

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY, 8 SEPTEMBER 2026 AT 8:30AM.

PRESENT:

Deputy Mayor P Redmond (Chairperson), Councillors T Bartle, T Fulton, and J Ward.

IN ATTENDANCE:

J Millward (Chief Executive), J McBride (Roading and Transport Manager), H Downie (Strategy and Centres Team Leader), P Daly (Road Safety Coordinator), Mayor Gordon (arrived 8.39am)

1 APOLOGIES

None.

2 CONFLICTS OF INTEREST

None.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday, 11 August 2026

Moved: Councillor Ward

Seconded: Deputy Mayor Redmond

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 11 August 2026 as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

None.

4 DEPUTATION/PRESENTATIONS

4.1 Residents' Safety Concerns on South Eyre Road – Kevin Belcher

K Belcher spoke regarding the current 100 km/h speed limit on the eastern end of South Eyre Road and outlined concerns raised by residents, neighbouring property owners, users of Silverstream Reserve, the Kaiapoi Pony Club, and cyclists who regularly travelled along the route. He advised that several safety issues had been observed in the area, including high vehicle speeds, excessive road noise, vehicles leaving the roadway and damaging neighbouring fences on the bend, heavy trucks using engine braking when approaching the corner from the west, and vehicles crossing the centreline or cutting corners on bends.

K Belcher noted that the entrances to Silverstream Reserve, including the service area and public car park access points at both the eastern and western ends of the reserve, were located within the 100 km/h speed environment. He further noted that the Kaiapoi Pony Club regularly hosted events which generated significant vehicle movements, including vehicles towing horse floats, all of which were required to enter and exit onto a section of road subject to a 100 km/h speed limit.

K Belcher advised that vehicles frequently overtook cyclists at high speeds and, in some cases, overtook other vehicles while travelling in the opposite direction at speeds estimated to exceed 100 km/h. It was noted that such manoeuvres could force cyclists off the road. K Belcher referred to personal experiences and advised that, in some locations, the road shoulder was less than 200 mm wide. Additional concerns were raised regarding large haulage trucks towing trailers travelling at speeds of 80 to 90 km/h or higher. K Belcher noted that the air displacement created by these vehicles could destabilise cyclists and potentially place them at risk.

K Belcher also questioned the appropriateness of the 100 km/h speed limit on the lower sections of South Eyre and Haywards Roads, noting that many surrounding roads, including Tram and Island Roads, had speed limits of 80 km/h or less. It was further noted that South Eyre Road included sections with advisory corner speeds of 60 to 65 km/h despite maintaining a posted speed limit of 100 km/h. Reference was made to Coldstream and Tulls Roads, which formed part of a gravel haulage route and were subject to an 80 km/h speed limit supported by extensive signage. K Belcher questioned why South Eyre Road, which was considered to have similar characteristics and bends, remained at 100 km/h.

K Belcher considered the new road surface to be rough and excessively noisy, particularly for nearby residents. He noted that noise from heavy vehicles travelling through the area, including tyre slap, bouncing, and banging from trucks operating in the early morning, had become a significant disturbance. K Belcher further advised that, following reconstruction works completed in February 2026, the road shoulders were left in unsatisfactory condition, with uneven gravel, mounds, depressions, and humps remaining along the roadside. It was noted that adjoining property owners had re-sown grassed areas but could not mow them safely because of the condition of the road verge. Concern was also expressed about the potential fire risk during dry summer conditions from sparks generated when mowing equipment struck loose stones.

In conclusion, K Belcher requested that the Council investigate reducing the speed limit on the lower sections of South Eyre and Haywards Roads, as well as Harpers Road, particularly in the vicinity of identified hazard locations and bends with advisory speeds of 60 to 65 km/h, and consider reducing the speed limit to 80 km/h.

Mayor Gordon asked when the next speed limit review was scheduled. He questioned whether the issues raised constituted a special circumstance that warranted earlier consideration and intervention.

Deputy Mayor Redmond thanked K Belcher for the presentation, and it was clear what K Belcher wanted to see happen. J McBride advised that staff were aware of the section of South Eyre Road referred to by K Belcher and noted that it had been identified as a location that may benefit from a reduced speed limit. She further advised that workshops had previously been undertaken with the Community Boards regarding proposed speed limit reductions and that South Eyre Road was included within that programme of work. J McBride noted that staff were currently preparing a series of reports on speed limits that would be presented to the Community Boards before being referred to the Council for consideration.

Mayor Gordon questioned whether there were any particular challenges associated with reducing the speed limit as requested, including any implications arising from the governance and regulatory framework for speed management. J McBride explained that there were no significant barriers to pursuing a reduced speed limit and that an 80 km/h limit would be consistent with the function and characteristics of the road. She noted that the constrained nature of the lower section of South Eyre Road, together with the level of activity occurring in the area, supported consideration of a reduced speed limit.

Deputy Mayor Redmond raised concerns regarding road vibrations and the condition of the road shoulder, including the roadside berms. J McBride advised that staff were currently discussing the road shoulder issues with K Belcher and were working with the contractor to address concerns relating to loose chip following the recent road reconstruction works. She also advised that roughness testing of the new road surface would be undertaken shortly to understand better the issues being experienced in the area. The results of that testing would be shared with affected parties, and staff would continue to work with the contractor to identify and implement any necessary remedial measures.

5 REPORTS

5.1 Footpath Upgrade at 70 High Street in line with Cornershop Investment Development – H Downie (Strategy and Centres Team Leader) and J McBride (Roding and Transport Manager)

J McBride spoke to the report, advising that approval was being sought for the proposed footpath design outside the new building on the corner of High and Ashley Streets, Rangiora. She explained that the proposal involved upgrading the footpath while maintaining the established look and character of the Rangiora town centre.

J McBride noted that staff had held a workshop with the Rangiora-Ashley Community Board the previous month to discuss the proposed design and receive feedback. The proposed design included a combination of paving and asphalt bands consistent with the existing streetscape. No landscaping was proposed at this stage, as the available footpath width was insufficient to accommodate planter boxes or similar features. J McBride confirmed that the Rangiora-Ashley Community Board had expressed support for the proposed approach.

J McBride further advised that a budget of \$50,000 had been allocated in the current financial year in anticipation of the building's completion, enabling the Council to undertake the necessary footpath improvements in a timely manner. Staff liaised with the developer on project timing and delivery. Consideration was given to having the developer undertake the footpath works; however, a detailed assessment would first be undertaken to ensure this was the most cost-effective option before a final decision was made.

Deputy Mayor Redmond noted that, under normal circumstances, the developer would be required to reinstate the footpath. He queried whether an allowance would be applied to reflect the costs the developer would otherwise have incurred. J McBride confirmed that this would form part of the ongoing discussions with the developer. She advised that, once the design was finalised, staff would identify which areas of footpath reinstatement would remain the developer's responsibility and which areas the Council would undertake. The Council would then agree an appropriate offset, with the expectation that the developer would contribute their share of the reinstatement costs.

Moved: Mayor Gordon

Seconded: Councillor Fulton

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 260825251540.
- (b) **Approves** the Footpath Paving Design Plan for outside 70 High Street, Rangiora (Trim: 260825251555).
- (c) **Notes** that budget is available in the 2026/27 financial year to meet the estimated cost of \$50,000 for the footpath upgrade as a portion of the wider Cenotaph Corner Intersection Improvement project budget, which has a total of \$235,300 available (PJ 101876.000.5133) over 2026/27 and 2028/29. Staff will likely recommend, through the 2027/37 Long Term Plan process, moving the balance of that budget to a later year to coincide with other relevant projects.
- (d) **Approves** the use of \$50,000 from the Cenotaph Corner Improvement Project budget PJ 101876.000.5133, which is available in 2026/27 and currently uncommitted.

Notes that this approach and the Footpath Paving Design Plan were workshopped with the Rangiora-Ashley Community Board at its August 2026 meeting.
- (e) **Notes** that work to remove the 63mm Ridermain in the footpath adjacent to 70 High Street will be undertaken ahead of the footpath upgrade; this component will be funded by the Rangiora High St Water Main budget (PJ102776, 5104) and is within the 2026/27 allocated budget of \$1,650,000.
- (f) **Notes** that a Procurement Plan will be developed; however, it is likely that a price will be sought from the developer to undertake the works as part of their wider site works.
- (g) **Notes** that the intended footpath upgrade aligns with the approved 2015 plan for the High Street and laneways streetscape enhancements, where it was anticipated that a high amenity footpath is installed when development at the then new site at 70 High Street occurs.
- (h) **Notes** that it is anticipated that the footpath upgrade works will occur in November / December 2026, when the Cornershop Investments development at 70 High Street nears completion, and full access to the footpath is made available. ‘

CARRIED

Mayor Gordon supported the motion and acknowledged the considerable work staff undertook to bring the project to this point. He commented that the Council's decision to defer development of the site until an appropriate proposal was received had proven worthwhile, noting that the completed development was an excellent outcome for the prominent corner location. Mayor Gordon advised that he had received very positive feedback from both the developer and the wider community regarding the quality of the development. Mayor Gordon further noted that the proposed footpath improvements were an integral part of the overall development and were necessary to ensure the project was successfully integrated with the surrounding town centre environment.

Councillor Fulton also supported the motion and welcomed the collaborative approach being taken between the Water Services Team and the developer to maximise efficiency and minimise disruption. He noted that the project was a valuable investment that would enhance and complement the ongoing redevelopment and revitalisation of the town centre.

Deputy Mayor Redmond commented that the development had been well worth the wait and represented a positive outcome for the site. He was pleased that the proposed footpath works would be coordinated with other infrastructure requirements, avoiding a situation where the footpath would be completed only to be excavated again for subsequent works. Deputy Mayor Redmond noted that the collaborative approach between the Water Services Team and the developer was sensible and efficient and advised that he was very supportive of the proposal.

5.2 **Skew Bridge Warning Signage Vandalism and Replacement** – P Daly (Road Safety Coordinator) and J McBride (Roading and Transport Manager)

J McBride spoke to the report and provided a brief overview of the proposal to replace the existing signage at Skew Bridge with static signs. She advised that static signage would be less susceptible to vandalism, reduce ongoing maintenance requirements, and eliminate the risk of stolen components.

Deputy Mayor Redmond enquired whether sensors or other monitoring measures had been considered for the bridge guardrails, given the ongoing damage occurring at the site. J McBride advised that damage to the guardrails had been an ongoing issue for some time. About two years earlier, a trial was undertaken involving the placement of tape across the front of the bridge structure, and regular damage marks were subsequently observed on the tape. She noted that the matter would be followed up further and added to the list of items for investigation.

Councillor Ward queried the amount of expenditure incurred over the past three to four years to improve safety and security at Skew Bridge. J McBride advised that the principal safety investment over the past decade was a safety improvement project that included widening the centre line markings and undertaking associated improvements at both approaches to the bridge. She explained that guardrail components were also replaced as required, typically every second year, and some guardrail renewal work was currently being planned and would be undertaken soon.

Councillor Ward also questioned the costs associated with the electronic signs previously installed at the bridge, including replacing batteries damaged through vandalism. J McBride advised that, to date, costs had been limited to the replacement of batteries and the installation of a stainless-steel protective housing behind the signs at an approximate cost of \$30,000. Staff further advised that the original signs had cost approximately \$60,000 to install.

Councillor Fulton enquired whether the vandalism and theft issues associated with the signs were occurring in other locations throughout the Waimakariri District or whether the problem was isolated to Skew Bridge. J McBride advised that vandalism of this nature was not generally experienced with similar signs elsewhere in the district. Only one other recorded incident in the previous two years involved the theft of a battery from a sign in Kaiapoi. J McBride noted that the circumstances at Skew Bridge were somewhat unique, as the batteries had been housed within a roadside cabinet that presented an easy target for theft. In addition, the location was relatively isolated, and the incidents were believed to have occurred during the early hours of the morning when there was little activity in the area, making detection less likely.

Moved: Deputy Mayor Redmond Seconded: Councillor Bartle

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 260423102350.

(b) **Approves** the installation of static “Slow Down High Crash Area” signs in place of the electronic signage.

- (c) **Notes** there have been ongoing issues with vandalism and theft from the previous electronic signage and that replacing the signs with more electronic signage is not considered due to the ongoing nature of this activity.

CARRIED

Deputy Mayor Redmond noted that installing double centre lines on both approaches to the bridge had improved safety at the site. He expressed disappointment that thieves had repeatedly targeted the variable message signs, particularly given the number of known crashes had reduced significantly since the signs were installed. He suspected the actual safety benefits were likely greater than the recorded figures indicated and considered the signs highly effective.

Deputy Mayor Redmond advised that, ideally, he would have preferred to see the variable signs reinstated. However, he acknowledged that ongoing vandalism and theft showed some individuals did not appreciate the signs' contribution to road safety. Deputy Mayor Redmond considered the proposed static signs a reasonable interim compromise, pending construction of a replacement bridge that would provide a safer crossing.

Councillor Bartle agreed with the previous speakers' comments and supported the motion. He noted that the move to static signage represented a more sustainable and cost-effective solution. Councillor Bartle observed that similar signs were increasingly used throughout the Waimakariri District and in other districts and considered them effective tools that fulfilled their intended purpose.

Councillor Mealings expressed disappointment that the ongoing vandalism and theft issues had necessitated a change from the existing variable message signs. She noted that the signs had been effective in improving safety outcomes; however, it was becoming increasingly difficult to justify continued expenditure on technology that was repeatedly being damaged or vandalised. Councillor Mealings considered the proposed static signage a sensible, low-cost alternative. While acknowledging that it would not provide the same level of functionality as the variable signs, she accepted that the proposal represented a pragmatic response to the circumstances and supported transitioning to the static signage option.

Mayor Gordon expressed frustration that those responsible for the theft and vandalism had effectively deprived the wider community of a valuable road safety measure. He noted that several residents had contacted him, concerned that the variable message signs had been removed, with many unaware that the signs had been repeatedly stolen and believing instead that the Council had chosen to remove them. Mayor Gordon supported replacing the variable signs with static signage. While disappointed that the original signs could not be retained, he noted that it was not appropriate to keep reinstating infrastructure that was repeatedly vandalised, nor to continue expending ratepayer funds to replace stolen components.

Mayor Gordon noted that the most recent estimated cost of replacing Skew Bridge was approaching \$15 million, making it a significant capital investment. While recognising the project would be expensive, he noted that the district continued to grow and that bridge replacement may ultimately become necessary. Mayor Gordon further observed that future changes to the local roading network could increase traffic volumes using Skew Bridge.

Mayor Gordon suggested that staff should work with the Communications Team to prepare a feature article explaining the circumstances surrounding the removal of the variable message signs. The community needed to understand that the Council did not remove the signs, but that repeated theft and vandalism did. Mayor Gordon suggested sharing the story with local media to raise public awareness of the resources lost and the costs incurred as a consequence.

6 **PORTFOLIO UPDATES**

6.1 **Roading** – Deputy Mayor P Redmond

- Focus areas for staff:
 - Reseal repairs, including drainage maintenance, resealing preparation works, and edge break repairs, had commenced in advance of the upcoming sealing season. These activities would be the primary focus of the roading team over the next two to three months.
 - Planning and design work for the 2026/27 Kerb and Channel Renewal Programme was currently underway.
 - Footpath maintenance works were being undertaken at various locations throughout Rangiora.
 - Culvert renewal works were scheduled to commence later in the month at nine locations across the district.
 - The unsealed road remetalling programme was nearing completion.
 - Ice gritting activities had reduced in recent weeks due to the slightly warmer weather conditions being experienced across the district.
- Roothing Capital Projects
 - The Kaiapoi to Pineacres Cycleway had reached practical completion. Minor tidy-up and finishing works remained outstanding and would be completed in due course.
 - Kerb and Channel Renewal Works in Akaroa Street had been completed, and the Ashley Place turning area had been sealed.
 - Kerb and Channel Replacement Works in Leech Place were continuing and were expected to be completed during the current week.
 - Kerb and Channel Renewal Works in Williams Street were scheduled to commence on 14 September. The project would begin with a night-time road closure to upgrade the water main crossing beneath the roadway.
 - Pedestrian lighting improvement works were underway along High Street in Rangiora.
 - New cattle stops had been installed in Lees Valley, with concrete approach works currently being undertaken.
 - Replacement of the Williams Street Bridge balustrade was substantially complete, and the finished work presented a significant improvement to the appearance of the bridge. A number of large artistic panels remained outstanding and were currently being manufactured. These panels would be installed as they became available.

6.2 **Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater)** – Councillor T Fulton

- Water Supply
 - The Percival Street Watermain Upgrade and Northbrook Road Watermain Upgrade projects are both now complete.
 - An update on the High Street watermain project will be provided to the Rangiora-Ashley Community Board meeting tomorrow night.
- Wastewater
 - Desludging works at the Kaiapoi Wastewater Treatment Plant were nearing completion. It was noted that installation of the dewatering system associated with the Geobags area was currently underway.

- An elected member site visit to the Kaiapoi Wastewater Treatment Plant had been scheduled for 21 September. A subsequent visit involving representatives of the Kaiapoi River Preservation Society was planned for early November to provide an update on activities and ongoing works at the facility.
- Drainage / Stockwater
 - The Blackett Street Stormwater Upgrade project was progressing well and was expected to continue through until mid-November.
 - The annual combined Drainage Advisory Groups meeting had been held the previous evening. Staff from Environment Canterbury provided an overview of the Ashley Rakahuri Stopbank Upgrade Project, which attendees received well.
 - The next round of Drainage Advisory Group meetings was scheduled to commence during the current week, beginning with the Central Rural Group. Greenspace staff would attend the meeting to provide an update on the Lineside Road Wetland Project.

6.3 **Solid Waste** – Councillor N Mealings

- Waste Management and Minimisation Plan (WMMP) consultation
 - The closing date for submissions on the WMMP had been extended to 2 October 2026. Community drop-in sessions scheduled for Loburn and Clarkville were rescheduled to 29 September and 1 October, respectively.
 - All properties within the Fernside Triangle area had now received an information leaflet regarding the consultation.
 - As at 6 September 2026, the consultation webpage on the Council's Let's Talk platform had recorded 303 visits. Of those visitors, 28 completed the consultation survey, 24 downloaded the WMMP document, and a reasonable number viewed the accompanying extension maps.
 - It was noted that, later in the week, the Communications Team would distribute an electronic newsletter to subscribers registered for Council updates. The newsletter would include information on the WMMP consultation and was expected further to increase public awareness and participation in the consultation process.

Councillor Fulton sought clarification on the Council's position as a provider of waste collection services operating alongside private sector providers. Staff advised that this consideration was one reason the Council currently operated its rubbish and organics collection service as an opt-in service rather than an opt-out or mandatory service. This approach allowed residents to choose between the Council and private collection services. Staff further advised that no changes to this approach were proposed as part of the current WMMP review.

Mayor Gordon commented that the consultation process would provide an opportunity to understand better community views and support for the proposed service options. He noted that the Waimakariri District already had established recycling services and recalled that Council had previously adopted an opt-in collection model to give residents choice. Mayor Gordon advised that, when considering any future waste collection proposals, it was important to seek community feedback, particularly from those areas where residents had requested that Council provide a collection service. He further acknowledged that private waste collection operators had a legitimate interest in the process and were entitled to make submissions during consultation. Mayor Gordon noted that the Hearings Panel would consider those submissions before making recommendations to Council.

- Kaiapoi battery recycling
 - Last month, a total of four boxes (81kg) of batteries were removed from the Kaiapoi library, and 20 boxes (324kg) from Southbrook resource recovery park.
 - This was the first collection from the library since the unit was installed there. There did not seem to have been a drop in batteries coming into Southbrook, so that's a great result.
- Waimakariri Young Environmental Film Makers Competition 2026 - Awards Event
 - Council representatives had been invited to the awards event for the Waimakariri Young Environmental Film Makers Competition 2026, on Friday 18 September 2026.
- Recent MCERT (ex-Ministry for the Environment) updates
 - Updates to Standardisation for kerbside services: New regulations have been gazetted.
 - The Standard Materials Notice would only apply to kerbside services in urban areas, defined as towns and cities with populations greater than 1,000 people – councils could provide different levels of service to rural areas under this population threshold (e.g. providing a separate glass collection service).
 - An exemption may now be applied for and be granted by the Minister for the Environment where compliance with the Standard Materials Notice would impose unreasonable costs on a Territorial Authority.
 - Clutha District Council had a six-month extension, to 1 July 2027, to consider how the amendments affect its options to add glass to its kerbside services. Hurunui and Westland District Council still had to add glass collections by 1 January 2027.
- Waste Minimisation Act and Litter Act amendments
 - The drafting of the amended waste legislation was on hold pending completion of other Government bills, and waste legislation would now not be introduced to the House this Parliamentary term.
- Phase-out for PVC and polystyrene in food and beverage packaging
 - In November 2024, Cabinet rescinded the 2025 phase-out deadline for these materials. Further policy work had been done to ensure any future phase-out was workable and well supported. Still, an updated proposal would not proceed to Cabinet for consideration in the current Parliamentary term due to other Government priorities.
- Transwaste Canterbury (TCL)
 - The organisation's activities extended well beyond operating the Kate Valley Landfill and now encompassed a broader range of initiatives, including energy generation and community foundation activities. Councillor Mealings explained that the rebranding reflected the organisation's wider purpose, future direction, and broader contribution within the waste and resource recovery sector.
- Canterbury Joint Waste Committee's Governance Review
 - Information had been circulated regarding the Canterbury Joint Waste Committee's governance review.
 - The review was focused on refocusing the Committee's role and future direction. Councillor Fulton suggested circulating a calendar invitation to Councillors to support those wishing to participate in the review process and provide input.

6.4 **Transport** – Mayor D Gordon

Mayor Gordon provided an update on a recent meeting with J Caygill regarding transport infrastructure priorities and strategic advocacy matters. He advised that discussions had included the Woodend Bypass Project and the continuation of the Eastern Link, both of

which remained on the list of priority projects. Mayor Gordon noted that no further information was available at this stage regarding either project.

Mayor Gordon expressed concern that, without timely decisions, there was a risk that the significant amount of preliminary planning and development work already undertaken, estimated to exceed \$100 million, could effectively be wasted. He noted that Waimakariri District was not alone in this situation, with several other districts throughout New Zealand also awaiting decisions on major transport infrastructure projects.

Mayor Gordon further advised that, while some councils around the country were experiencing reductions in transport funding allocations, Waimakariri District Council's funding allocation had been confirmed at 51%. He emphasised the importance of maintaining this level of funding in the current economic environment to ensure that the Waimakariri District could continue progressing key infrastructure priorities. Mayor Gordon reiterated that the Woodend Bypass, Eastern Link, and, in the longer term, a replacement for Skew Bridge, were projects of significant importance to the District. He considered it essential to maintain funding support for these projects, particularly given the influence of electoral cycles on long-term infrastructure planning and investment decisions.

Mayor Gordon noted that he hoped the Government Policy Statement (GPS) would be finalised in the near future, as this would provide greater certainty regarding future transport investment priorities and funding arrangements. However, he acknowledged that the district still needed to await further decisions before it could fully understand the implications.

Councillor Mealings enquired whether the Council was aware of any local authorities that received a funding assistance rate lower than 51%. She noted that funding assistance rates were influenced by factors such as the size of a council's rating base and socio-economic considerations and sought clarification on whether a lower assistance rate existed. In response, staff advised that they did not have that information at the meeting and would provide a response later.

7 QUESTIONS UNDER STANDING ORDERS

Nil.

8 URGENT GENERAL BUSINESS

Nil.

9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

In accordance with section 48(1) 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, it was moved:

Moved: Deputy Mayor Redmond

Seconded: Councillor Fulton

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

- 9.1 S17A Review Kerbside Collection Services and Transfer Station Operations and Maintenance Contracts

The general subject of each matter to be considered while the public was 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 were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
REPORTS			
9.1	S17A Review Kerbside Collection Services and Transfer Station Operations and Maintenance Contracts	Good reason to withhold exists under Section 7	To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. LGOIMA Section 7 (h).

CARRIED

CLOSED MEETING

The public excluded portion of the meeting ran from 9.30am to 9.48am.

OPEN MEETING

10 NEXT MEETING

The next meeting of the Utilities and Roothing Committee was scheduled for Tuesday 13 October 2026 at 9am in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 11.00 AM.

Briefing

- *Water NZ Directors handbook for Water Governance - Overview and proposed Governance reporting*
- *Water Services Transition Programme Update September 2026*
- *Gravel Supply – Various Matters*

CONFIRMED

Chairperson

Date