprehensible or of practical use.

Council has taken a social rather than an asset based approach to defining communities which takes account of natural groupings and geographic situations.

At a Council briefing on the 2nd October 2008, the identification of settlements was revised with the following categories of communities defined:

- a) Townships (one or more services). These include the main population centre of the district, Te Kuiti, and the smaller townships of Benneydale, Mokau, Piopio, Awakino and Te Waitere.
- b) Other settlements (un-serviced). These are the small communities and small settlements that are more remote and include Aria, Barryville, Hangatiki, Te Anga, Kinohaku, Marokopa, Mahoenui, Rangitoto, Oparure and Mapiu.
- c) Private systems. These include rural schools, marae, campgrounds, the Department of Conservation village at Pureora, and Waitomo Village.
- d) Standalone industries (not included in the communities defined above). There are a small number of industries that are located in isolated areas, some of which have staff villages.

10 Description, Assessment and Performance of Township Water Supply Systems

This section provides a brief description of the water supply services that are provided to Waitomo District townships and information on compliance with standards or consent conditions, infrastructure condition, issues and risks, future demand and proposed upgrades.

10.1 Te Kuiti

10.1.1 Resource Consent

WDC hold a resource consent (# 110108) from Waikato Regional Council (WRC) to abstract up to 6,100 m³/day from the Mangaokewa Stream for the Te Kuiti public water supply. The consent expires on 31 January 2015. An application to renew this resource consent has been lodged with WRC.

As at 30 June 2014, Council was complying with the required resource consent conditions in relation to the water take volume.

10.1.2 Operation

The water treatment plant and water reticulation system is operated by Veolia Water Ltd, under contract. Veolia Water is responsible for the day to day operation and maintenance of the infrastructure and any associated water sampling. Council manages the contract. Ownership of the water supply infrastructure and responsibility for asset management, renewals planning and upgrading, remains with Council.

10.1.3 Water Treatment Plant

The water treatment plant (WTP) was constructed in 1957 and is located on Waitete Street about 200 m south of the central business district of Te Kuiti. The plant was substantially upgraded in the 1970's.

Raw water is abstracted from the Mangaokewa Stream by an intake located downstream from the towns' main industrial area, but upstream of the main residential areas of the town. The industrial area includes two meat works, two sewer pumping stations, two timber processing plants and a number of vehicle workshops.

The intake is a floating arm type which abstracts water from the surface of the river. Pumps are housed in a cantilever floating pump housing. During high flows the intake functions well but during low flows, the intake draws water from the bottom of the river channel.

Raw water is pumped from the intake to the treatment plant, located near to the river bank. Pre-clarifier dosing with aluminium sulphate (alum), caustic soda and polyelectrolyte is carried out before the water enters a stainless steel, open top flash mixer. The treatment process uses four up-flow clarifiers followed by four sand filters which remove particulate material and are backwashed using pressure from the treatment plant supply storage reservoir and sometimes water from the pressurised reticulation. Backwash water is collected and stored in ponds at the water treatment plant before being discharged back to the stream. The sludge is removed for treatment at the towns' wastewater treatment plant.

Filtered water is then pH corrected with soda ash and dosed with chlorine gas before being held in a 1,000 m³ storage reservoir and supplied for the domestic, commercial and industrial needs of the Te Kuiti community. Four pumps supply water to the urban reticulation and reservoirs. The water treatment plant is designed for a peak production of 5,800 m³ per day with bulk storage to cover peak demand. The limiting factor in the treatment capacity is the four Rapid Gravity Sand Filters. The backwash water is pumped to the sewer.

10.1.3.1 Water Treatment Plant Upgrade

The WTP needs significant upgrading to meet the requirements of the Health (Drinking Water) Amendment Act 2007 and the DWSNZ. Some subsidy funding has been secured from the Ministry of Health to assist with the cost of the upgrade.

Council have developed a holistic plan of the total upgrade to ensure the funding is optimised and the final product is the best that the available money can buy. The upgrade will have four phases that match four main treatment stages with six main components:

1. Intake in parallel with a new water take resource consent
2. Refurbishment of clarifiers
3. Upgrade of filter backwash system
4. Installation of UV disinfection
5. Renewal of main pump station
6. New storage reservoir

The construction of the six main components will be undertaken in a sequence which differs to the numbering of the six main components for two reasons; to utilize Ministry of Health funding while it is available, and to prioritise components that are most critical. There will be four construction phases each addressing differing components, and the entire project is expected to be stretched over a 10 year period for affordability reasons.

Phase One: expected to be completed by December 2015, will include:

- Upgrade of filter backwash system
- Installation of UV disinfection
- Renewal of main pump station

Phase Two: targeted for construction during 2015 – 2016, will include:

- Intake upgraded in parallel with new water Take Consent

Phase Three: of which the construction date is undetermined at this time, and will be largely dictated by the completion of Phase Two and financial constraints will include:

- Refurbishment of the clarifiers

Phase Four will include:

- New storage reservoir

The expected construction date for phase four, much like Phase Three, is undetermined at this time, and will be largely dictated by the completion of Phase Three and financial constraints.

The expected completion and target construction dates are not final, and instead provide a general timeframe of construction. Dates may change in the unforeseeable future for financial reasons, and the completion of previous phases.

10.1.4 Water Reticulation

Te Kuiti reticulation has a total length of 44 km has been constructed using different pipe materials, but mainly asbestos cement pipes (54%), poly vinyl chloride pipes (24%) and cement lined steel pipes (17%). Pipe sizes are dominated by the 100 and 150 mm range, partly because 100 mm is the minimum diameter required for firefighting requirements.

Asbestos cement, spiral weld steel and galvanized steel was first used in the early 1950's and has a life expectancy of 60 to 80 years. Because failures are expected to increase in these pipes, the replacement programme prioritises them.

The reticulation is divided into four zones. The Central Zone is the largest zone in Te Kuiti and incorporates the mainly flat land in the town centre. Water is supplied from the treatment plant, directly into this zone and directly to the Hospital Reservoir. This zone includes the three largest individual water users in Te Kuiti, Universal Beef Packers, Te Kuiti Meats and the sale yards. There are about 1,140 properties in this zone.

The Rata Street pump station supplies water from the Central Zone to the Mangarino Zone and to the Mangarino reservoir through the zone reticulation. There are about 310 properties in this zone which is very hilly.

The Hetet Zone is supplied from the Central Zone through the Tonga Street pump station. This pump station also supplies water to the Hetet reservoir through the Hetet Zone reticulation. The Hetet Zone has two discreet sub zones, the first between the pump station and the reservoir and the second supplied solely out of the reservoir. There are about 300 properties in this zone.

The Awakino Zone is a small zone supplied from the Hetet Zone. It is supplied through the Awakino pump station, which pumps to the Blackmans reservoir. There are 24 properties in this zone.

10.1.5 Water Reticulation upgrade

The Exceptions Annual Plan 2014-2015 provides for the implementation of a water meter reading programme and bulk reticulation monitoring for Te Kuiti to track and eliminate leaks within the system.

10.1.6 Water Supply

The supply provides water to a population of 4,419 via 1,981 connections. The average summer daily water demand is 4,608 m³/day with a peak demand of 5,468 m³/day. The average winter daily demand is 2,000 m³/day. The whole system has a storage capacity of 3,390 m³ which is sufficient to meet the normal current demand though it is occasionally pushed beyond design parameters during peak demand when it can exceed 5,000 m³ for about 2 -3 days a year in summer.

10.1.7 Drinking Water Quality

The Te Kuiti WTP did not comply with the DWSNZ for the 2009/10 year. The treatment plant did not meet the E. coli or the protozoa criteria of the drinking water standards. The

distribution zone achieved compliance with the standards. The supply currently has a grade of Eb. The E refers to the source water and treatment plant. The b refers to the distribution system. The low treatment plant grade is a result of the drinking water standards non-compliance. When the treatment plant achieves standards compliance, the grade will improve to C.

10.1.8 Drinking Water Future Demand

District population growth forecasts indicate that the population is not expected to grow within this community over the next twenty years, however Te Kuiti has a number of new residential developments on the surrounding hills. The impact of these on water demand and the existing reticulation system is not expected to adversely affect the delivery of current service levels. The water treatment plant has adequate capacity to meet the current demand for treated water.

10.2 Piopio

10.2.1 Resource Consents

10.2.1.1 Water Take

WDC hold a resource consent (# 107477) from WRC to abstract up to 450 m³/day at a maximum rate of 5.3 L/s from a spring for the Piopio public water supply. From 1 December 2012 to 30 April 2014, breaches of the permitted volumes have occurred in relation to a leaking water main, a mechanical fault at the water treatment plant and occasional very high water usage (2 and 3 February 2014). All faults were remedied as soon as possible.

10.2.1.2 Water Treatment Plant Backwash Discharge

WDC hold a resource consent (# 107478) from WRC to discharge up to 34 L/s to the Kuratahi Stream. From the 1 November 2013 to 30 April 2014, breaches occurred in relation to the backwash volumes as the total yearly discharge volume exceeded the 832 m³/year when the discharges actually occur daily. The reason for the breaches is that the current resource consent conditions were prepared for the treatment plant prior to it being upgraded. The upgraded plant uses a different treatment process which requires backwashing daily and as a result is unable to comply with the pre-existing existing consent conditions. A change of these resource conditions requires investigation.

10.2.2 Operation

The water treatment plant and water reticulation system is operated by Veolia Water Ltd, under contract. Veolia Water is responsible for the day to day operation and maintenance of the infrastructure and any associated water sampling. Council manages the contract. Ownership of the water supply infrastructure and responsibility for asset management, renewals planning and upgrading, remains with Council.

10.2.3 Water Treatment Plant

In January 2012, Council received a Ministry of Health subsidy upgrade the Piopio WTP. The upgraded plant was officially opened on 24 May 2013.

The main treatment process is a membrane filtration design. Water is abstracted from a spring exiting from the karst waterway system. The intake consists of a single pump hanging

from a steel walkway. The water is dosed with a coagulant and pumped to the nearby cross flow clarifier for solids removal before being gravity fed to the membrane filtration treatment process. The water is then chlorinated and held in five contact tanks with a combined volume of 125 m³. The treated water is then pumped through the towns' reticulation to a concrete storage reservoir of volume 450 m³. Wastewater created by the treatment process (sedimentation sludge and filter backwash water) is discharged into the holding pond and back to the stream once the pond exceeds the height of the discharge pipe. SCADA and telemetry systems have been installed at the treatment plant to allow remote monitoring of the treatment processes to take place.

10.2.4 Water Reticulation and Supply

The reticulation consists of 6.5 km of asbestos cement and uPVC pipes of various ages and conditions. The supply provides potable water to approximately 468 people via 228 connections.

10.2.5 Drinking Water Quality

The WTP meets the DWSNZ and is operating at a high standard.

10.2.6 Drinking Water Future Demand

The resource consent permits a maximum allowable abstraction of 450 m³/day. The average daily demand is 373 m³/day with a peak demand of 442 m³/day. Population growth forecasts indicate that the Piopio population is unlikely to grow over the next 20 years and it is anticipated that the existing treatment plant can provide the current demand in terms of quantity and quality.

10.3 Benneydale

10.3.1 Resource Consent

WDC hold a resource consent (# 116844) from WRC to abstract up to 180 m³/day from the an unnamed tributary of the Mangapehi Stream for the Benneydale public water supply. From the 1 July 2013 to the 1 July 2014 there have been no breaches of the consented volume.

10.3.2 Operation

The supply is operated and maintenance performed by Veolia Water. An operations and maintenance contract is in place between Veolia Water and Waitomo District Council. The treatment processes at the treatment plant are fully monitored and alarmed with outputs telemetered to Waitomo District Council.

10.3.3 Water Treatment Plant

The treatment plant is located to the east of the township with surface water being abstracted via a falling main from a dam located on a tributary of the Mangapehi Stream approximately 200 m upstream of the plant.

The Benneydale drinking water supply was first established in 1948, and consisted of a dam/weir, concrete reservoir and distribution network that served the local coal mining community. During the late 1980's, it was upgraded to include a treatment plant which

consisted of sand filtration and chlorination. In addition the intake dam structure was upgraded and an earth dam structure with a concrete weir/spillway was constructed.

In 2005, the treatment plant underwent another significant upgrade to improve the quality of the treated water. This upgrade consisted of the installation of an adsorption clarifier and a diatomaceous earth filter. The existing sand filters were converted into sedimentation tanks to reduce the turbidity loading on the clarifier and filter system. The chlorine dosing control system was also upgraded and a chlorine analyser installed at this time. Chlorine is dosed in the form of sodium hypochlorite solution to the inlet of the polyethylene chlorine contact tank.

Water is pumped from the treatment plant to several storage tanks which store a total of 130 m³, about 20 hours supply, which is then gravity fed to the distribution system. The storage capability of the supply was increased during 2007 with the installation of an additional polyethylene water tank at the original reservoir site.

A water safety plan was prepared in 2006 which identified significant water losses from the distribution as a major risk to the supply. In 2007, WDC replaced the aging concrete reticulation network in Benneydale with MDPE pipes. The rising main between the treatment plant and the reservoir site was also replaced. Since this work was completed the average daily demand reduced by approximately 60%. In 2013, a UV disinfection plant was installed to ensure the water supply complied with the DWSNZ.

10.3.3.1 Additional groundwater take

Council also operates a bore located adjacent to the stream approximately 500 metres downstream from the dam structure. The bore abstracts water from a depth of 17 metres and supplies water to the treatment plant wet well. It is used to supplement the supply during periods of high turbidity in the stream. The turbidity of the stream water is continuously monitored and if levels exceed 20 NTU, the stream source is isolated and the bore pump activated. The turbidity of the bore water and the treated water are also continuously monitored and discharged to waste if turbidity in the treated water exceeds 1NTU.

10.3.4 Water Reticulation

The Benneydale drinking water supply provides water to a population of approximately 249 people via 107 connections.

10.3.5 Drinking Water Quality

In 2013, a UV disinfection plant was installed to ensure the water supply meets the DWSNZ.

10.3.6 Drinking Water Future Demand

The resource consent for abstraction restricts the maximum daily limit to 180 m³/day, and the treatment plant capacity is 140 m³/day. The average daily water demand in the community is 100 m³/day and the peak demand is 157 m³/day.

Population forecasts for Benneydale show that the population within this community is not expected to grow in the next 20 years. The existing raw water and treated water storage is adequate to meet both the current and future needs of the community.

10.4 Mokau

10.4.1 Resource Consents

10.4.1.1 Water Take

WDC hold a resource consent (# 113544) from WRC to abstract up to 1,000 m³/day from an unnamed stream for the Mokau public water supply. From the 1 July 2011 to 30 June 2014 there were no breaches to the water take consent limit.

10.4.1.2 Water Treatment Plant Backwash Discharge

WDC hold a resource consent (# 113545) from WRC to discharge up to 10 m³/day in any 24 hour period with a maximum discharge rate of 11 L/s to an unnamed tributary of the Coastal Marine Area. Council acknowledges that it is non-compliant with conditions 2 and 4 of the resource consent, however, condition 3 due to the effective capacity of the tank at 20 m³ and frequency of the discharges being twice a week or once every 72 hours, indicates that it can be reasonable to assume that Council is within the consented level, and any breaches would be minor. However, having to use these figures to estimate discharges; highlights an apparent issue of the amount of limited backwash data available. In order to rectify this issue, Council may have to review its ability to record the available data.

The apparent condition 2 non-compliance (the maximum daily volume of backwash should not exceeding 10 m³ in total over a 24 hour period), can be explained by the 20 m³ size of the backwash tank, and the process involved when backwashing. Council is non-compliant with discharging 20 m³ in a 72 hour period however, given that the consent allows for 10 m³ a day, over a three or seven day period, the site is releasing less than the allowable consented volume granted from WRC. For instance, over a seven day period according to the consent, 70 m³ can be released, however, the present discharge distributed over a seven day period is approximately 45.71 m³, well under what is legally consented to discharge. In terms of the consent conditions Council acknowledges that it is non-compliant as it is reasonable to assume that the larger discharge volume at a time would increase the potential for erosion or adverse effects, either in the short or long term time periods.

In terms of the condition 4 non-compliance, which the present discharge rate is calculated at being approximately 13.89 litres per second, this again is due to the size of the tank and the way the discharge is gravity fed to the discharge point over a 30 minute period. The higher than consented discharge rate of being approximately 2.89 l/s over, would potentially not constitute significant effects upon the receiving environment.

As mentioned it is acknowledged that the backwash discharge is non-compliant with the resource consent. Due to this Council may either apply for a new resource consent, review the processes surrounding the discharge in question or undertake an assessment jointly with WRC so future compliance can be sought. However, in terms of the present non-compliance any potential effects of this discharge rate are considered no higher than what is currently consented.

10.4.2 Operation

The supply is operated and maintenance performed by Veolia Water. An operations and maintenance contract is in place between Veolia Water and Waitomo District Council.

10.4.3 Water Treatment Plant

The Mokau Water Treatment Plant has been operating since 1973 supplying water to Mokau and a few consumers in the nearby Awakino communities. The Treatment Plant is located beneath cliffs above State Highway 3 on the outskirts of Mokau, with water being supplied from a spring fed earth dam reservoir on private property above the treatment plant. There is storage of 500 m³ at the treatment plant and another 100 m³ stored at Mokau.

The treatment process consists filtration through an adsorption clarifier and a diatomaceous earth pressure filter, followed by UV disinfection. Water is then piped into one of four storage reservoirs then sent under gravity to either the Mokau storage reservoir which supplies the Mokau settlement or through to Awakino. The backwash process involves treated water from the storage reservoir being fed and stored within the backwash tank until it is utilised in the backwash process. When the backwash process occurs, the water is fed into the adsorption clarifier where it is used to clean what is effectively a coarse filter. Following the backwash process, the water is then discharged via a pipe into the unnamed tributary and ultimately discharged to the ocean approximately one kilometre south. A booster pump is used to maintain sufficient pressure across the town's reticulation.

The current raw water storage is unable to meet to peak demands during the summer months when the population and water demand increases. Design has been completed and construction started to increase the raw water storage volume by raising and strengthening the existing earth dam structures.

10.4.3.1 Raw Water Storage upgrade

Funding has been obtained from the Ministry of Health Capital Assistance Programme for the construction of the raw water storage dam which is targeted for the 2013/14 financial year with commissioning in the 2014/15 financial year.

10.4.4 Water Reticulation

The town's reticulation consists of 10.7 km of pipes of various materials (asbestos cement, MDPE, uPVC) and ages. Council estimates that 80% of the reticulation has a remaining life expectancy of 20-30 years, however there are indications that some of the asbestos cement pipes are in a poorer condition than the asset information. The remaining pipework has a life expectancy of greater than 60 years. This indicates that an extensive renewal programme needs to be implemented no later than 20 years' time. The main supply line to the town was replaced in 2008.

10.4.5 Drinking Water Quality

In 2013, a UV disinfection plant was installed to ensure the water supply meets the DWSNZ.

10.4.6 Drinking Water Future Demand

The annual average daily demand is 167 m³/day, rising to a summer daily average of 185 m³/day. During the summer months the demand has been known to peak to 280 m³/day, leading to water restrictions being implemented by Waitomo District Council.

Population growth forecasts indicate that the permanent population of Mokau is unlikely to grow over the next 20 years. However, as a coastal town popular with tourists during the summer months, there may be future demand for development of holiday accommodation

and the summer water demand is likely to continue to grow. Modification of the raw water storage dam will optimise the peak summer demands for the community.

10.5 Te Waitere

Te Waitere is a remote community consisting primarily of holiday homes, located approximately 40 km northwest from Te Kuiti. It has a population of approximately 20 people. There is no reticulated drinking water supply in Te Waitere and all properties are supplied with potable water from onsite rainwater collection tanks.

10.6 Awakino

Awakino is a small township located at the mouth of the Awakino River, approximately 5 km north of Mokau. Waitomo District Council provides potable water to the Awakino Motel from the Mokau drinking water supply. The Motel also has onsite storage tanks. The remaining properties in Awakino source drinking water from private rain tanks or springs. It is possible that these private water sources may present a potential health risk to consumers.

11 Descriptions and Assessments of Township Wastewater Systems

This section provides a brief description of the wastewater supply services that are provided to Waitomo District townships and information on compliance with standards or consent conditions, infrastructure condition, issues and risks, future demand and proposed upgrades.

11.1 Te Kuiti

11.1.1 Resource Consent

The resource consent (# 961414) which allows the discharge of up to 4,000 m³ of treated effluent per day to the Mangaokewa Stream, expired in 2005 and a resource consent renewal application is currently being considered by WRC. Council are currently operating under a draft consent. From the 1 May 2013 to 30 April 2014 there were breaches of the consent due to upgrade work being done.

11.1.2 Operation

Council undertake the operation and maintenance of the WWTP. Veolia Water undertakes the reticulation maintenance.

11.1.3 Wastewater Treatment Plant

The Te Kuiti wastewater treatment plant (WWTP) services the township of Te Kuiti and receives domestic wastewater from a population of approximately 4,600 people. Two very significant meat works (Universal Beef Packers and Te Kuiti Meats also discharge to the WWTP. Wastewater is treated by an anoxic zone, an aerobic zone, a clarifier and an aerated lagoon.

The original Te Kuiti wastewater scheme was installed between 1910 and 1916 with discharges draining to a septic tank. In 1972, construction was undertaken of an oxidation pond, treatment plant with the main pumping station at the Te Kuiti Primary School. During the period between 1985 and 1997 the oxidation pond was upgraded, and in 2002 the treatment plant was significantly altered and modernised.

11.1.3.1 Upgrade of the Wastewater Treatment Plant

The upgrade of the WWTP is now complete and is operating well. The new plant will be able to treat 7,000 m³ per day. This level of capacity will ensure, that in the event of a significant increase in the volume of influent – such as during prolonged periods of high rainfall, that the plant could cope.

Some additional fine tuning of the equipment was also required due to the high variability in the composition of discharge received from Trade Waste customers, such as the meat works and also to provide maximum possible treatment.

11.1.4 Wastewater Reticulation

The scheme operates primarily by gravity with five lift stations. The treated effluent is discharged to the Mangaokewa Stream. There are 1,981 connections to the system which has a discharge capacity of 7,000 m³/day. The average daily discharge volume is 3,468 m³/day.

The reticulation has an overall length of 39 km. The reticulation system consists of asbestos cement, reinforced, concrete, concrete lined steel, GEW and uPVC pipes of various ages.

11.1.5 Wastewater Future Demand

District population growth forecasts indicate that the population is not expected to grow within this community over the next twenty years, however Te Kuiti has a number of new residential developments on the surrounding hills. The impact of these on the existing wastewater system is not expected to adversely affect the delivery of current service levels given the recent upgrade.

11.2 Piopio

11.2.1 Resource Consent

WDC hold a resource consent (# 117290) from WRC to discharge up to 135.4 m³/day of treated municipal sewage to the Mokau River. In the period between October 2013 and May 2014 there have been breaches of the discharge volume due to high rainfall events. Council undertook investigations and have identified that damaged manhole lids were a major contributing factor. Council have remedied this issue.

11.2.2 Operation

Council undertake the operation and maintenance of the WWTP with specialised operation and maintenance being undertaken by Innoflow.

11.2.3 Wastewater Treatment Plant

The WWTP was constructed and completed in 2012. The WWTP is a recirculating packed bed reactor system. The system provides a high standard of treatment with low operating and maintenance costs. The method of discharge is a engineered rock outflow and subsurface flow wetland through which effluent flows into a planted slope area prior to final discharge to the Mokau River.

11.2.4 Wastewater Reticulation

The area covered by the scheme is approximately 1.77 km². The number of connections is 220 which is around 90% of the properties in Piopio. The connections include 2 schools a kindergarten, the commercial area, occupied residential sections and 21 vacant residential section. Ten large properties on the outskirts of town are not included on the scheme because their location makes it expensive to service and the properties are considered large enough for the on-site wastewater systems to function satisfactorily.

11.2.5 Future Wastewater Demand

The population of Piopio is relatively static. The current population is 393 (2013 census). The scheme has been designed to cater for a population of 500 accommodating 7% growth. In addition, the proposed system is modular so it can be upgraded in the future if required.

11.3 Benneydale

11.3.1 Resource Consent

WDC hold a resource consent (# 117945) from WRC to discharge up to 85 m³/day of effluent to the Mangapehi Stream. In the period between October 2012 and March 2014 there have been no breaches of the consent conditions.

11.3.2 Operation

Council undertake the operation and maintenance of the WWTP. Veolia Water undertakes the reticulation maintenance.

11.3.3 Wastewater Treatment Plant

The Benneydale wastewater scheme was first established in 1942 by State Coal Mining. At this time it consisted of the reticulation, a septic tank (Imhoff tank) and a rock filter. This original system is still in use, with the addition of a treatment wetland prior to the rock filter, before the effluent is discharged into the Mangapehi Stream.

In 2010, Council received subsidy from the Ministry of Health, Sanitary Works Subsidy Scheme to extend the reticulation to a further 40 properties. and construct an effluent soakage disposal field for use during the summer months when the Mangapehi Stream is unsuitable for discharge, in line with the recently renewed discharge consent. This work was completed in September 2011.

11.3.4 Wastewater Reticulation

The Benneydale wastewater scheme serves a population of approximately 249 through 69 connections.

11.3.5 Future Wastewater Demand

Population growth forecasts expect that the population of Benneydale will not grow in the next 20 years. The existing wastewater plant is considered to have an operational capacity greater than that required for the Benneydale population as the number of residents has declined since the plant was constructed. This means it is able to comfortably treat peak daily flows.

11.4 Mokau

Mokau currently has no public reticulated wastewater system, and all properties are serviced by onsite, private septic tanks. It is anticipated that on-site wastewater systems will continue to be used in Mokau and problems will be dealt with on a site by site basis in the short term. However, some of the private septic tanks in Mokau are known to suffer from stormwater infiltration, leading to the potential for significant environmental pollution of water sources to occur. This may also pose a potential health hazard to the community.

Council plans to investigate the possibility of implementing a wastewater scheme at Mokau within the next 20 years. It will include an assessment of the future needs for wastewater system for Mokau.

11.5 Te Waitere

11.5.1 Resource Consent

The resource consent to discharge to the soakage field is valid until 30th September 2017 and allows for a maximum daily discharge of 5.2 m³/day to occur.

11.5.2 Operation

Council carries out all operational and maintenance duties for the Te Waitere wastewater scheme.

11.5.3 Wastewater Treatment Plant

The Te Waitere wastewater scheme was installed in 1976 by a developer and vested in Council. This scheme consists of individual septic tanks from a limited number of properties connected by a pipe network to a balancing tank from where effluent is pumped to a soakage field. The Council controlled reticulation consists of 0.6 km of approximately 30 year old steel and uPVC pipes in a generally good condition.

The disposal field has been found to be located in a non-stable area and requires upgrading. The installation of a new pressure sewer line was completed along Te Waitere Road to resolve a long standing issue and allowing failing septic tanks to be serviced in 2012.

11.5.3.1 Upgrade of the Wastewater Treatment Plant

Council intends to construct a new, extended disposal field. Additional land would be required for this to proceed and Council has deferred this work until consultation can be carried out with the community as to the future development of Te Waitere.

11.5.4 Future Wastewater Demand

Population growth forecasts indicate that the permanent population is not expected to grow within this community over the next twenty years. However, Te Waitere is becoming a holiday destination and development pressures are increasing. The impact of this on the existing wastewater reticulation system is uncertain and may require expansion of the system to prevent adverse effects on the delivery of current service levels.

11.5.5 Wastewater Infrastructure Issues and Risks

The following issues and risks have been identified in the Te Waitere wastewater system:

- The community septic tank has caused problems when sludge levels have been allowed to become excessive (this has been resolved by annual cleaning).
- The system is not fully utilised at present.

11.6 Awakino

There is currently no reticulated public wastewater scheme in Awakino. All properties are served by private septic tank systems. There are no known unacceptable health risks from the septic tank systems in Awakino.

12 Descriptions and Assessments of Township Stormwater Systems

This section provides a brief description of the stormwater supply services that are provided to Waitomo District townships and information on compliance with standards or consent conditions, infrastructure condition, issues and risks, future demand and proposed upgrades.

12.1 Te Kuiti

12.1.1 Stormwater Description

WDC holds a resource consent from WRC to discharge stormwater to the Mangaokewa Stream until July 2024. Council employs contractors to maintain the reticulation.

The Mangaokewa Stream runs through Te Kuiti's urban centre with stormwater being discharged into it from numerous points along its channel. The two largest of these discharge points are located at the Lawrence Street and Memorial Street bridges. A significant amount of stormwater from the urban industry discharges to the stream through these two outlets along with a significant proportion of storm water from the urban residential environment.

There is no treatment of stormwater runoff from residential or commercial areas, though there are interceptor units and grease pits installed on some industrial sites such as petrol stations and truck wash platforms. The stormwater reticulation system includes 21 km of open channels and 13 km of piped reticulation and consists of asbestos cement, concrete, Ribloc and uPVC pipes of various ages and conditions.

The system is required to meet the Hamilton City design standards which designs to a 2 year storm return period for residential areas and a 10 year storm return period for commercial areas. The greatest pollution risk from stormwater discharges is considered to come from commercial and industrial sites. Council is not aware of any cases of waterborne disease resulting from the stormwater network or discharges to the Mangaokewa River.

12.1.2 Stormwater Infrastructure Condition

Council are planning and undertaking a renewal program. Although asset information is not adequate to make firm statements, the general perception is that the condition grading across the board is 3 – 4. The main issue is to catch-up on long neglected maintenance.

12.1.3 Assessment to Meet Future Stormwater Demand

District population growth forecasts indicate that the population is not expected to grow within this community over the next twenty years, however Te Kuiti has a number of new residential developments on the surrounding hills. The impact of these developments on the existing stormwater system is unknown and may adversely affect the delivery of current service levels. There are no formal stormwater resource consent standards but it is expected that population growth will not affect the quality of stormwater discharges.

12.1.4 Stormwater Infrastructure Issues and Risks

The following issues and risks have been identified in the Te Kuiti stormwater system:

- All industrial stormwater runoff enters the local stormwater system. No treatment of stormwater from industrial areas is undertaken.
- Litter traps have not been installed on the stormwater system in the CBD due to the additional maintenance workload.
- Issues and problems with the stormwater system need to be identified to allow maintenance and renewals to be prioritised.
- Some older privately installed stormwater systems have not been planned or consented but Council will be required to bring them under the Council regulatory system.
- Council has deferred certain upgrading works because of affordability.

12.1.5 Stormwater Upgrading

A number of minor capital works have been identified as being required on the basis of known asset conditions identified during network cleaning and inspections.

12.2 Piopio

There are very few stormwater assets in the Piopio community and no significant risks or issues have been identified. The stormwater assets that do exist are related to the road network. The town is due to be mapped to aid in future planning and the existing services investigated to improve the asset data. No significant upgrades have been scheduled for the Piopio stormwater assets. Across the district, Council is to invest in the development of Asset Management Plans for stormwater, and the placing of grills across large culverts/outlets to address safety concerns.

12.3 Benneydale

There are very few stormwater assets in the Benneydale community and no significant risks or issues have been identified. The stormwater assets that do exist are related to the road network. The town is due to be mapped to aid in future planning and the existing services investigated to improve the asset data.

No significant upgrades have been scheduled for the Benneydale stormwater assets. Across the district, Council is to invest in the development of Asset Management Plans for stormwater, and the placing of grills across large culverts/outlets to address safety concerns.

12.4 Mokau

There are very few stormwater assets in the Mokau community and no significant risks or issues have been identified. The stormwater assets that do exist consist of a few open channels, and road crossings/culverts that have been installed privately by the community. It is likely that these assets will require Council funding for their renewal.

12.5 Te Waitere

Te Waitere currently has no public stormwater assets, and no known unacceptable risks.

12.6 Awakino

Awakino currently has no public stormwater assets, and no known unacceptable risks.

13 Descriptions and Assessments of Other Water, Wastewater and Stormwater Systems

This section provides a brief description of the other supply services that are provided to Waitomo District.

13.1 Aria

Aria is a small community located approximately 10 km south of Piopio. Aria does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems.

13.2 Barryville

Barryville is a community located to the west of Pureora. It is understood that some houses in Barryville are supplied potable water from a private reticulated scheme. The supply is not registered on the Ministry of Health Register of Community Drinking Water Supplies. Barryville does not have a reticulated wastewater scheme and individual properties are served by private septic tank systems. Barryville currently has no public stormwater assets, and no known unacceptable risks.

13.3 Hangatiki

Hangatiki is a small township located north of Te Kuiti at the junction between State Highway 3 and Waitomo Caves Road. Hangatiki does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Hangatiki does not have a public stormwater system.

13.4 Kinohaku

Kinohaku is a small settlement located on an inlet on the southern side of Kawhia Harbour. It is located on Harbour Road approximately 23 km from the junction with the state highway. Kinohaku does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Kinohaku does not have a public stormwater system.

13.5 Mahoenui

Mahoenui is a small settlement located roughly half way between Piopio and Awakino. Mahoenui does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Mahoenui does not have a public stormwater system.

13.6 Mapiu

Mapiu is a very small settlement located off State Highway 4 approximately 40 km south of Te Kuiti. Mapiu does not have a reticulated drinking water supply, reticulated wastewater

system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Mapiu does not have a public stormwater system.

13.7 Marokopa

Marokopa is a township with a population of around 289 people located on the coast to the West of Te Kuiti. The town is a holiday destination and has a campground. Marokopa does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Marokopa does not have a public stormwater system.

13.8 Oparure

Oparure is a small settlement located on Oparure Road, approximately 4.5 km north of Te Kuiti of State Highway 3. Oparure does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Oparure does not have a public stormwater system.

13.9 Rangitoto

Rangitoto is a small settlement located approximately 11 km east of Te Kuiti. Rangitoto does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Rangitoto does not have a public stormwater system.

13.10 Te Anga

Te Anga is a small collection of houses about 20 km west of the Waitomo Caves. Te Anga does not have a reticulated drinking water supply, reticulated wastewater system or stormwater system. Residents collect drinking water from private, onsite rainwater tanks and dispose of wastewater through private septic tank systems. Te Anga does not have a public stormwater system.

14 Descriptions and Assessments of Private Water, Wastewater and Stormwater Systems

Waitomo District also has many other communities with water infrastructure that have evolved for different purposes, including rural schools and teacher accommodation community halls, marae, campgrounds, Department of Conservation villages and private villages including the township of Waitomo Caves.

Although there is no formal risk assessment for these private systems, there are some common risks including contamination of waterways with wastewater, contamination of drinking water supplies, meeting water demand and the day to day management of the systems.

14.1 Waitomo Village

Waitomo Village is situated at the Waitomo Caves tourist site. The Waitomo Village and Caves have an equivalent population of about 500, based on having 600,000 visitors per year. The water and wastewater systems are owned and operated by Waitomo Holdings Limited.

14.1.1 Drinking Water

The Waitomo Village water supply takes water from the Waitomo River. A flocculant is added to the water which is then pumped to a clarifier. The water then passes through a pressure filter and on to a treated water storage reservoir. The reticulation system consists of 2.8 km of fibrolite, PVC, HDPE and GI pipes of various ages and conditions. There are 7 connections to the supply which uses on average 101 m³/day. The capacity of the water supply system is believed to be sufficient for current needs. The supply has no raw water storage though the covered treated water storage capacity is currently adequate to meet existing demands. The supply does not meet the compliance requirements of the drinking water standards. Waitomo Holdings Limited has a resource consent to take water from the Waitomo River until 2025.

The *2006 Investment Model for Waitomo Caves: Water and Waste Systems* report produced by consultants MWH identified that the treated water storage reservoir roof, intake water meters, pipe bridge, backwash pumps and treated water holding tank are in a poor condition.

Waitomo District Council is not aware of any waterborne illnesses from this water supply network.

14.1.1.1 Issue and Risks

The following issues and risks have been identified in the Waitomo Village water supply system:

- The intake pumps have no protection from debris that may be washed downstream.
- The treated water reservoir has a displaced roof section allowing contamination to enter the reservoir.
- The pipe bridge is overgrown and corroded and the intake pipe is exposed.
- The treatment plant does not meet the requirements of the drinking water standards and requires upgrading.

14.1.2 Wastewater

Wastewater from the Waitomo Village and Caves discharges into a holding tank and is then pumped to an oxidation lagoon and then a maturation lagoon. The wastewater reticulation consists of 1.2 km of asbestos cement and HDPE pipes known to be in a generally reasonable condition. There are 7 connections and the system discharges up to 25 m³/day. The capacity of the wastewater treatment plant is believed to be able to treat peak daily flows from Waitomo Village. Discharges from the treatment plant generally meet resource consent requirements, however it is considered that the wastewater storage capacity at the holding tank is limited. Waitomo Holdings Limited has a resource consent to discharge wastewater until 2015.

The *2006 Investment Model for Waitomo Caves: Water and Waste Systems* report produced by consultants MWH Ltd, identified that the maturation lagoon concrete lining was in a poor condition and that the bank of the maturation lagoon had collapsed. Waitomo District Council is not aware of any incidents of waterborne diseases resulting from the wastewater network or discharges from the lagoons.

14.2 Department of Conservation

There is one Department of Conservation site, Pureora, located within Waitomo District. It is about 15 km east of Benneydale on State Highway 30 and includes the Department of Conservation field centre, campground, lodge and Iwi development.

The Department of Conservation is responsible for ensuring that the Pureora site has stormwater assets to prevent flooding of the buildings and other facilities. The Pureora site utilises composting toilets and it is assumed these are adequate to treat all human wastes. The water supply for the site is owned and operated by the Department of Conservation. Water is abstracted from the Whareana Stream and serves a population of 20. The drinking water supply does not comply with the drinking water standards.

14.3 Rural Schools

Rural schools which are outside the areas provided with Council wastewater reticulation are assumed to utilise local septic tanks and onsite disposal systems. They are required by the Health Act 1956 to provide sanitary services for the school buildings and by the Building Act to provide suitable toilet facilities.

Rural schools that are not connected to Council owned drinking water supply systems have their own water supplies. They are required by the Ministry of Health to be listed on the Register of Community Drinking Water Supplies and are required by the Health Act 1956 to provide a potable drinking water supply. Schools are required to provide sufficient stormwater systems to prevent flooding.

The following rural schools known to have their own water supply and wastewater systems:

Aria School, roll 55

Kinohaku School, roll 32

Mapiu School, roll 9

Te Wharekura O Oparure School, roll 50-99

Piripiri School, roll 22

Rangitoto School, roll 40

14.4 Rural Marae

Rural marae which are outside the areas provided with Council wastewater reticulation are assumed to utilise local septic tanks and onsite disposal systems. They are required by the Health Act 1956 to provide sanitary services for the school buildings and by the Building Act to provide suitable toilet facilities.

Rural marae that are not connected to Council owned drinking water supply systems have their own water supplies. They are required by the Ministry of Health to be listed on the Register of Community Drinking Water Supplies and are required by the Health Act 1956 to provide a potable drinking water supply.

Marae are required to provide sufficient stormwater systems to prevent flooding.

The following rural marae known to have their own water supply and wastewater systems:

Kapatuhi Marae

Marokopa Marae

Mangarama ,Marae, Te Kuiti

Motiti Marae, Te Kuiti

Napinapi Marae, Piopio

Rereahu Marae, Benneydale

Rereamanu Marae

Tane Hopuwai Marae, Te Kuiti

Te Ahoroa Marae, Te Kuiti

Te Aruka Marae, Taharoa

Te Hape Marae, Benneydale

Te Kauae Marae, Hangatiki

Te Kawau Papakainga, Mokau

Te Koraha Marae, Taharoa

Te Koraputu Marae, Te Kuiti

Te Kumi Marae, Te Kuiti

Te Mirirnga to Kakara Marae, Benneydale

Te Paemate Marae, Aria

Tokikapu Marae, Hangatiki

Tomotuki Marae, Te Kuiti

Maniaroa Marae, Awakino, Mokau Marae, Mokau-Kohunui Marae and Piopio Marae are connected to Council water supply reticulation but not to a Council wastewater system.

14.5 Campgrounds

The following camp grounds have been identified in Waitomo District: Cavelands Top Ten Holiday Park, Waitomo Village Te Kuiti Domain Motor Camp, Te Kuiti Juno Hall, BBH Motor Camps Hostel, Te Kuiti Marokopa Motor Camp, Marokopa Piropiro Flats, Benneydale Pureora Forest Park, Pureora Seaview Motor Camp, SH3, Mokau Tainui Wetere Domain, Mokau Waitomo Top Ten Holiday Park, Waitomo Village and Woodlyn Park, Waitomo

Information on which campgrounds have on-site water supplies and wastewater systems has not yet been compiled but wastewater from all campgrounds is assumed to feed into council controlled reticulation in those towns with this service. All others are assumed to feed into local septic tanks. Water supply for all campgrounds is assumed to be fed from council controlled reticulation in those towns with this service. All others are assumed to be fed from private rain tanks.

It is assumed all camp grounds have stormwater assets to prevent flooding.

15 Descriptions and Assessments of Standalone Industry Water, Wastewater and Stormwater Systems

A number of standalone industries have been identified across the Waitomo District. Many of these are in isolated areas and are thought to have private water, wastewater and stormwater systems.

15.1 Crusader Meats

Crusader Meats is situated several kilometres from Benneydale on State Highway 30 and employs over 100 people. It has its own water supply and wastewater treatment infrastructure consented by WRC.

15.2 Taharoa (New Zealand Steel)

Taharoa was constructed in the 1960's and is situated approximately 40 km north west of Te Kuiti, just south of the Kawhia Harbour. The township is split into 2 distinct areas -the commercial operation close to the shoreline is separate to the staff village. Taharoa has a population of around 400.

The Taharoa water supply owned and operated by New Zealand Steel Ltd. Water is abstracted from Lake Taharoa and treated prior to distribution. Treated water supplies to the staff village and commercial operation are separated. The consents for the abstraction are held by Taharoa Ltd.

The supply has 160 connections and uses on average 155 m³/day. The supply does not comply with the drinking water standards.

Taharoa has no public wastewater system and wastewater from all properties in Taharoa is assumed to feed into local septic tanks.

Taharoa has no public stormwater assets but has a number of kerb & channels installed to manage stormwater. In addition a number of soak pits are located throughout the township.

16 Descriptions and Assessments of Solid Waste Management

16.1 Current Waste Management Services

The Solid Waste Management Group provides for the environmentally safe reduction, diversion, collection and disposal of the District's solid waste. The services delivered ensure that the natural environment is protected from detrimental effects of solid waste, and that the waste disposal needs of the District community are met.

Council is responsible under the Waste Minimisation Act 2008 for preparing and implementing a waste management and minimisation plan, and overseeing and promoting effective and efficient waste management and minimisation in the District, having regard to the New Zealand Waste Strategy.

16.1.1 Kerbside Refuse and Recyclables Collection

A weekly kerbside collection of bagged refuse and recyclables is provided for the residents of Te Kuiti, Piopio, Mokau, Awakino and Waitomo ward and village.

16.1.2 Waste Disposal

Waste transfer stations are provided at the communities of Benneydale, Piopio, Marokopa (new), Kinohaku, Mokau/Awakino (at site of former Awakino transfer station). A fully consented District landfill is located at Te Kuiti.

16.1.3 District Landfill

In order to fulfil legislative and environmental responsibilities, Council undertook an innovative and complex assessment in the way it managed and operated its landfill's throughout the District. The assessment highlighted a number of issues with the current practices, so in order to address these concerns the landfill's throughout the surrounding townships in the District were closed and transfer stations were opened. Council, in order to centralise the deposition of waste acquired the Rangitoto Quarry site and opened the Waitomo District Landfill. The centralisation of the landfill enabled Council to better coordinate its landfill systems in a more efficient capability thus leading to better economic, social and environmental outcomes. Council has aimed to create better solutions that enhance the five waste minimisation strategies of reduction, reuse, recycle, residual management and recovery of materials.

16.1.3.1 Operation of landfill

The Waitomo landfill operates 365 days a year for commercial users through an automated weighbridge system. It is closed every Monday, Tuesday, Christmas Day, New Year's Day, Easter Sunday and Anzac Day for the general public.

The landfill is operated by Environwaste Services Ltd, however, it is overseen by the Waitomo District Council. Environwaste are responsible for maintaining the distribution of waste throughout the cap region, thus ensuring it is neatly distributed, compacted and the layers sorted depending upon the material content. Furthermore, Environwaste runs the transfer of waste and recycling to its appropriate location of storage prior to reuse or resell and ensures the content entering the landfill is appropriate to the disposal obligations. Envirowaste is also

obligated to ensure hazardous waste content including explosives are not land-filled or placed in area's that could cause undue harm to humans or the environment.

16.1.3.2 Recycling of material

Council implemented an initial transfer and sorting station at the landfill, which included an array of collection areas where customers can deposit their unwanted waste in a fast and convenient manner. These collection points include areas and containers for garden waste, metals, plastics, white ware, general household waste and other types of consumer waste. The collected waste is then either transported to its various storage areas for further use or to the landfill site for deposition.

The products sorted and collected for recycling are stored and stockpiled for future collection by end-users; these include plastics, glass, metals, white ware, tyres and bikes. Organic products such as garden waste is mulched and on sold to consumers as garden material or mulched and used as cover. The products found to be of a reasonable quality are sold at the landfill store.

Transfer type stations are located throughout the District, with similar sorting arrangements as the Te Kuiti Landfill, enabling a district wide approach to the recycling process. The recycled items and waste from these sites is then bought to the Te Kuiti Landfill where it is stored and deposited with the other collected recycling.

The transfer sorting systems implemented at the Landfill and throughout the District and the prior implementation of household recycling bins has been highly successful in decreasing the volume of waste deposited in the landfill. A kerbside survey undertaken by the Council found a significant increase in the level of households recycling compared to prior years. The benefit of this increase in recycling is that less waste is been deposited to landfill, leading to both an increased life expectancy of the landfill and decreased negative environmental impacts from landfilling recyclable products.

16.1.3.3 Resource Consent

Council hold resource consents 101753, 101754 and 124718 for the operation of the landfill. Council reports twice a year of the composition of the leachate from the landfill. For the reporting period from the 1 July 2012 to 30 April 2014 there has been no leachate contamination from the landfill.

16.1.3.4 Operational issues

There were no significant operational issues throughout the financial year as the landfill is fully operational and the most significant works have been dealt with throughout prior financial years.

16.1.4 Future demand

WDC proposes to continue the of level of service provided for Solid Waste Management and to continue waste reduction initiatives, monitor and review waste minimisation behaviour and to review all waste management facilities to identify any hazards and safety improvements that may be required.

17 Descriptions and Assessment of Cemeteries

This assessment considers the adequacy of the provision of cemeteries in meeting future demands for the disposal of the dead in a controlled, hygienic and dignified manner.

17.1 Cemetery Descriptions

There are five open cemeteries located within the Waitomo District Aria, Mokau, Piopio, Te Kuiti and Te Waitere. Kiritehere and Mapiu cemeteries are closed for further burials. All of the cemeteries are managed by Council.

There are at least 28 identified urupa located throughout the district. They are generally located close to marae and are managed by local iwi. There are no crematoria within the district with the closest facilities in Taupo or Hamilton. There is also only one funeral director in the district, located in Te Kuiti. Council cemeteries within the district are primarily provided for the convenience of the surrounding communities. The cemeteries in the Waitomo District are generally provided in close proximity to a settlement or township and also serve the rural community in the locality. Therefore the assessment considers each cemetery as having its own community.

17.1.1 Public Health Issues

Public health issues in cemeteries include work around graves, potential environmental effects from burial and the ability of cemeteries to cope with large numbers of dead following a natural disaster or pan-epidemic. Appropriate operating procedures are in place and documented for public health issues relating to cemetery operations.

17.1.2 Forecast of Deaths

The number of deaths per annum will increase from around 60 to 120 per year. The increase in death rate is largely due to an aging population in the District. The District population is also reasonably static.

Low, medium and high projections for the number of grave and ash plots required for the whole district are shown in Table 3 below. It should be noted that this only represents new plots – the calculations have not taken into account second burials and trends for ashes to be buried in existing grave or ash plots.

Table 3: Low, medium and high projections for required grave and ash plots

Year	Total new grave plots			Total new ash plots		
	Low	Medium	High	Low	Medium	High
2015	16	29	39	3	5	7
2016	16	29	40	3	6	8
2017	16	30	40	3	6	8
2018	17	30	41	3	6	8
2019	17	31	42	3	6	8
2020	17	31	43	3	6	8
2021	17	31	44	3	6	8
2022	18	32	44	3	6	8
2023	18	33	46	3	6	9
2024	18	33	47	3	6	9
2025	18	34	48	4	6	9
2026	19	35	49	4	7	9
2027	19	35	50	4	7	9
2028	19	36	51	4	7	10
2029	20	37	52	4	7	10
2030	20	37	53	4	7	10
2031	20	38	54	4	7	10
Total	442	804	1106	85	152	211

17.1.3 Current Capacity

For capacity and demand analysis the total projection figures shown in Table 3 were broken down by cemetery. The current capacity has been considered for burials and ash plots as at end of 2007.

17.1.3.1 Te Kuiti (New) Cemetery

Information supplied on Te Kuiti (New) Cemetery is as follows:

- 40-45 spaces left in RSA section – Veteran Affairs requires around 36 spaces.
- Approximately 92 spaces left in ashes area.
- Approximately 40 existing grave spaces left
- Space planned for an additional 195 grave spaces.

Based on medium projections current demand for grave plots will exceed capacity around 2019 – this is assuming full use of the spaces left in the RSA section plus use of planned space. While Council does have additional land available adjacent to the cemetery it is not suitable for cemetery development. Based on medium projections demand for ashes plots will exceed capacity around 2028. The additional land provided for the cemetery extension will need to include space for additional ashes plots. If high projections (high death forecasts) were used then demand would exceed capacity around 2017/18 and 2023 for grave plots and ashes plots respectively.

17.1.3.2 Piopio Cemetery

Information supplied on Piopio Cemetery is as follows:

- Approximately 45 grave spaces available or can be made available.
- Approximately 37 ashes places left.

Based on medium projections current capacity for ashes plots will meet demand well beyond 2031. If high projections (high death forecasts) were used then demand would exceed

capacity around 2020 for grave plots. There would still be sufficient capacity to meet demand for ashes plots.

17.1.3.3 Mokau Cemetery

Information supplied on Mokau Cemetery is as follows:

- Approximately 84 grave spaces available.

Based on both medium and high projections current capacity for grave plots will meet demand well beyond 2031.

17.1.3.4 Aria Cemetery

Information supplied on Aria Cemetery is as follows:

- Approximately 141 grave spaces available.
- Approximately 11 spaces available in ashes wall.

Based on both medium and high projections current capacity for grave plots will meet demand well beyond 2031. Demand versus capacity for ashes spaces has not been considered.

17.1.3.5 Te Waitere Cemetery

Information supplied on Te Waitere Cemetery is as follows:

- Approximately 3 grave spaces available.

Based on medium and high projections current demand for grave plots was exceeded at around 2010. WDC is able to expand the site to provide additional space. Currently about 0.06 ha of land is in use out of a total 1.38 ha.

17.1.4 Cremation

There are currently no crematoria facilities in the district. As the number of ashes burials in the district is very low and the trend is likely to continue, there is not sufficient demand to warrant the building of a crematorium. It is therefore assumed that cremations will continue to be carried out in neighbouring districts. The capacity of these neighbouring crematoria facilities has not been assessed.

17.1.5 Options to Meet Demand

The most appropriate option to meet the identified future demand for burials in the district is through the continued use of the five open cemeteries and development of land provided for extension as demand dictates. The costs associated with meeting future demand for burials through the continued development of spare available land at each of the cemeteries has not been assessed at this time.

The five open cemeteries are owned and operated by Council and there are no plans to alter this structure. Therefore the role of Council is to continue to plan, develop, operate and manage the existing cemeteries. In order to meet the identified demand for burials Council will continue planning for the development of the additional sections of the cemeteries and ensure that funding is available for ash interment, footpaths, roads, water supply, drainage and other infrastructure.

18 Descriptions and Assessment of Public Toilets

This assessment considers the provision of public toilets and the disposal of wastewater and sewerage from campervans in the district administered by the Council. For the purposes of this assessment a public toilet is defined as a toilet that is freely accessible for public use.

18.1 Public Toilet Description

There are 11 public toilets located on parks, reserves and beaches managed by Council. A number of public toilets have a reticulated water supply. Exceptions to this are Te Kuiti Cemetery and Mokau Domain which have tank water and Kiritehere and Waikawau which have no water. Mangaokewa Reserve uses water from a dam. All facilities are either connected to the public sewerage system or have a septic tank disposal system except for Kiritehere and Waikawau which are composting toilets.

A total of 8 public toilets are located in shopping areas and civic areas such as halls. These facilities are all managed by WDC. All public toilets in civic areas have a reticulated water supply except Te Waitere which is supplied by tank water. The two facilities in Te Kuiti are connected to the public sewerage system and all others have a septic tank disposal system.

There are 5 camp grounds / areas operating in the district, some of which provide waste disposal facilities for campervans. WDC also provide other campervan dump sites, these include Tainui Wetere Domain Reserve in Mokau and Te Kuiti Domain in Te Kuiti.

In the case of events temporary toilet facilities are provided by event organisers as required to supplement the permanent toilet facilities and are available for hire from Council

18.1.1 Current Performance

An assessment of the current performance of the districts public toilets in meeting the expectations of residents and visitors was determined by assessment of each facility against a number of criteria including hygiene, safety /security, accessibility and convenience.

A grade of 1 was considered unsatisfactory, a grade of 3 considered adequate and grade 5 considered as very good. A number of facilities were identified as being less than adequate in one or more performance factors and are therefore considered as a priority for upgrading as shown in the table below. Further assessments will confirm the extent if any, of upgrade that may be required.

Table 4: Assessment of Public Toilets

Facility Name	Opening Hours	Days open per year	Extent Of Use	Sex	Safety / security	Hygiene	Equality	Convenience	Privacy	Score Performance	Weighted Score	Rank	Priority
Kiritehere Vault Toilet	24	365	HIGH	M	3	3	1	4	2	16.00	64	1=	8
				F	3	3	1	4	2	16.00	64		
Waikawau Toilets	24	365	HIGH	M	3	3	1	4	2	16.00	64	1=	8
				F	3	3	1	4	2	16.00	64		
Marokopa Toilets	24	365	HIGH	M	3	3	1	4	3	15.75	63	2	2
				F	3	3	1	4	3	15.75	63		
Piopio Toilets	24	365	HIGH	M	4	4	2	5	3	13.8	55.2	3	1
				F	4	4	2	5	3	13.8	55.2		
Mokau Boat Ramp	24	365	MED	M	2	3	1	4	4	15.75	47.25	4	4
				F	2	3	1	4	4	15.75	47.25		
Centennial Park Toilets	12	365	MED	M	4	3	1	4	4	15.25	45.5	5	10
				F	4	3	1	4	4	15.25	45.5		
Brook Park Toilets	24	365	LOW	M	1	3	1	4	3	16.25	32.5	6	7
				F	1	3	1	4	3	16.25	32.5		
Mokau Domain	24	365	LOW	M	2	3	1	4	3	16	32	7	11
				F	2	3	1	4	3	16	32		
Awakino Heads Toilet	24	365	LOW	M	3	2	1	4	3	16	32	8	6
				F	3	3	1	4	3	15.75	31.5		
Awakino War Memorial Hall	12	365	LOW	M	3	3	1	3	4	15.75	31.5	9	12
				F	3	4	1	3	4	15.5	31		
Te Kuiti Cemetery Toilets	24	365	LOW	M	3	3	1	4	4	15.5	31	10=	9
				F	3	3	1	4	4	15.5	31		
Mangaokewa Reserve Toilets	24	365	LOW	M	3	3	1	4	4	15.5	31	10=	9
				F	3	3	1	4	4	15.5	31		
Benneydale Toilets	24	365	LOW	M	4	4	1	4	3	15.25	30.5	11	3
				F	4	4	1	4	3	15.25	30.5		
Tui Park Toilets	Res	365	LOW	M	3	3	1	3	4	15.75	31.5	12	13

18.1.2 Public health consideration

Identification and consideration of public health issues are an important factor in the assessment. Facilities identified as having a poor performance and which are a priority for upgrade are identified in the figure above.

18.1.3 Current capacity

The current capacity of public toilets can be calculated by considering the facility opening hours and duration of use. Capacity calculations are focused on the capacity of the facility to meet demand during periods of peak use.

Table 5: Summary of current public toilets (no. of units)

Type	No. of Toilet Units		
	Park	Civic	Total
Female	9	14	23
Male	11	21	32
Unisex	7	6	13
Total	27	41	68

A survey of public toilet use shows that around 58% of the population use a public toilet at some time during the year. This survey also provides a basic public toilet use profile for the population (showing an average frequency of public toilet use by respondents).

18.1.4 Deficiencies in current provision

Previous Council plans have identified that:

- The Marakopa toilet is inadequate for current user numbers.
- The effluent disposal system servicing the Mokau toilets is inadequate for current use numbers
- Increased toilet capacity may be required in the longer term for Mokau, Awakino, Benneydale and Piopio and the construction of an environmentally friendly vault toilet is required at Te Maika.
- Development of planning tools including data usage collection, Toilet Strategy and upgrade programme.

18.1.5 Future demand

The demand for facilities will be driven by one or several of the following factors which are used to analyse and forecast demand:

- Deficiencies (perceived or actual) in current provision
- District population growth
- Visitor population growth

District and visitor population growth factors were used to forecast future demand. The Waitomo District resident population of 9,441 in 2006 is forecast to decline to 9,120 by 2023. Domestic and international tourism visits are expected to increase from approximately 907,600 to just above 1,149,600 over the same period. A summary of 2023 forecast demand for public toilet units is shown in Table 6 below:

Table 6: Forecast demand for public toilet units

2023 Requirement	Resident requirement	Visitor requirement	Total requirement	Current provision	Difference
Park	4	22	26	27	1
Civic	4	52	56	41	-15
Total	8	74	82	68	-14

Current park provision is adequate although facilities will need to be provided to meet identified needs at particular destinations.

Current capacity for civic toilets is considered to be inadequate and Council has identified that the facility at Marokopa requires increased capacity. There could be a significant shortfall in the future if the number of visitors visiting and passing through the District continues to grow at forecast rates. Therefore it is important that further information is gathered about visitor use of civic facilities in order to improve the quality of information so that the location and capacity of facilities can be determined.

18.1.5.1 Options to meet demand

The assessment of public toilets has shown that the overall provision is not likely to be adequate to meet the estimated demand within the district for the 10 year planning period. As identified in the assessment, the demand for additional facilities is driven by a number of factors and is not limited to a deficiency in current capacity.

In order to ensure that the demand for public toilets is met, that no public health issues arise and that issues identified through this assessment are addressed, the following actions are recommended:

- a) Toilet use surveys are carried out to establish accurate usage numbers for toilets throughout the district. Surveys should focus initially on two areas. Firstly on those toilets that appear to have current shortfalls in the number of toilet units i.e. Redwood Park, Kiritehere, Waikawau and Marokopa. Secondly for those facilities identified by WDC staff as requiring upgrade i.e. Mokau, Awakino, Benneydale and Piopio. It is important these surveys identify patterns of usage including and the split between residents and visitors. Surveys should also be conducted where there are known to be seasonal peaks e.g. Te Waitere and Kiritehere.
- b) A review of cleaning frequencies is undertaken particularly for high use facilities such as the civic toilets in Te Kuiti, Mokau, Piopio and Benneydale with a view to increasing the frequency and/or the scope of cleaning undertaken.
- c) The Mokau civic toilet sewerage disposal system is programmed for urgent upgrade to resolve current odour and capacity issues.
- d) Regular audits continue to be undertaken of WDC managed public toilets to ensure that hygiene standards are consistently achieved.
- e) Toilets identified with performance issues as part of this assessment are further evaluated to confirm the priority for upgrading and that a programme for upgrading hygiene related issues is considered.
- f) A register is established for recording requests for additional /new public toilet facilities or complaints relating to the over use or poor performance of toilets and that this register is reviewed annually as part of the activity plan review process.

19 Options for the Future

This assessment has identified that a number of townships have had historic problems related to water and wastewater systems. The three main communities at Te Kuiti, Piopio, and Benneydale have upgrades planned or recently completed, mostly supported by subsidies from the Government, which are expected to resolve the issues for those communities. Asset Management Plans cover all aspects of managing the assets of these systems to deliver the required levels of service to communities they serve. The Mokau drinking water supply is currently being upgraded.

On-site wastewater systems at Mokau are experiencing problems and Waitomo District Council plans to investigate the possibility of implementing a wastewater scheme at Mokau within the next 10 years. It will include an assessment of the future needs for wastewater system for Mokau. Te Waitere does not have a reticulated drinking water supply, but has a wastewater system. Waitomo District Council may undertake some upgrading of the wastewater system, after consultation with the community.

Awakino and the communities defined as other settlements do not have Council provided drinking water, wastewater or stormwater systems. There are risks associated with on-site roof water supplies, local springs or other drinking water sources that are used. There are also risks associated with onsite wastewater systems at these communities. Waitomo District Council will continue to monitor the health risks associated with on-site systems in these communities however the responsibility for ensuring the safety of the systems rests with the owners of the properties where the systems are installed.

The option exists to install drinking water and/or wastewater systems in these communities. If people living in these communities would like the Council to investigate the installation of reticulated water, wastewater or stormwater systems for their communities, they should raise their concerns through the LTP public consultation process. It would be necessary to consider the current health risks in the communities, the viability of installing community drinking water and wastewater systems, the cost and how they would be paid for. In some cases it may be cost effective to connect communities to existing nearby community systems

There are also issues identified with the private systems particularly with private villages, marae, campgrounds and standalone industries. There are options for Council taking over ownership or operation of some of these systems. If the owners of private systems think this would be a suitable outcome, they should approach Council through the LTP public consultation process.

There are no operational issues in relation to solid waste. WDC proposes the continuation of level of service provided for Solid Waste Management and the continuation of waste reduction initiatives and monitor and review waste minimisation behaviour and to review of all waste management facilities to identify any hazards and safety improvements required.

All of the cemeteries are managed by Council. The most appropriate option to meet the identified future demand for burials in the district is through the continued use of the five open cemeteries and development of land provided for extension as demand dictates.

The assessment of public toilets has shown that the overall provision is not likely to be adequate to meet the estimated demand within the district for the 20 year planning period, in addition some of the facilities require upgrading.



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Report To: Council Meeting

Meeting Date: 29 April 2015

Subject: One Network Rooding Classification (ONRC) Transition Plan

Purpose of Report

- 1.1 The purpose of this business paper is to present to Council the initial plan to implement the transition of the WDC road network into the One Network Rooding Classification (ONRC) and the associated requirements.

Local Government Act S.11A Considerations

- 2.1 Waitomo District Council, in performing its role as a Local Authority, must have particular regard to the contribution that the network infrastructure makes to the community.
- 2.2 The provision, of efficient management of the maintenance of the roading infrastructure consistent with section 11A Local Government Act 2002 (including amendments).

Background

- 3.1 The ONRC system has been introduced by New Zealand Transport Agency (NZTA) in order to develop over a period of time a national road network that provide the same level of service on each class of road, nation wide.
- 3.2 The system has two main components, the classification itself and Performance Measures to provide the information needed to reach this goal and then to monitor continued performance.
- 3.3 The aim of the exercise is to improve value for money in the national road network as well as road safety.
- 3.4 A transition period has been allowed for each Council to adjust their existing road network management to the ONRC requirement if and as required. This period (2015–2018) coincides with the Road 3 yearly Government Policy Statement (GPS) which in turn runs parallel with the Long Term Plan (LTP) cycle Local Authorities (LA's) must comply with.

Commentary

- 4.1 A Transition Plan has been prepared for the WDC Road Network which highlights the following points. See Attached.
- 4.2 It is a preliminary plan required by NZTA and will develop as the industry become more accustomed to the whole concept.

- 4.3 The initial ONRC classification had been completed and moderated by NZTA.
- 4.4 The completed network classification was a desktop exercise applying existing network knowledge and has been entered into RAMM.
- 4.5 Adjustment of this classification, if any, will depend on what trends become apparent from the data gathered as part of the Performance Measure reporting during the transition period.
- 4.6 The expectation is that the Transition Plan will reflect the requirement of the District Plan. In the case of WDC it will have to be the other way round in that the District Plan, as it is reviewed will have to take into consideration the outcomes of the ONRC as it has developed by that time.
- 4.7 There are 84 Performance Measures divided into three parts; those that are expected to be implemented in the first year, those that are still being finalised and are expected to be implemented in the second year, if not sooner, and those that are "aspirational" and are still in the development stage.
- 4.8 The Transition Plan identified three main areas where there is perceived to be gaps needing to be worked through during the transition period using the information gathered during Performance Measures measuring and reporting. These are Customer Outcome Measures, Technical Output Measures and Cost Efficiencies.
- 4.9 The intent is to establish a Waikato region-wide benchmark in order to attain the ONRC Customer Levels of Service tempered with a strong value for money approach.
- 4.10 To this end an Asset Management Forum / User Group under the umbrella of the Roothing Asset Technical Accord (RATA) has been formed. This Forum had its first meeting in late March 2015.
- 4.11 Complying with the ONRC Performance Measure reporting regime will have a significant negative impact on the limited roading division resources of WDC through the diversion of staff time available to manage the road assets and the maintenance of the network measuring and reporting for compliance purposes.

Suggested Resolution

The business paper on One Network Roothing Classification (ONRC) Transition Plan be received.



CHRISTIAAN VAN ROOYEN
GROUP MANAGER – ASSETS

15 April 2015

Attachment: Transitioning to the One Network Road Classification and Implementation of the Business Case Approach (Doc 360205)



Transitioning to the One Network Road Classification and Implementation of the Business Case Approach

2015 to 2018

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1 Executive Summary

This transition plan incorporates Waitomo District Councils current state of implementing the One Network Road Classification and Business Case Approach. The plan forms part of the 2015 Activity Management Plan for inclusion in the 2015/18 National Land Transport Plan. Improvement actions and plans provide an overview of how we will transition to full implementation for the 2018/21 National Land Transport Plan. The Transition Plan has been collaboratively developed and agreed between Waitomo District Council and the Transport Agency.

The Transition Plan summarises where Waitomo District Council is in terms of current practices related to One Network Road Classification network management requirements. It defines the gaps in information collection and practices, and also provides an action plan of the implementation of the requirements for full compliance with the One Network Road Classification by 2018.

Waitomo District Council Activity Management Plan's alignment to the Business Case Approach is described in section 3 of the plan. It outlines the process showing the current alignment of the transport activities with the Business Case Approach for investment decisions regarding network assets, as well as the process to incorporate it fully in future.

Additional work required to ensure the successful transition to the One Network Road Classification and Business Case Approach is discussed in section 4, while the opportunities and risks associated with the change in network management and how communication with stakeholders is to be undertaken is outlined in sections 5 and 6.

Specific improvement actions are identified, and their timing are incorporated in the body of the Activity Management Plan. A high level summary of the required actions is provided in section 7 of this document.

2 ONRC Implementation

The current status of One Network Road Classification implementation within the Waitomo District Council is described in the following sub-sections below.

2.1 Functional Classification

The Waitomo Road Network has been classified and will soon be ready for the Transport Agency moderation process. This initial assessment of the network will be reviewed as required to facilitate consistency across routes, particularly where adjacent sections were close to the limits of criteria for classification.

Below is a summary of the functional classification of the Waitomo Road Network, showing the length of road per One Network Road Classification type.

	Access – Low Volume (km)	Access Roads (km)	Secondary Collectors (km)	Primary Collectors (km)
Urban Roads - Sealed	26.505	17.182	5.436	1.095
Urban Roads - Unsealed	3.050	0.000	0.000	0.000
Rural Roads - Sealed	23.748	265.191	117.706	2.394
Rural Roads - Unsealed	422.979	129.091	0.000	0.000
Total km 1,014.377	476.282	411.464	123.142	3.489

It is not anticipated that future developments in the district will impact on the classification.

2.2 Customer Levels of Service

The current Waitomo District Council practice is to maintain the Network to a standard that ensures safety and accessibility in a cost effective manner within affordability limits. The newly prescribed One Network Road Classification Customer Level of Service criteria is being further assessed and will be communicated for public consultation in order to avoid issues if the required level of service is lower than the current practice.

A complete assessment of the network against the customer levels of service has not been undertaken. Current analysis at the classification level has to be undertaken outside of RAMM. This is due to the accuracy and completeness of data, primarily the classification itself, within RAMM.

The key gaps in data and processes are:

- Customer Outcome Measures
 - Development of systems to capture data as required by One Network Road Classification for reporting requirements
 - Develop for inclusion in the Activity Management Plan a long term programme to measure Customer Levels of Service according to One Network Road Classification requirements
 - Develop a measurement system for vehicle km measures.

- Technical Output Measures
 - Develop a Network Resilience Maintenance, Monitoring and Prioritised Improvement Plan according to requirements
 - Develop an Emergency Procedures and Response Plan according to requirements
 - Development of a Network operations plan (Low priority)
 - Benchmark the district plan to ensure alignment with the One Network Road Classification requirements
 - Benchmark all existing reports to align with One Network Road Classification requirements
 - Some questions were identified regarding details of the One Network Road Classification requirements, like the affordability of 10% samples on a quarterly basis, the cost impact of strictly adhering to safety zone specifications, and clarity regarding accessibility requirements

- Cost Efficiency Measures
 - Benchmark all existing reports to ensure alignment with One Network Road Classification requirements

2.3 Performance Measures and Targets

Waitomo District Council has applied the new One Network Road Classification Customer Level of Service performance measures as a desktop assessment, but not yet through a visual inspection of a representative sample of the Network.

Waitomo District Council is planning to compare the current performance against the new One Network Road Classification performance targets once a current Network Audit is completed.

The Audit will also clarify what customers are receiving in terms of the condition of the Network. At this stage the indication is that service delivery is close to optimal, considering that it is at current maximum affordability, while keeping up with demand.

The new long term Network Maintenance Contract specifications currently being developed will be adapted to reflect the requirements of the One Network Road Classification performance measures.

At this stage it is not clear how these new measures will link to and affect the financial system, but the expectation is that it should not cause any drastic changes.

The current regime for data collection on the Waitomo District Council Network is in place and meets the requirements of the new One Network Road Classification measures.

Options for development of processes required to meet the management and reporting requirements against One Network Road Classification have yet to be assessed. Potential options for consideration are:

- Develop in-house resources for inspections, management and reporting.
- Develop processes that incorporate requirements into existing network activities
- Utilise shared services across the Waikato Region (eg. RATA) for inspections and reporting.
- Procure a professional services consultant to undertake inspection and reporting
- Vary existing service agreements and maintenance contracts to provide the required data in a move to performance based contracting.

3 Business Case Approach Implementation

3.1 Strategic Context

The strategic context for the Waitomo District Council Network in terms of problems, benefits and support information is defined in the Activity Management Plan. The new Business Case Approach is not yet fully implemented in the Activity Management Plan. It will be fully implemented as the Activity Management Plan is further adapted with full implementation before 2018.

3.2 Investment Programmes

The new Business Case Approach may require some changes in investment to bring Waitomo District Council assets to the One Network Road Classification and Customer Level of Service, but at this stage there is a need to identify issues and programme solutions to address the gaps in time for the development of the 2018/21 National Land Transport Plan.

4 Other Work Identified

Some of the steps required for full implementation of the One Network Road Classification and the Business Case Approach for investment in the network is detailed in sections 2 and 3 above.

In order to fully implement the One Network Road Classification and Business Case Approach, Waitomo District Council has to implement a performance monitoring programme, set up a programme to implement the outcomes of this transition plan in professional services/physical works contracts, develop data/inventory management and network modelling to confirm investments, and check the implications of the One Network Road Classification way of work on the District Plan.

A review of current systems and practices across the Waikato Region to assess where alignment of systems could provide shared service savings should also be undertaken.

5 Opportunities and Risks

The opportunities that improved information and defined levels of service will provide to the Council are:

- Better evidence in support of funding requests for network management, maintenance, and operation.
- Better evidence in support Waitomo District Council's renewals and development programmes.
- Opportunities for better collaboration with neighbouring authorities.

The primary risks identified are:

- Lack of funding for implementation and management putting pressure on existing constrained budgets.
- Ability of council to attract and provide the necessary resources for implementation.

6 Stakeholder and Public Engagement

Waitomo District Council has a communications procedure in place for public consultation which can be used to communicate any changes in Customer Level of Service, performance and investment on the network (increased or decreased), but this will only be finalized once decided on by Waitomo District Council. It is envisaged that a report will serve before Council during April 2015.

7 Summary of Improvement Items

A summary table of improvement items is provided in the table below.

<u>Improvement Description</u>	<u>Steps to achieve action</u>	<u>Time frame</u>	<u>Financial implications if any</u>
Further review of ONRC and BCA	Consultation and meetings with user group	April 2015 to May 2015	To be established
Report back to WDC Council	Write up Business Paper	May 2015	To be established
Possible Public Consultation	Public communication via WDC communications	June 2015	To be established

Document No: 360949

File No: 037/005B

Report To: Council

Meeting Date: 29 April 2015

Subject: **Progress Report: Monthly Operation and Maintenance Report for Water, Sewerage and Stormwater – April 2015****Purpose of Report**

- 1.1 The purpose of this business paper is to brief Council on progress for Operational and Maintenance a monthly basis and to report on the performance by Council's contracted Service Provider for Maintenance (Veolia Water).

Local Government Act S.11A Considerations

- 2.1 Waitomo District Council, in performing its role as a Local Authority, must have particular regard to the contribution that the network infrastructure makes to the community.
- 2.2 The provision and maintenance of the water, sewerage and stormwater infrastructure, is consistent with section 11A Local Government Act 2002 (including amendments).

Introduction

- 3.1 This business paper focuses predominantly on the maintenance area of the three Waters activities of Council and is intended to compliment the quarterly capital report.

Background

- 4.1 The Water Supply activity provides for the environmentally safe collection, treatment and reticulation of WDC's public water supplies. Water services schemes are provided by Council at:

- Te Kuiti
- Benneydale
- Piopio
- Mokau

- 4.2 There are three activities under the Water Supply activity:

- Planned Maintenance
- Service Requests / Complaints
- Emergency Repairs

4.3 Planned Maintenance

- 4.4 Operation and maintenance involves the planned servicing of the water infrastructure –servicing pump stations, cleaning reservoirs, replacing old water meters, hydrants and valves. These activities are predominantly performed by Veolia Water by means of Schedule that is worked out in accordance with the

operating instructions from the manufacturer or best practices.

4.5 Service Requests / Complaints

- 4.6 Service requests are initiated by the Ratepayers or Business in the various towns and are called in, emailed or they could be provided to the Customer Services by means of walk-in. The Service Requests are then forwarded to Veolia Water to resolve.

4.7 Emergency Repairs

- 4.8 Emergency Repairs are dealt with on an ad hoc basis and cannot be planned in advance. They are usually dealt with immediately and this may result that Planned Maintenance and Service Requests are postponed to a later time.

Te Kuiti

5.1 Water Supply

- 5.2 ~~The taste and odour complaints reduced to negligible. Normal flushing operations have continued and it is believed that a combination of this maintenance and the consumers getting used to the taste is to be credited.~~ Some taste and odour complaints were received during this past month. The reservoirs were inspected for earthquake compliance and the shutting off and on resulted in silt being stirred up in the pipes. This settles down relatively quickly again.
- 5.3 ~~Monitoring the repaired Tee at the Mangarino reservoir outlet for the past month showed no further issues.~~ The reservoirs in Te Kuiti were inspected for earthquake compliance. A report from the consultants will indicate what the condition is of each and detail the work required to bring them up to standard.
- 5.4 ~~Progress of the WTP upgrade is positive with the tanks all installed and backfilled. The pump chamber is installed and contractor is readying the area for the concrete slab to the new building. Photos are attached showing the progress.~~ The concrete slab for the building is complete. The 2 x 100 kl tanks are installed and the pump chamber constructed. The pumps have been delivered and are in storage, as well as the UV reactors. The building is presently being erected. The tender has been issued for the electrical installation and pipe work manufacture and install.
- 5.5 ~~Water restrictions in Te Kuiti and Piopio have been upgraded to Level 3. The recent rains have not had any effect on the low river level in the longer term and a few days after the rains the flow in the river was down again.~~ The recent rains have allowed the water restrictions to be eased to Level 1: Water Conservation. Much needed maintenance of the filters at the WTP can be done during the conservation period. The meat companies also do not work extra shifts now and this will allow single filter bed shut downs.

5.6 Wastewater

- 5.7 ~~A sewer overflow occurred in Seddon Street. The blockage was located at the bottom of Awakino Road. The blockage was caused by thick layers of fat. Due to the sensitivity of the overflow location this line is now monitored regularly and cleaned every four months. A specialised jet rodding machine was brought in to thoroughly clean the pipe line from its source to the end at Taupiri Street to remove the large chunks of fat that were evident at the initial clean.~~ Seddon Street sewer was cleaned and inspected. The pipe underneath the rail corridor has

settled differentially and this is causing the blockages that occur from time to time. Until a cost effective solution can be found the pipe has been added on the regular flushing list to minimise any blockages. Regular checks will be done.

- 5.8 ~~A section of pipe underneath Carroll Street between George and Duke Streets was also jetrodded and then CCTV work undertaken. The CCTV footage showed that a section of pipe underneath the road, as well as a section underneath the railway line has collapsed and needs remedial action. The method of resleeving the collapsed pipe line is being investigated. To date no suitable pipe has been found that can be used to resleeve of the sewer pipe underneath the rail corridor at George / Duke Streets. The search is continuing. To sleeve a new pipe into the old displaced one is considered the most cost effective solution at the moment. This pipe has been added to the list that requires additional flushing and is inspected regularly.~~

5.9 Storm Water

- 5.10 The recent rains have not had any adverse affect on the storm water system.

Mokau

6.1 Water Supply

- 6.2 ~~The installation of the 2 valves to better co-ordinate water shutdowns in Mokau is still being planned. This will facilitate the replacement of the only 2 remaining hydrants that require attention. The installation of the 2 shut off valves to facilitate repairs and future renewals is scheduled for May.~~

- 6.3 ~~Precautionary Level 2 water restrictions have been put into place at Mokau. This is the first time that the new raw water reservoir is being utilized as a source and the performance is closely monitored with weekly checks on all dam levels. To date no significant issues have been found with the supply or water quality from the new dam. The water restrictions have been eased to Level 1: Water Conservation. This level will allow the operator to perform maintenance on the plant for the winter period and to check all the components for wear and tear.~~

6.4 Storm Water

- 6.5 No storm water related issues have been reported.

Piopio

7.1 Water Supply

- 7.2 No complaints have been received from residents about the water quality. The plant is producing water of a high quality.

- 7.3 ~~A new leak / major consumption is causing some supply concerns. WDC staff have extensively investigated the whole of Piopio but could not yet find a water leak that showed up. A part of the unaccounted for consumption was identified entering a metered property and the consumer has rectified the leak. An increase in the waste water system was noted and it is believed that part of the unaccounted for water is due to leaking toilets or taps directly into the waste system. This search is ongoing. The water leak was located in an area of well drained soil when this area got saturated with water after heavy rains. Two more leaks have been found that contributed to the water loss and these have been repaired. Both are laterals in Moa Street (SH3).~~

7.4 The installation of a Pipe connecting the Moa Street (SH3) to Aria Road is expected to be completed by end of May. This will facilitate the shut downs for pipe replacements and repairs in the future. Presently the majority of the town requires to be shut down when work is required on certain sections of pipe. Due to the pipe replacement program planned for Piopio additional valves and ring mains are required to minimise consumer inconvenience.

7.5 Wastewater

7.6 ~~Several more issues manifested themselves. One was the public toilets and that cause was identified as tampering with the power supply to the control box and pump. The switch has now been locked out to minimise this tampering and will be monitored. The other issue is at The Owl's Nest and is being investigated. Owl's Nest tank overflowed again. The cause was plastic and wipes that fouled the pump screen. These items are not allowed to be disposed into the sewer system and flyers and information brochures have been provided again to residents and owners on several occasions. The owner has been informed that recovery of cost may be levied in future should this trend continue.~~

7.7 ~~Yet some more unwanted items were discovered in the on-site tanks. Two of the tanks overflowed due to sanitary pads being discharged into the system, causing blockage and another had large pieces of food. These items caused 2 of the pumps to be replaced. More tanks were found to overflow due to floating waste, plastic bags and similar items. These have been cleared. The affected owners were notified and informed that recovery of cost will be levied for clearances in future should items, such as sanitary pads, wipes and plastics be found to be the cause.~~

7.8 ~~The WWTP is operating well and no issues with the UV system have occurred since the change in the maintenance was made. The WWTP effluent is of a high quality and the plant is operating well within requirements.~~

7.9 Storm Water

7.10 No issues to report

Benneydale

8.1 Water Supply

8.2 ~~A faulty turbidity probe caused the WTP to shut down briefly. The faulty unit was bypassed and the WTP started up again. This proved that the built-in fail safes work. There have been no issues with the water treatment plant and reticulation during this period.~~

8.3 Wastewater

8.4 No issues have been experienced with the waste water system.

8.5 Storm Water

8.6 Nothing to report.

Waitomo Village

9.1 Nothing to report.

Te Waitere

10.1 There have been no problems with the sewer system at Te Waitere.

Suggested Resolution

The Progress Report: Monthly Operation and Maintenance Report for Water, Sewerage and Stormwater – April 2015 be received.



ANDREAS SENGER
MANAGER – WATER SERVICES

April 2015

Document No: 360948v2

File No: 037/020/12A

Report To: Council**Meeting Date: 29 April 2015****Subject: Progress Report: Monitoring Against 2012-2022 Long Term Plan – Land Transport (April 2015)****1 Purpose of Report**

1.1 The purpose of this business paper is firstly, to brief Council on implementation of the Work Plan for the Land Transport activity as contained in Year Three (2014/2015) of the 2012-2022 Long Term Plan (LTP) and secondly, to establish a framework for monitoring the ongoing implementation of the 2012-22 LTP as part of the Road Map Work Programme.

Note: Each month additions and deletions to this Progress Report are made in red font for additions and font for deletions.

1.2 Contents of this report are set out under the following Headings:

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2 Local Government Act S.11a Considerations

- 2.1 Waitomo District Council, in performing its role as a Local Authority, must have particular regard to the contribution that the network infrastructure makes to the community.
- 2.2 The provision and maintenance of the roading infrastructure, is consistent with section 11A Local Government Act 2002 (including amendments).

3 Introduction

- 3.1 This business paper focuses predominantly on capital expenditure (CAPEX) projects i.e. renewal and improvement works.
- 3.2 This business paper is intended to compliment the monthly and quarterly reporting to Council. It provides further information on the capital (improvement and renewal) expenditure programme.

4 Background

- 4.1 The scope of Land Transport activities in the Waitomo District is almost entirely related to the roading assets. This includes:
- Roads (excluding state highways),
 - Footpaths, bridges,
 - Traffic services,
- 4.2 There are no passenger transport services available other than the inter-regional bus connections operating on the state highway network.
- 4.3 The nature of Council's roading activity is:
- Managing and maintaining the District's road network.
 - Undertaking road rehabilitation and upgrading of the roading structure and ancillary systems such as signs and road markings.

5 Subsidised Roding

- 5.1 New Zealand Transport Agency (NZTA), the national road funding authority, provides a financial assistance subsidy for works that meet agreed criteria via the Land Transport Programme.
- 5.2 Commentaries detailing progress on activities currently subsidised by NZTA in the 2014/2015 year of the LTP are provided below. (Please note that these budgets are current and differs from the budgets in the original 2012/22 LTP.)

6 2014/2015 Maintenance Expenditures Budget

- 6.1 The LTP-budget for 2014/15 is \$4,888,197 and the total current budget for subsidised maintenance works for the 2014/15 year is \$4,906,872.00 The reasons for this difference have been explained in the Exceptions Annual Plan for 2014/15.

7	Community Projects/Road Safety Promotion 431 - 433
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7.1 Introduction

7.2 The 2014/2015 Community Projects/Road Safety Promotion activity program was completed for the Road Safety Promotion activities for 2015-18 as guided by the NZTA/Waikato Bay of Plenty Investment section.

7.3 Budget, Funding Sources and Expenditure to Date

7.4 The WDC 2014 -2015 budget for this activity is \$93,888 (including Salary and overhead costs) or \$56,175 (excluding) with a FAR of 65.5%. The expenditure to date is \$36,735 (excluding Salary and overheads), which is about 65% of the allocated budget.

7.5 Procurement

7.6 This activity forms part of the current Road Maintenance Contract. This Activity is a shared agreement between WDC and ODC with 65.5% FAR assistance from NZTA.

7.7 Progress

7.8 The Road Safety Coordinator is progressing the completed Action Plan for the current year. The following projects have been successfully completed so far:

PROJECT	DESCRIPTION	DATE
Motor cycle safety course	Road Safety Initiative advertisement	Sept 2014
Fatigue Stop	Raising awareness campaign in collaboration with Taranaki RSC and Police	27/10/2014 Cancelled due to Rain
Lowered Legal Alcohol Limits	Information card produced and distributed by the local police to hand out to drivers. Also handed out to local liquor outlets Bars, taverns and restaurants.	Ongoing
Plan B4U party campaign	To encourage locals to think before they party. A pamphlet, wrist-bands, chocolates and tee shirts were printed with the Plan B4U Party Message and distributed at the Te Kuiti Pool Party (28/11/2014), at the Te Kuiti Christmas Parade, local businesses, and SADD students at our four local high schools.	Nov/Dec 2014
Fatigue Stop	Raising awareness campaign in collaboration with Transfield and Police	24/12/2014
Fatigue Stop	Raising awareness campaign in collaboration with Transfield and Police. On the 4th over 38 cars stop with 38 people interviewed, 91 people enjoyed the sausages and rest. More than 100 other cars were stop on the road and handed fatigue bags and given messages about driving safe.	4/01/2015
Regional RSAP Meeting	This time to be held at WDC	18/03/2015
Marketing Strategy	Raising awareness campaign Safe speeds and not to drink and drive.	Ongoing
BTS Campaign	Check points to see how safe local children are travelling to and from Te Kuiti and Otorohanga area primary schools. A coloring competition was held with over 200 hundred entries received. The winners received new booster seats.	March
Bikewise	Two training days were held at centennial park to try and encourage people back on their bikes, bike safety and maintenance was covered at the training session.	March 3/10

PROJECT	DESCRIPTION	DATE
Fatigue stop	Planned for the 9 th of march was cancelled, road Safety Taranaki cancelling their end due to lack of support from support agency's and over commitments on there behalf. More Fatigue stops are being planned for the up and coming winter ski traffic.	9 th March On going
Club champs	Player of the day caps and bags have been purchased and kits are being put together for when the local rugby competition starts. A training evening was held at the Waitete Rugby club rooms to discussion the rules and regulations of running a clubroom and Bar.	19 th Feb
Seniors Drivers	A questionnaire is being sent out to all seniors in regards to driving and road safety issues. A training discussion morning is being planned to help answer questions.	On going
SADD	A group of local children are being taken to attend a training session in Morrinsville on the 20 th March. This will be the first introduction to how SADD works and is a very important learning step for our new SADD students.	20 th March

8 Emergency Reinstatement (First Response) 141

8.1 Introduction

8.2 The 2014/2015 Emergency Reinstatement activity is intended to provide funding for unknown/unplanned events like large slips.

8.3 Budget, Funding Sources and Expenditure to Date

8.4 The WDC 2014 -2015 budget for this activity is \$180,000 with a FAR of 59%. The expenditure to date is ~~\$151,768~~ \$155,007

8.5 Procurement

8.6 This activity forms part of the current Road Maintenance Contract.

8.7 Construction Issues/Progress

Works done under this category also includes trees blown down over the roads and NZTA qualifying slips. The amount of actual expenditure to date is tracking higher than forecasted due to more unforeseen events. This is due to the limited budget for the current year.

9 Environmental Maintenance 121

9.1 Introduction

9.2 The 2014/2015 Environmental Maintenance activity includes the Stock Effluent Facility, which makes up \$30,000 of the total budget for Environmental Maintenance.

9.3 Budget, Funding Sources and Expenditure to Date

9.4 The WDC 2014 -2015 budget for this activity is \$358,985 with a FAR of 59%. The expenditure to date is ~~\$422,358~~ \$461,400.

9.5 **Procurement**

9.6 This activity forms part of the current Road Maintenance Contract.

9.7 **Construction Issues/Progress**

9.8 Only normal maintenance activities in progress. Small slips and road side mowing and spraying of noxious weeds made up the bulk of these costs. The NZTA has changed their criteria on what they allow under Emergency Works and the result of that is that some work we previously could do under Emergency Work, now has to be funded under this Environmental Category.

10 Routine Drainage Maintenance
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10.1 **Introduction**

10.2 The 2014/2015 Routine Drainage Maintenance activity is ongoing as part of the programmed activities for Maintenance and as a cyclic programme.

10.3 **Budget, Funding Sources and Expenditure to Date**

10.4 The WDC 2014 -2015 budget for this activity is \$449,400 with a FAR of 59%. The expenditure to date is ~~\$307,042~~. **\$330,191**

10.5 **Procurement**

10.6 This activity forms part of the current Road Maintenance Contract.

10.7 **Construction Issues/Progress**

10.8 Only normal maintenance activities in progress. The bulk of these cost were from Water table maintenance and Culvert maintenance. **Winter preparation works are now in progress.**

11 Sealed Pavement Maintenance

11.1 **Introduction**

11.2 The 2014/2015 Sealed Pavement Maintenance activity is ongoing as a cyclic programme.

11.3 **Budget, Funding Sources and Expenditure to Date**

11.4 The WDC 2014 -2015 budget for this activity is \$1200,000 with a FAR of 59%. The expenditure to date is ~~\$989,107~~. **\$1,119,697**

11.5 **Procurement**

11.6 This activity forms part of the current Road Maintenance Contract.

11.7 **Construction Issues/Progress**

11.8 Only normal maintenance activities in progress. The bulk of these costs were from pre-reseal repairs and routine pavement maintenance. Downer has

completed all the Pre-reseal works by the end of 2014 in preparation for the current reseals project which is ~~near~~ now at completion.

12 Structures Maintenance 114

12.1 Introduction

12.2 The 2014/2015 Structures Maintenance activity is programmed after cyclic inspections as part of the maintenance programme.

12.3 Budget, Funding Sources and Expenditure to Date

12.4 The WDC 2014 -2015 budget for this activity is \$140,000 with a FAR of 59%. The expenditure to date is ~~\$52,866.~~\$65,319

12.5 Procurement

12.6 This activity forms part of the current Road Maintenance Contract.

12.7 Construction Issues/Progress

12.8 The bulk of these costs were from routine maintenance on guardrails and bridge decks.

13 Traffic Services Maintenance

13.1 Introduction

13.2 The 2014/2015 Traffic Services Maintenance activity is programmed after cyclic inspections as part of the maintenance programme.

13.3 Budget, Funding Sources and Expenditure to Date

13.4 The WDC 2014 -2015 budget for this activity is \$139,000 with a FAR of 59%. The expenditure to date is ~~\$31,557.~~ \$37,947

13.5 Procurement

13.6 This activity forms part of the current Road Maintenance Contract.

13.7 Construction Issues/Progress

13.8 Cyclic maintenance on road signs and line marking make up these costs. The District wide remark is ~~expected to happen during March/April 2015.~~ now in progress.

14 Street Lights Maintenance

14.1 Introduction

14.2 The 2014/2015 Street Lights Maintenance activity is ongoing as a separate maintenance contract. It includes electricity to all State Highway lights and WDC Street Lights.

14.3 **Budget, Funding Sources and Expenditure to Date**

14.4 The WDC 2014 -2015 budget for this activity is \$194,000 with a FAR of 59%. The expenditure to date is ~~\$175,460~~. \$196,266

14.5 **Procurement**

14.6 This activity forms part of the current Street Lighting Maintenance Contract with Alf Downs.

14.7 **Construction Issues/Progress**

14.8 Cyclic maintenance and electricity costs make up this expenditure.

15 Unsealed Pavement Maintenance

15.1 **Introduction**

15.2 The 2014/2015 Unsealed Pavement Maintenance activity is programmed after cyclic inspections as part of the maintenance programme.

15.3 **Budget, Funding Sources and Expenditure to Date**

15.4 The WDC 2014 -2015 budget for this activity is \$1,126,700 with a FAR of 59%. The expenditure to date is ~~\$829,882~~. \$861,181

15.5 **Procurement**

15.6 This activity forms part of the current Road Maintenance Contract.

15.7 **Construction Issues/Progress**

15.8 A major unsealed pavement maintenance programme was completed between July and September 2014 covering the whole network. The balance will be spend during April/May 2015.

16 2014/2015 Capital Expenditure Budget

16.1 The LTP-budget for 2014/15 is \$5,502,704 and the total current budget for subsidised CAPITAL works for the 2014/15 year is \$4,922,754. The reasons for this difference have been explained in the Exceptions Annual Plan for 2014/15.

17 Preventative Maintenance

17.1 **Introduction**

17.2 The 2014/2015 Preventative Maintenance activity comprises of Projects identified and prioritized to meet the criteria for preventative maintenance of the NZTA, after which it is actioned as stand-alone projects.

17.3 **Design/Scope**

17.4 Three projects have been identified during this year and are being scoped and prioritised.

17.5 **Consent Issues/Progress**

17.6 Applications are being submitted to the NZTA to secure 59% funding. The Oparure Rd Retaining Wall has been surveyed and scoped and is ~~currently being now being designed surveyed and priced~~. The phase one of the actual construction works is earmarked for next financial year.

17.7 **Budget, Funding Sources and Expenditure to Date**

17.8 The current WDC 2014 -2015 budget for this activity is \$50,000 with a FAR of 59%. The expenditure to date is \$10,700.

17.9 **Procurement**

17.10 Procurement will be done in accordance with the WDC Procurement Policy.

17.11 **Construction Issues/Progress**

17.12 Oparure Retaining Walls at Oparure Rd, km 12.3 and 12.9. These retaining walls are in a slow process of failure. A geotech investigation was done during late 2014 to find a feasible solution and survey work has been completed recently to assist in the investigation of an option to re-align the road to improve the curves as well as deal with the two retaining walls at the same time. The NZTA indicated that they would not accept this work to be done under Emergency Funding; therefore it had to be re-allocated to Preventative Maintenance. The available funding is deemed insufficient for the proposed construction works, so only the investigation and design work was completed during this financial year and the construction work is postponed to possibly next year.

18 Associated Improvements for Renewals
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18.1 **Introduction**

18.2 The 2014/2015 Associated Improvements for Renewals activity comprises of works to do at the same time and location of other approved category activities/projects, which falls outside the scope/definition of the other activity/project.

18.3 **Design/Scope**

18.4 Works still to be identified during this year and prioritized.

18.5 **Consent Issues/Progress**

18.6 Applications to be submitted to the NZTA to secure 59% funding.

18.7 **Budget, Funding Sources and Expenditure to Date**

18.8 The current WDC 2014 -2015 budget for this activity is \$80,000 with a FAR of 59%. The expenditure to date is \$0.00.

18.9 **Procurement**

18.10 Procurement will be done in accordance with the WDC Procurement Policy.

18.11 **Construction Issues/Progress**

18.12 Nil. This funding may get used to help fund the proposed Retaining Walls required with the upcoming Pavement Rehab Programme in April 2015.

19 Drainage Renewals

19.1 Introduction

19.2 The 2014/2015 Drainage Renewals activity provides funding of works identified and approved during the year that does not fall under the cyclic Maintenance category. Drainage Renewals work covers the replacement of all culverts of up to 1800mm in diameter.

19.3 Design/Scope

19.4 Works are being identified and prioritized for programming on an ongoing basis.

19.5 Currently WDC is focusing on assessing our high risk roads, in addition to the assessment of existing 225mm dia culverts.

19.6 The expectation is all roads will slowly have culverts upgraded to meet the correct rainfall expectations and better assist in pavement maintenance through a substantial reduction in pavement subsidence during storm events.

19.7 Catchment designs are done on all existing culverts over 600mm dia. All culverts of less than 600mm dia are upgraded to suit the surrounding environment and restrictions.

19.8 Consent Issues/Progress

19.9 Applications are to be submitted to the NZTA to secure 59% funding.

19.10 Budget, Funding Sources and Expenditure to Date

19.11 The current WDC 2014 -2015 budget for this activity is \$459,000 with a FAR of 59%. The expenditure to date is ~~\$137,755~~. \$209,889

19.12 Procurement

19.13 This activity forms part of the current Road Maintenance Contract. This category is procured, in the main, through the Road Maintenance Contract or through obtaining quotes or tenders for larger works and some small level of procurement through the Pavement Rehabilitation packages (as appropriate) as they are tendered.

19.14 Construction Issues/Progress

19.15 Drainage renewals and upgrades across the network take place as it fits in with other works with the bulk of the work being carried out during the Summer months. ~~The NZTA has indicated that we may use this budget to help fund other categories where we have identified higher priority works.~~

20 Minor Improvements

20.1 Introduction

20.2 The 2014/2015 Minor Improvements activity comprises of works identified and prioritized to meet the criteria for Minor Improvements of the NZTA, after which it is actioned as stand-alone projects.

20.3 **Design/Scope**

20.4 A full list of works have been identified during this year and prioritized.

20.5 **Consent Issues/Progress**

20.6 Applications are to be submitted to the NZTA to secure 69% funding.

20.7 **Budget, Funding Sources and Expenditure to Date**

20.8 The current WDC 2014 -2015 budget for this activity is \$300,000 with a FAR of 69%. The expenditure to date is \$0.00. (However, this has to be transferred to fund Emergency Reinstatements.)

20.9 **Procurement**

20.10 Procurement will be done in accordance with the WDC Procurement Policy.

20.11 **Construction Issues/Progress**

20.12 This Budget is being re-allocated to provide funding for Emergency Works.

21 Pavement Rehabilitation

21.1 **Introduction**

21.2 The 2014/2015 Pavement Rehabilitation activity comprises of works identified and prioritized to meet the criteria for Pavement Rehabilitation of the NZTA, after which it is actioned as stand-alone projects.

21.3 **Design/Scope**

21.4 A list of works have been identified during this year and prioritized.

21.5 **Consent Issues/Progress**

21.6 Applications are to be submitted to the NZTA to secure 59% funding.

21.7 **Budget, Funding Sources and Expenditure to Date**

21.8 The current WDC 2014 -2015 budget for this activity is \$1,099,150 with a FAR of 59%. (However, \$300,000 of this has to be transferred to fund Emergency Reinstatements.) The expenditure to date is ~~\$33,917~~. \$91,702

21.9 **Procurement**

21.10 Procurement will be done in accordance with the WDC Procurement Policy. All work under this category is purchased by way of open tender. This process ensures WDC compliance with the requirements of the NZTA procurement rules.

21.11 **Construction Issues/Progress**

21.12 A portion of this budget is being re-allocated to provide funding for Emergency Works. There was a hold up due to Environmental Consent requirements. The Pavement Rehabilitation Contract ~~is starting shortly~~ has started late and is now expected to be completed by end of ~~April~~. May

22	Sealed Road Surfacing
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22.1 **Introduction**

22.2 The 2014/2015 Sealed Road Surfacing activity comprises of works identified and prioritized to meet the criteria for Sealed Road Surfacing of the NZTA, after which it is actioned as stand-alone projects.

22.3 **Design/Scope**

22.4 A list of works are being identified and prioritized.

22.5 **Consent Issues/Progress**

22.6 Applications are to be submitted to the NZTA to secure 59% funding.

22.7 **Budget, Funding Sources and Expenditure to Date**

22.8 The current WDC 2014 -2015 budget for this activity is \$1,290,850 with a FAR of 59%. The expenditure to date is about ~~\$700,000~~. ~~\$1,009,187~~

22.9 **Procurement**

22.10 Higgins Contractors have this contract for the 2014/15 Year, which is combined with an ODC contract to enhance cost efficiencies.

22.11 **Construction Issues/Progress**

22.12 A joint inspection with Higgins Contractors was done on 17 October 2014 to agree the proposed reseal strategies for each section of road on the reseals list. Higgins then completed the seal designs. The Reseals programme is underway and is scheduled for 25 November 2014 to 31 March 2015. Higgins ~~is now almost~~ ~~with~~ ~~finished~~ ~~with~~ ~~the~~ ~~works~~. Higgins ~~is now almost~~ ~~with~~ ~~finished~~ ~~with~~ ~~the~~ ~~works~~. Higgins **has recently** ~~is now almost~~ ~~with~~ ~~finished~~ ~~with~~ ~~the~~ ~~works~~.

23	Structures Components Replacement
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23.1 **Introduction**

23.2 The 2014/2015 Structures Components Replacement activity comprises of works identified and prioritized to meet the criteria for Structures Components Replacement of the NZTA, after which it is actioned as stand-alone projects.

23.3 **Design/Scope**

23.4 The bridges requiring maintenance have all been identified through the detailed inspections and repairs will be designed by Spiire Consultants.

23.5 **Consent Issues/Progress**

23.6 Applications are to be submitted to the NZTA to secure 59% funding.

23.7 **Budget, Funding Sources and Expenditure to Date**

23.8 The current WDC 2014 -2015 budget for this activity is \$300,000 with a FAR of 59%. The expenditure to date is \$40,747.

23.9 **Procurement**

23.10 Procurement will be done in accordance with the WDC Procurement Policy.

23.11 **Construction Issues/Progress**

23.12 Kawhia Harbour Bridge 14 is a precast unit and design and construction is underway. The installation is expected to be completed by end of April 2015.

24 **Traffic Services Renewals 222**

24.1 **Introduction**

24.2 The 2014/2015 Drainage Renewals activity provides funding of works identified and approved during the year that does not fall under the cyclic Maintenance category.

24.3 **Design/Scope**

24.4 Works are being identified and prioritised for programming on an ongoing basis. Compliance with NZTA and Austroads standards is required. Waitomo District is working towards full compliance. Progress against this target is continually disrupted by vandalism, motor accidents and theft.

24.5 **Consent Issues/Progress**

24.6 Applications are to be submitted to the NZTA to secure 59% funding.

24.7 **Budget, Funding Sources and Expenditure to Date**

24.8 The current WDC 2014 -2015 budget for this activity is \$115,600 with a FAR of 59%. The expenditure to date is ~~\$16,890~~. **\$30,000**

24.9 **Procurement**

24.10 Procurement will be done in accordance with the WDC Procurement Policy.

24.11 **Construction Issues/Progress**

24.12 Traffic Signs replacement is underway and the District wide Line remark is to be partly funded from this budget and is ~~expected to happen during March 2015~~. **now in progress**

25 **Unsealed Road Metalling 211**

25.1 **Introduction**

25.2 The 2014/2015 Unsealed Road Metalling activity provides funding of works identified and approved during the year that does not fall under the cyclic Maintenance category. The unsealed road metalling work comprises all structural or overlay metal placed on unsealed roads.

25.3 **Design/Scope**

25.4 Works are being identified and prioritized for programming on an ongoing basis. The maintenance contract has an annual programme which addresses roads requiring structural metal overlays.

25.5 **Consent Issues/Progress**

25.6 Applications are to be submitted to the NZTA to secure 59% funding.

25.7 **Budget, Funding Sources and Expenditure to Date**

25.8 The current WDC 2014 -2015 budget for this activity is \$140,000 with a FAR of 59%. (However, the balance of this has to be transferred to fund Emergency Reinstatements.) The expenditure to date is \$139,303.

25.9 **Procurement**

25.10 This activity forms part of the current Road Maintenance Contract.

25.11 **Construction Issues/Progress**

25.12 About \$140,000 has been spent on structural metal during this financial year. The balance of this Budget is being re-allocated to provide funding for Emergency Works. This will have a negative impact on Unsealed Road metalling.

26 Emergency Reinstatements Projects

26.1 **Introduction**

26.2 The 2014/2015 Emergency Reinstatements Projects activity comprises of works identified and prioritized to meet the criteria for Emergency Reinstatements Projects of the NZTA, after which it is actioned as stand-alone projects.

26.3 **Design/Scope**

26.4 A list of works have been identified up to this point for this year and prioritized. It is explained in more detail in another Business Paper in this Agenda.

26.5 **Consent Issues/Progress**

26.6 Applications are being submitted to the NZTA to secure Varying % funding.

26.7 **Budget, Funding Sources and Expenditure to Date**

26.8 The current WDC 2014 -2015 budget for this activity is \$1,252,900 with a FAR of varying %. Additional funding is being diverted from Minor Improvements, from Pavement Rehabilitation and from Unsealed Road Metalling to fund the Emergency Works Projects which are Operure Rd Culvert 1.4, Tawa St Slip, Gribbon Rd Slip, Mangarino Rd Slip and Point Rd Erosion. The expenditure to date is \$488,296.

26.9 **Procurement**

26.10 Procurement will be done in accordance with the WDC Procurement Policy.

26.11 **Construction Issues/Progress**

26.12 Point Road Rock Embankment repair work is now completed, except for the proposed chip sealing of the road surface.

26.13 Tawa Heights retaining wall – Inframax is busy with this project and is expected to complete the work by end of ~~March~~ April 2015 and it is funded under Emergency Works.

- 26.14 Oparure Rd Culvert at RP1.4 – . This project was completed successfully during December 2014 and funded under Emergency Works.
- 26.15 Mangarino Road retaining wall – This project was awarded to Inframax and is starting now after a delay to await final Environmental Consent which was recently obtained. Expected completion is end ~~April~~ May 2015.

27 Update on ONRC

- 27.1 The One Network Road Classification (ONRC) for WDC was done and submitted to NZTA.
- 27.2 The Road Transportation Unit (RTU), set up by the NZTA and Local Government NZ to assist local authorities with the implementation of ONRC, is gaining traction with the retention of experienced principals to share best practice activity management planning.
- 27.3 The process of applying performance measures to our network, meanwhile, is underway. WDC will need to consider the ONRC CLoS and performance measures in relationship to the network, and assess current performance in relation to the REG provisional targets.
- 27.4 REG is developing a set of guidance documentation to assist RCAs with the implementation of the ONRC performance measures. REG is currently piloting the measures on selected networks to identify the key issues and frequently asked questions. It is expected that a full set of guidance will be released in December 2014. It will further assist RCAs to ensure they are well aware of the transition requirements of fully embedding the ONRC into decision making for the 2018-21 NLTP.
- 27.5 Definition and clarification around the meaning of "Fit for Purpose" is still being worked on by NZTA. It is expected to be implemented over the period 2015 – 2018.
- 27.6 The NZTA has advised that they recommend LTA's to wait until the NZ Transport Agency has completed the new criteria for the ONRC Levels of Service before letting any new Tender documents.

28 Update on RATA

- 28.1 RATA (Road Asset Technical Accord) is the Centre of excellence for road asset planning in Waikato. It is the vehicle by which Waikato's councils co-operate over Roading expenditure issues. Its work is carried out under the auspices of the Waikato Mayoral Forum, involving the region's mayors and regional chair.
- 28.2 WDC is participating in the RATA Multi-Party Data Collection contract for the core Services (Roughness Survey and RAMM Condition Rating Survey), as well as with the one additional Service of Footpath Condition Rating.
- 28.3 The RAPT report (report on road maintenance and renewal practices across the region) was made available by January 2015.
- 28.4 On 5 February 2015 the Manager Local Roads attended a RATA meeting for Asset Managers. Dawn Inglis introduced the purpose of this forum and Jarrod Bates presented an introduction to the basics of Asset Management, covering Asset Lifecycles, Condition Data, Forward Works Programming, and more. Don McLeod talked about Asset Management and how best to communicate these

technicalities and key messages with our elected members. Dawn Inglis presented a NZTA Trends Wizard tool and Forwards Works Programme.

- 28.5 On 13 March RATA held a meeting for Asset Managers to discuss RAMM , ONRC Transition planning, ONRC Performance measures (the customer outcome measures, Technical outcome measures and Cost efficiency measures) and the Transition Plan.

29 Update on FAR

- 29.1 From 2015 on road rail crossings will only be subsidized at the L/A standard FAR.
- 29.2 RAG is working with REG to get clarity about actual maintenance procedures and how claims would be submitted by Kiwi Rail.

30 Update on LED

- 30.1 NZTA see LED lighting as a major potential cost saver. Indications gleaned from industry information are that the expected savings are anything but a foregone conclusion. The whole argument is based on energy saving, but the expected higher cost of equipment is still not determined. There is no proof as yet that LED lights will last the claimed 25 to 30 years.
- 30.2 LED lights do not have the same light intensity as the existing equipment and when installed the electrical controls have shown to be vulnerable to power fluctuations and in Waitomo that is a an issue that often causes problems with both existing SCADA and Telemetry systems.
- 30.3 Most of the existing street light equipment in Waitomo is mounted on aging power poles and not located at an ideally set spacing. WDC will be better served to transfer lights onto light poles at the correct spacing as a first step and first see how the switch-over to LED lighting develops. This will have the added benefit of making use of the expected drop in the unit cost of LED lighting as market volumes increase when the other larger councils start buying them in large quantities.

31 Road Maintenance - Procurement

- 31.1 The original term set for the current Road Maintenance Contract was on a 3 year basis with the option of 2 possible term extensions of 1 year each. For various reasons dealt with at an earlier time Council took the decision not to exercise the possible term extension options. As a consequence the incumbent Contractor was advised and subsequently a negotiated arrangement was agreed whereby the term that the contract end in June 2015. A meeting ~~is being set up~~ was held on 26 March 2015 to discuss extending this date by about 3 Months. This was subsequently agreed and a letter to confirm this was sent to Downer, which they have accepted.
- 31.2 It is also noted that subsequent to that Council decision (March 2014) and the associated consequential Contract renegotiation that an amendment to the Local Government Act (Section 17A) came into effect on 8 August 2014. That amendment deals with service delivery review for significant procurements or service delivery arrangements.

31.3 The tasking and resourcing arrangement for the new procurement started November 2014. the first step in the work programme being a detailed review of the existing Contract document and the associated specification.

31.4 **The Programme:**

Roading Contract Retender Programme

			2015									
Task	Start	Finish	Feb	March	April	May	June	July	August	September	October	
Complete 1st draft tender docs and technical specifications	2-Feb	13-Feb										
Review specifications and align with Schedule and Basis of Payment	16-Feb	24-Apr										
Peer review	30-Apr	8-May										
Finalise Tender document - Greg	16-Mar	28-May										
Advertise RFT - WDC - Tenderlink	28-May	29-May										
Tender period	28-May	10-Jul										
Evaluate tenders - 3 Independent Evaluators - WDC RBU Observers	10-Jul	31-Jul										
Contractor presentations to tender evaluation team	24-Jul	24-Jul										
Recommend and award contract- Tenders Sub Committee	1-Aug	13-Aug										
Complete audit of network condition and value O/S work	18-May	30-Jun										
Prepare initial roading programme	1-Jul	31-Jul										
Contractor establishment	1-Sep	30-Sep										
New Contract Start	1-Oct											→

31.5 As part of the technical review it is recognised that WDC needs to take into account and include any new "One Network" requirements imposed by NZTA. Much of the detail of that is not yet fixed by the NZTA.

31.6 **Asset Management**

31.7 In summary the new contract includes the following:

- The ONRC implemented by NZTA introduces and adds significant additional monitoring, recording and reporting requirements
- Review of the capacity and resourcing implications of any changes for the part of WDC.

31.8 There is a 3 year transition period to develop the systems to comply with any new NZTA One Network requirements, in practice however there is only the 2

years (July 2015 to June 2017) for all of it to be embedded in the 2018 -2021 GPS and LTP.

31.9 The two main streams of work are:

- **Gap Analysis**
 - Matching the existing WDC road network to the ONRC classification (with regard to Customer and Technical levels of service) and identifying and scoping any variances.
- **Asset Management Systems Development**
 - Developing the monitoring framework and associated procedures to collect data on network performance and the reporting system to comply with NZTA Performance Measure reporting requirements.

31.10 **Contract Scope**

- **Includes:**
 - Network Maintenance (sealed and unsealed)
 - Drainage
 - Vegetation Control
 - Traffic Services
 - Routine Structures Maintenance
 - Pre-Reseal Repairs
 - Annual Reseals Programme (new)
 - Emergency Works - immediate response and reinstatement
 - Inspections, Reports and Program through RAMM
- **Excludes:**
 - Structural Renewals (bridges etc.) and rehabilitation of failing road pavement – these are separate specialist contracts

31.11 **Indicative possible Changes in the new Procurement Scope**

- Pre reseal repairs and reseals to become part of contract
- Dedicated work streams
 - A strong focus of a Proactive Maintenance approach – eg local road network divided in 24 areas of near equivalent length of road – each with a twice a year programme cycle.
 - Reactive Maintenance – sealed and unsealed - eg on a year round – basis.
 - Pre-Reseal Repairs Spring/Summer - Metalling – pre autumn/winter surface metalling and shaping.
- *"Payment directly aligned with service delivered in accordance with specification"*
- Effectively this will mean Lump Sum payment for an area will only be made If ALL of the required and programmed maintenance work programme for an area is fully completed to specification.
- Penalty
 - Repeated non compliant service delivery – required work will be undertaken by WDC (outside contractor) to remedy AND costs deducted from future payments.

31.12 **Proactive Maintenance Work Stream**

- “Lump Sum” component of the contract which will include at least the following;
 - Potholes on Sealed and Unsealed Roads;
 - Litter and Litter bins;
 - Detritus and Street Cleaning;
 - Lined and Unlined Surface Water Channels/Water tables;
 - Catchpits/cesspits;
 - Footpaths edge maintain vegetation;
 - Barrier maintenance incl. guard rails and sight rails;
 - Kerb and Channel cleaning;
 - Small Slips (<2m²);
 - Drainage Systems, Culverts and risers;
 - Signs;
 - Edge Marker Posts;
 - Bridge cleaning/light maintenance;
 - Graffiti removal.
- Maintenance grade of metal roads in each of 24 areas as part of Proactive work stream will be agreed for each area, as specific action will depend on time of year and road condition
- Corridor vegetation window mowed 3 times per year as a specific action
- This procurement approach is expected to provide several benefits to both the WDC and the prospective Contractor -
 - WDC expects that the larger contract will incentivise contractors to allocate senior experienced management
 - Allow a more proactive maintenance approach. At present work that need doing is identified by both WDC, road contractor and through Service Requests. This is then prioritised and programmed. By the nature of the process this becomes largely reactive maintenance, which is spread across the whole 1,000km network. In turn it takes a lot of staff time to check that this work has been completed and to specification.
 - This procurement approach is expected to reduce WDC time required to check claims for work spread over the whole 1,000km network and make it available to do the more quality control and network monitoring with associated data gathering required to comply with the reporting to NZTA on the 167 Performance Measures that flowed from the ONRC work
 - This procurement approach is expected to provide steady year round work for the Contractor by establishing three specific work streams which go on all year, providing the opportunity for the Contractor to maintain a stable resource capacity in both equipment and skills that match the needs of each work stream

31.13 **Term**

- 3 + 1 + 1 years
- Start 1 July 2015 (dependent on the NZTA and the determination of the final form of the ONRC implications).
- Extension periods conditional on the Contractor meeting prescribed minimum acceptable performance levels over time.

31.14 **Method of Evaluation**

- Price – Quality Method of Evaluation
- Tender bid evaluation will be facilitated independently
- The Evaluators' report and recommendation will be assessed by the Senior Management Team Subcommittee "Tenders Group".

31.15 **Weighting**

- 50% Price
- 50% Non-price.

31.16 **Non-Price Attributes to Include:**

- **Relevant Experience (4%)**
 - Recent and similar work type, knowledge of local operating conditions
- **Track Record (4%)**
 - Including references
- **Technical Skills (12%)**
 - Names of key personnel for each work stream, skill sets and time commitment to contract
 - Ditto for key subcontractors (reseals etc.)
- **Resources (5%)**
 - Including pocket RAMM (min. one licence for WDC) contractor to pay for and provide all software, hardware, setup and any training etc in their tender rates.
 - Dedicated plant and equipment
 - Key sub-contractors (e.g. reseals)
 - Back-up
- **Management Skills (10%)**
 - Management Structure
 - Health and Safety
 - Programming
 - Training
 - Reporting
 - Cost management
 - Communications
 - Customer services
- **Methodology (15%)**
 - Separate methodology required for each work stream

31.17 The two Tenderers who score highest on Non-Price attributes will be required to do a presentation providing more details before a final recommendation is made.

Suggested Resolution

The ~~March~~ April 2015 Progress Report: Monitoring Against 2012-2022 Long Term Plan – Land Transport be received.

A handwritten signature in blue ink, appearing to be 'Johan Rossouw', written over a light blue circular stamp or watermark.

JOHAN ROSSOUW
MANAGER – LOCAL ROADS

April 2015