



**WAIMAKARIRI**  
DISTRICT COUNCIL

# Council

## Agenda

**Tuesday 24 May 2022**

**9am**

*Council Chamber  
215 High Street  
Rangiora*

*Members:*

Mayor Dan Gordon (Chair)

Cr Neville Atkinson

Cr Kirstyn Barnett

Cr Al Blackie

Cr Robbie Brine

Cr Wendy Doody

Cr Niki Mealings

Cr Philip Redmond

Cr Sandra Stewart

Cr Joan Ward

Cr Paul Williams

The Mayor and Councillors

**WAIMAKARIRI DISTRICT COUNCIL**

A meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in the **COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA** on **TUESDAY 24 MAY 2022**, commencing at **9.00am**, for the purposes of deliberating the Draft Annual Plan 2022-2023.

Sarah Nichols  
GOVERNANCE MANAGER

**Recommendations in reports are not to be construed as Council policy until adopted by the Council**

**In addition to this agenda, members laptops have the following information for the meeting:**

- **Draft Annual Plan 2022-23**
- **Copy of all submissions received**

**Summary of submissions by topic and officers comments will be provided to members in hard copy form.**

**BUSINESS**

Page No

**1. APOLOGIES**

**2. CONFLICTS OF INTEREST**

*Conflicts of interest (if any) to be reported for minuting.*

**3. CONFIRMATION OF MINUTES**

**3.1 Minutes of a meeting of the Waimakariri District Council held on Wednesday 4 May and Thursday 5 May 2022 to hear submissions to the Draft Annual Plan 2022-2023**

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Confirms** as a true and correct record the minutes of a meeting of the Waimakariri District Council held on Wednesday 4 May and Thursday 5 May 2022.

**MATTERS ARISING FROM THE MINUTES**

#### 4. OVERVIEW

J Millward will provide an overview of the financial aspects related to the Annual Plan.

#### 5. MEMORANDUM

##### 5.1 2022/23 Capital Works Programme Review – G Cleary (General Manager Utilities and Roading), K LaValley (Project Delivery Manager), and D Young (Senior Engineering Advisor)

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*RECOMMENDATION*

**THAT** the Council

- (a) **Receives** Item 5.1 for information.

#### 6. REPORTS

##### 6.1 Draft Annual Plan 2022-23 Special Consultative Procedure - H Street (Corporate Planner)

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report LTC-03-18 / 220511075445.
- (b) **Receives** all 45 submissions and associated submission points raised by submitters, which are included in the 'Deliberations Pack' previously distributed to Councillors.

##### 6.2 Greenspace and Earthquake Regeneration Staff Submission to the Draft Annual Plan 2022-2023– G MacLeod (Greenspace Manager) and R O'Loughlin, (Senior Advisor Community & Recreation – Assets and Capital)

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report No. 220506071106.
- (b) **Notes** a comprehensive review of the Greenspace budgets has been undertaken with the aim of minimising expenditure in 2022-2023, ensuring the projects that are included within the budget are deliverable while still minimising any impacts to levels of service.

- (c) **Approves** the proposed changes to Greenspace capital budgets for 2022-2023 as outlined in the following table:

<b>Project</b>	<b>Current 2022/23 Budget</b>	<b>Proposed 2022/23 Budget</b>	<b>Change to 2022/23 Budget</b>
Skate Board Facility	\$160,430	\$0	-\$160,430
Land Purchase Pegasus	\$1,800,000	\$0	-\$1,800,000
Land Purchase Ravenswood	\$4,300,000	\$0	\$4,300,000
Support for MUBA	\$511,250	\$125,000	-\$386,250
Northbrook Studios Sewer Replacement	\$6,200	\$0	-\$6,200
Kowhai Street Reserve	\$66,098	\$0	-\$66,098
General Building Renewals	\$310,710	\$372,852	\$62,142
Toilet Renewals	\$269,480	\$323,376	\$53,896
Electronic Gates (Airfield)	\$60,000	\$25,000	-\$35,000
Connection to Water Services (Airfield)	\$74,000	\$81,400	\$7,400
Connection to Wastewater Services (Airfield)	\$32,500	\$35,750	\$3,250
General Reserve Renewals	\$284,320	\$341,184	\$56,864
Play Safety Surface/Equipment	\$339,227	\$407,072	\$67,845
Good Street Development	\$207,805	\$249,366	\$41,561
Ashley Gorge Water Supply Compliance Upgrade	\$50,000	\$55,000	\$5,000
Pegasus and Waikuku Beach Accessibility Viewing Platforms	\$55,082	\$66,098	\$11,016
Kaiapoi Stopbank Accessibility Improvements	\$0	\$15,000	\$15,000

- (d) **Approves** the proposed changes to the following EQ Recovery & Regeneration Capital Budget

<b>Project</b>	<b>Current 2022/23 Budget</b>	<b>Proposed 2022/23 Budget</b>	<b>Change to 2022/23 Budget</b>
Rangiora Town Centre Revitalisation	\$374,400	\$449,280	\$74,880
Corcoran Reserve Viewing Platform	\$100,000 (incl carryover and current WIP which will now be expensed in 21/22)	\$0	-\$100,000
Kaiapoi Riverbanks Walkway – Southwest Bridge corner / War Memorial Reserve	\$135,000	\$0	-\$135,000
Kaiapoi Community Hub	\$1,315,000 (subject to approval of the \$600,000 provision already in the draft AP)	\$1,475,000	\$160,000

- (e) **Approves** the proposed changes to the operational budgets for Greenspace as outlined in the following tables:

<b>Income</b>	<b>Proposed 2022/23 Budget</b>	<b>Change to 2022/23 Budget</b>	<b>Change to 2022/23 Budget</b>
Merton Road House Rent	\$0	\$31,200	\$31,200
<b>Expenditure</b>	<b>Current 2022/23 Budget</b>	<b>Proposed 2022/23 Budget</b>	<b>Change to 2022/23 Budget</b>
Rangiora Airfield CAA Compliance	\$0	\$50,000	\$50,000
Southbrook Sports Club Grant	\$24,000	\$0	-\$24,000
Merton Road House Maintenance and Management Costs	\$0	\$7,520	\$7,520

**6.3 Water Supply Utilities and Roading Staff Submission to Draft Annual Plan 2022-2023– C Roxburgh (Water Asset Manager), K Simpson (3 Waters Manager) and G Cleary (General Manager Utilities and Roading)**

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 220505070000.
- (b) **Notes** there has been a comprehensive process undertaken to review capital budgets for the 2022/23 financial year, in response to recent changes in the construction market as well as in some cases the result of recent inspections undertaken identifying additional works required and that while some projects were able to be deferred to partially offset this, this has resulted in an overall increase in the capital budget required.
- (c) **Approves** the following changes to capital budgets for water supply, as a result of the budget review process that has been undertaken:

<b>Scheme</b>	<b>Budget Name</b>	<b>Draft Annual Plan Budget \$</b>	<b>Proposed Revised Budget \$</b>	<b>Reason</b>
Oxford No 2 Water	Ashley Gorge Trunk Main Upgrade 1	170,000	204,000	Account for increases in construction market, and no ability to reduce scope.
Oxford No 2 Water	Ashley Gorge Trunk Main Upgrade 1	100,000	120,000	Account for increases in construction market, and no ability to reduce scope.
Woodend Pegasus Water	Main North Road Main Upgrade 1	60,000	72,000	Account for increases in construction market, and no ability to reduce scope.
Woodend Pegasus Water	Main North Road Main Upgrade 1	130,000	156,000	Account for increases in construction market, and no ability to reduce scope.
Summerhill Water	Davis / Terrace Road Trunk Main	158,000	189,600	Account for increases in construction market, and no ability to reduce scope.
Summerhill Water	Davis / Terrace Road Trunk Main	120,000	144,000	Account for increases in construction market, and no ability to reduce scope.
Summerhill	Catherwoods	253,000	303,600	Account for increases in

Scheme	Budget Name	Draft Annual Plan Budget \$	Proposed Revised Budget \$	Reason
Water	Road Ring Main			construction market, and no ability to reduce scope.
Summerhill Water	Catherwoods Road Ring Main	138,000	165,600	Account for increases in construction market, and no ability to reduce scope.
Rangiora Water	Rangiora Reticulation Water Quality Monitoring Equipment	105,000	195,000	In response to recently acquired detailed cost estimate.
Kaiapoi Water	Kaiapoi Water Reticulation Quality Monitoring Equipment	105,000	195,000	In response to recently acquired detailed cost estimate.
Woodend Pegasus Water	Woodend-Pegasus Water Reticulation Quality Monitoring Equipment	85,000	130,000	In response to recently acquired detailed cost estimate.
Oxford Urban Water	Oxford Urban Water Reticulation Water Quality Monitoring Equipment	40,000	90,000	In response to recently acquired detailed cost estimate.
Cust Water	Cust Reticulation Water Quality Monitoring Equipment	40,000	110,000	In response to recently acquired detailed cost estimate.
Garrymere Water	Garrymere Water Capacity Upgrade	100,000	120,000	Account for increases in construction market, and no ability to reduce scope.
Rangiora Water	Ayers Street Reservoir Sealing	202,000	242,400	Account for increases in construction market, and no ability to reduce scope.
Kaiapoi Water	Peraki Street Reservoir Sealing	30,000	60,000	Account for increases in construction market, outcome of recent inspections, and no ability to reduce scope.
Rangiora Water	Merton Road and Priors Road Water Servicing	200,000	240,000	Account for increases in construction market, and no ability to reduce scope.
Waikuku Beach Water	Waikuku Beach Water Quality Monitoring Equipment	40,000	65,000	In response to recently acquired detailed cost estimate.
Oxford Urban Water	Gammans Creek Backup Source	200,000	240,000	In response to recently acquired detailed cost estimate.
Mandeville Fernside Water	Mandeville Restrictor Upgrades	60,000	-	Deferred to 2022/23 to manage overall spend.
Oxford No 1 Water	Oxford Rural No.1 Restrictor Upgrades	40,000	-	Deferred to 2022/23 to manage overall spend.
Oxford No 2 Water	Oxford Rural No.2 Restrictor Upgrades	40,000	-	Deferred to 2022/23 to manage overall spend.

Scheme	Budget Name	Draft Annual Plan Budget \$	Proposed Revised Budget \$	Reason
Summerhill Water	Summerhill Restrictor Upgrades	10,000	-	Deferred to 2022/23 to manage overall spend.
Rangiora Water	Ayers Street Headworks Generator Installation	210,000	252,000	Account for increases in construction market, and no ability to reduce scope.
Rangiora Water	Ayers Street Headworks Generator Installation	50,000	60,000	Account for increases in construction market, and no ability to reduce scope.
Kaiapoi Water	Kaiapoi Water Renewals	280,000	30,000	Deferred to partially offset overall spend, but with some budget retained to undertake design in 2022/23.
Oxford Urban Water	Non return valve on Domain Rd delivery line (Oxford Urban share)	40,000	-	Deferred to 2022/23 to manage overall spend.
Oxford No 2 Water	Non return valve on Domain Rd delivery main (Rural 2 share)	20,000	-	Deferred to 2022/23 to manage overall spend.
Woodend Pegasus Water	Pegasus Reservoir Sealing	-	250,000	New project identified in response to recently completed reservoir inspections.
Oxford Urban Water	Oxford Reservoir Sealing	-	150,000	New project identified in anticipation of reservoir inspection, based on results of recently completed inspections.

- (d) **Notes** that the proposed changes includes two new budgets, for sealing of reservoirs on the Oxford Urban and Woodend-Pegasus schemes, which is a follow on from results on the demonstrably safe reservoir inspections that are currently underway, where improvements have been recommended to increase the safety of these reservoirs, and that these projects had not been allowed for initially as the results of the inspections were not known at the time the Draft Annual Plan budgets were prepared.
- (e) **Notes** in general the rating impact of the above is minimal for the 2022/23 year, as capital budgets raised in 2022/23 have an impact from 2023/24 onwards, and that further consideration of rating for 2023/24 will be given as part of the 2023/24 Annual Plan process, with rates smoothing employed for 2022/23 to ensure any potential changes from the rates published in the Draft Annual Plan are offset.
- (f) **Notes** that a separate report is being brought to the Council covering the impact of the above in development contributions.
- (g) **Notes** that a separate report is being brought to the Council covering the assessment of the drivers for each project and the relative importance, which was used to inform the process of selecting which projects could be deferred, as well as an assessment of the overall deliverability of these works across the Utilities and Roading Department, and that it is concluded that the department has the capacity to deliver this body of work for 3 Waters.

- (h) **Circulates** this report to the Community Boards for their information.

**6.4 Drainage – Utilities and Rooding Department Staff Submission to the Draft Annual Plan 2022-23 - K Simpson (3 Waters Manager) and G Cleary (General Manager Utilities and Rooding)**

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report No. 220505071056.
- (b) **Notes** that a detailed review of the 2022/23 Drainage capital works programme has been undertaken, in response to additional carryovers from 2021/22, additional budgets to due to higher prices from the construction market, new budgets related to projects identified as part of the Flood Team work, and deferred budgets to offset the increases as well as to ensure the overall programme is deliverable.
- (c) **Notes** that the following additional budgets will be carried over from the 2021/22 financial year predominantly due to resourcing constraints and construction pricing increases.

<b>Scheme</b>	<b>Budget Name</b>	<b>Budget Amount \$</b>	<b>Reason</b>
Rangiora	Stormwater Minor Improvements	30,000	Resourcing constraints.
Rangiora	Under Channel Piping	60,000	Resourcing constraints.
Rangiora	North Brook - Janelle to White	210,000	Construction pricing increase.
Rangiora	Wiltshire / Green Pipework Upgrade	975,000	Construction pricing increase.
Rangiora	Southbrook Pipeline - Southern Cross to Flaxton	178,650	Developer led and works not undertaken.
Rangiora	Oxford Rd Drainage Modifications	50,000	Elected member concern.
Kaipoi	Minor Stormwater Improvements	33,950	Resourcing constraints.
Ohoka	Mill Road SMAs	416,350	Consenting delays.
District Drainage	Cones Road Land Purchase	107,500	Resourcing constraints.
District Drainage	Cones Road Drain Upgrade	100,000	Resourcing constraints.

- (d) **Notes** that these additional budgets carried over will have a minimal positive rating impact by delaying the rating increase by one financial year, however, will reduce the amount of work that can be delivered in the 2022/23 financial year.



- (e) **Approves** the following additional budgets predominantly due to higher prices from the construction market.

Scheme	Budget Name	Budget Amount \$	Reason
Rangiora	North Brook - Janelle to White	220,000	Higher expected construction costs.
Coastal Urban	Stormwater Minor Improvements	15,000	Scope of work more complex.
Coastal Urban	Norton Place Drainage Upgrade	70,000	Additional budget in 2023/24 due to higher expected construction costs.
Oxford	York Street Diversion	100,000	Higher expected construction costs.
Ohoka	Mill Road SMAs	140,000	Additional consenting and higher expected construction costs.
District Drainage	Cones Road Drain Upgrade	100,000	Additional budget in 2023/24 due to higher expected construction costs.

- (f) **Approves** the following new budgets due to projects identified as part of the Flood Team work.

Scheme	Budget Name	Budget Amount \$	Budget Allocation
Coastal Urban	Swindells Road Drainage Upgrade	450,000	\$50,000 in 2022/23 for design and \$400,000 in 2023/24 for construction.
Coastal Urban	Broadway Ave Drainage Upgrade	120,000	Design and construct in 2022/23.
Oxford	High Street Drainage Upgrade	200,000	Design and construct in 2022/23.

- (g) **Approves** the following budget deferrals due to offset the increases due to additional and new budgets as well as to ensure the overall programme is deliverable.

Scheme	Budget Name	Budget Amount \$	Reason
Rangiora	Ashley Street Pipe Upgrades	80,000	Defer budget to undertake Stage 1 and Stage 2 works at the same time. Stage 2 works to be brought forward from 24/25 to 23/24.
Rangiora	East Belt Rain Gardens & Soakpits	210,000	Defer budget as design is not yet well developed.
Rangiora	Southbrook Pipeline - Southern Cross to Flaxton	178,650	Defer budget as unsure when developer will undertake the works.
Rangiora	Oxford Rd Drainage Modifications	50,000	Defer budget until North Brook supplement flow investigation work has been undertaken.

Scheme	Budget Name	Budget Amount \$	Reason
Rangiora	North Drain Treatment	30,000	Defer budget due to resource constraints.
Rangiora	Railway Drain Treatment	30,000	Defer budget due to resource constraints.
Coastal Urban	East Woodend Detention Pond	130,000	Defer budget as design is not yet well developed.
Coastal Urban	Norton Place Drainage Upgrade	310,000	Defer budget as design is not yet well developed.
Kaiapoi	Beswick SW Pump Station Modification	180,000	Defer budget as design is not yet well developed.
Kaiapoi	Ranfury Street Pipe Upgrade	25,000	Defer budget due to resource constraints.
District Drainage	Cones Road Drain Upgrade	80,000	Defer budget as land purchase not yet finalised and design is not well developed.

(h) **Notes** that should resourcing enable any of these projects to be progressed sooner than currently anticipated, then a report will be brought to Council seeking the budget to be brought forward to the 2022/23 financial year.

(i) **Notes** that these additional budgets, new budgets and budget deferrals have the following net rating impacts as shown in the table below.

Scheme	Rating Impact
Rangiora	Decrease the rate in 2023/24 due to the deferred works, but will increase the Rangiora drainage rate by approximately \$1.87 (0.6%) from 2024/25 due to the additional budget.
Coastal Urban	Decrease the rate in 2023/24 due to the deferred works, but will increase the Coastal Urban drainage rate by approximately \$7.00 (3.5%) from 2024/25 due to the additional and new budget requested.
Kaiapoi	Decrease the rate in 2023/24 due to the deferred works, however there will be no net change from 2024/25.
Oxford	Increase the Oxford Urban drainage rate by \$24.73 (13.8%) to \$204.21 from 2023/24 due to the additional and new budget requested.
Ohoka	Increase the Mill Road ODP development contribution by approximately 13% from \$29,434 per property to \$33,297 per property.
District Drainage	Decrease the rate in 2023/24 due to the deferred works, but will increase the District Drainage rate by approximately \$0.23 (1.1%) from 2024/25 due to the additional and new budget requested.

(j) **Circulates** this report to the Community Boards, for their information.

**6.5 Wastewater – Utilities and Roothing Department Staff Submission to the Draft 2022-23 Annual Plan – K Simpson (3 Waters Manager), G Cleary (General Manager Utilities and Roothing)**

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report No. 220505070774.
- (b) **Notes** that the following additional budgets will be carried over from the 2021/22 financial year predominantly due to resourcing constraints and construction delays.

<b>Scheme</b>	<b>Budget Name</b>	<b>Budget Amount</b>	<b>Reason</b>
Rangiora	Central Rangiora Capacity Upgrade Stage 5	180,000	Construction delays.
Rangiora	Pipeline Replacement	375,000	Resourcing constraints.
Rangiora	Rga Electrical Repair at Pump Stations and Treatment Plant	15,000	Resourcing constraints.
Woodend	Woodend WWTP Landscape Planting	50,000	Construction delays.
Woodend	Electrical repairs at Pump Stations & Treatment Plant	25,000	Resourcing constraints.
Pegasus	Pegasus - Electrical Repairs at Pump Stations	26,000	Resourcing constraints.
Kaipoi	Electrical Repairs at Pump Stations and Treatment Plant	35,000	Resourcing constraints.
Pines Kairaki	Headworks - Pines Kairaki	10,000	Resourcing constraints.

- (c) **Approves** an additional budget of \$7,000 under the Rangiora sewer account in 2022/23 for the Townsends Fields E/O project.
- (d) **Notes** that the above budget change will increase the West Rangiora SPA development contribution rate by \$4.00 from \$2,920 per property to \$2,924 per property.
- (e) **Approves** an additional budget of \$4,000 under the Rangiora sewer account in 2022/23 for Improvements to Rangiora WWTP Inlet Screens.
- (f) **Notes** that the above budget change will increase the Eastern Districts sewer rate by \$0.01 or 0.0% from 2023/24.
- (g) **Approves** deferring \$120,000 of the Oxford Wastewater Headworks Renewals from 2022/23 to 2023/24 and an additional \$30,000 in 2023/24 under the Oxford sewer account.
- (h) **Notes** that the above budget change will increase the Oxford sewer rate by \$2.07 or 0.2% from 2024/25.
- (i) **Circulates** this report to the Community Boards, for their information.

**6.6 Solid Waste Activity – Utilities and Roading Department Staff Submission to the Draft Annual Plan 2022-2023 – K Waghorn (Solid Waste Asset Manager) and G Cleary (General Manager Utilities and Roading)**

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*RECOMMENDATION*

**THAT** the Council

- (a) **Receives** Report No. 220504069952.
- (b) **Approves** the following Greenwaste Gate Charges (GST inclusive) for the 2022/23 Annual Plan:

<b>GREENWASTE GATE CHARGES</b>	<b>Draft AP Budget</b>	<b>Final AP Budget</b>	<b>Change</b>
<b>Southbrook Resource Recovery Park</b>			
All Vehicles By Weight	\$156.25/tonne	<b>\$152/tonne</b>	Retain at 21/22 charge
<b>Oxford Transfer Station</b>			
Van/Ute/Std 1-axle Trailer with low sides	\$40/load	<b>\$39/load</b>	Retain at 21/22 charge
Large Trailer: high-sided 1-axle, tandem axle, or extra-large trailer (by volume)	\$24/m <sup>3</sup>	<b>\$23/m<sup>3</sup></b>	Retain at 21/22 charge

- (c) **Approves** the following Tyre Disposal gate charges (GST inclusive) for the 2022/23 Annual Plan:

<b>TYRES GATE CHARGES</b>	<b>Draft AP Budget</b>	<b>Final AP Budget</b>	<b>Change</b>
<b>Southbrook Resource Recovery Park and Oxford Transfer Station</b>			
Car Tyre	\$5.00/tyre	<b>\$6.50/tyre</b>	+\$1.50
Car Tyre on rim	\$7.00/tyre	<b>\$8.00/tyre</b>	+\$1.00
4WD Tyre	\$7.00/tyre	<b>\$8.50/tyre</b>	+\$1.50
4WD Tyre on rim	\$9.00/tyre	<b>\$10.00/tyre</b>	+\$1.00
<b>Southbrook Resource Recovery Park</b>			
Light Truck Tyre	\$10.00/tyre	<b>\$10.50/tyre</b>	+\$0.50
Ride On Mower	\$10.00/tyre	<b>\$10.50/tyre</b>	+\$0.50
ATV Tyre	\$15.00/tyre	<b>\$16.00/tyre</b>	+\$1.00
Forklift Tyre Pneumatic	\$10.00/tyre	<b>\$15.00/tyre</b>	+\$5.00
Forklift Tyre Solid	\$20.00/tyre	<b>\$30.00/tyre</b>	+\$10.00
Heavy Truck/Bus	\$20.00/tyre	<b>\$22.00/tyre</b>	+\$2.00
Tractor Tyre Small	\$50.00/tyre	<b>\$86.00/tyre</b>	+\$36.00
Tractor/loader Tyre Medium	\$65.00/tyre	<b>\$100.00/tyre</b>	+\$35.00
Tractor X-Large	\$250.00/tonne	<b>\$126.00/tyre</b>	By item not weight
Loader Tyre	—	<b>\$115.00/tyre</b>	New
Loader Tyre X-Large	\$105.00/tonne	<b>\$126.00/tyre</b>	By item not weight
Minimum Charge by Weight	\$20.00	<b>N/A</b>	Removed

- (d) **Notes** that no other changes are proposed to the Solid Waste Fees and Charges that were included in the draft 2022/23 Annual Plan.
- (e) **Approves** the following budget changes to income and direct operational cost ledger codes in the Collection Account, which are as a result of updates to rating numbers:

General Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Direct Income</b>	<b>5,632.3</b>	<b>5,598.9</b>	<b>-33.5</b>
10.400.050.1104	Recycling bin rates	1,940.9	<b>1,914.3</b>	-26.6
10.400.050.1105	Rubbish bin rates	1,672.1	<b>1,658.4</b>	-13.7
10.400.050.1106	Organics bin rates	1,291.0	<b>1,296.4</b>	+5.4
10.400.050.1517	Rubbish bag revenue	508.2	<b>509.2</b>	+1.0
10.400.050.1519	Wheelie Bin fees	202.6	<b>203.1</b>	+0.5
	<b>Direct Expenditure</b>	<b>5,331.4</b>	<b>5,313.7</b>	<b>-17.8</b>
	General Ops	449.4	<b>448.7</b>	-0.8
10.400.241.2502	Kerb Collection Mmt & Promotion	149.3	<b>148.6</b>	-0.8
	Distribution & Removal	2,834.4	<b>2,832.0</b>	-2.4
10.400.243.2502	Disposal Charges Refuse	1,260.9	<b>1,255.0</b>	-5.9
10.400.243.2502	Disposal Charges Organics	544.7	<b>549.0</b>	4.3
10.400.688.2469	Landfill Levy	165.5	<b>164.7</b>	-0.8
	Contracts	2,047.7	<b>2,033.0</b>	-14.7
10.400.244.2502	Refuse Collection	614.2	<b>609.4</b>	-4.8
10.400.245.2502	Recycling Collection	629.8	<b>621.5</b>	-8.4
10.400.239.2502	Organics Collection	803.6	<b>802.1</b>	-1.5

- (f) **Approves** the following budget changes to income and direct operational cost ledger codes in the Disposal Account:

General Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Direct Income</b>	<b>5,655.2</b>	<b>5,641.1</b>	<b>-14.1</b>
<b>10.401.050.1641</b>	Southbrook Gate Sales	3,004.0	<b>2,995.7</b>	-8.2
<b>10.401.050.1642</b>	Refuse Collection Charges	1,260.9	<b>1,255.0</b>	-5.9
	<b>Direct Expenditure</b>	<b>5,236.7</b>	<b>5,189.1</b>	<b>-47.6</b>
	Disposal Operations	2,879.5	<b>2,834.7</b>	-47.6
<b>10.401.248.2502</b>	Refuse to Landfill	2,248.6	<b>2,245.7</b>	-2.9
<b>10.401.249.2502</b>	Green Waste	226.9	<b>185.1</b>	-41.8
	Transfer Stations	1,968.6	<b>1,965.5</b>	-3.1
<b>10.401.253.2502</b>	Transportation	720.3	<b>717.2</b>	-3.1
	Interest, Depreciation	146.9	<b>146.1</b>	0.2
<b>10.401.650.2001</b>	Depreciation	134.1	<b>134.3</b>	0.2

- (g) **Approves** the following budget changes to direct operational cost ledger codes in the Waste Minimisation Account:

General Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Direct Expenditure</b>	361.4	361.1	-0.3
	Interest, Depreciation	64.1	63.7	-0.3
10.402.650.2001	Depreciation	31.2	30.9	-0.3

- (h) **Approves** the following changes to capital expenditure in 2022/23 in the Disposal Account budgets

Project Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Replacements (Disposal Acc't)</b>	<b>200.3</b>	<b>202.8</b>	<b>+2.5</b>
101750	<i>Fencing (Cleanfill)</i>	0.0	2.5	+2.5
	<b>New Works (Disposal Account)</b>	<b>283.8</b>	<b>326.1</b>	<b>+42.3</b>
100843	<i>Southbrook Disposal Pit &amp; Road Upgrade</i>	266.7	199.7	-67.0
100666	<i>Minor Improvements (Southbrook)</i>	0	88.0	+88.0
100994	<i>Land Purchase (Southbrook)</i>	0	20.0	+20.0
101753	<i>Pit Wall Alterations (Oxford)</i>	0	1.3	+1.3

- (i) **Approves** the following changes to capital expenditure in 2022/23 in the Waste Minimisation Account budgets:

Project Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Replacements (Waste Min Acct)</b>	<b>5.2</b>	<b>19.3</b>	<b>+14.1</b>
101755	<i>Storage (Marsh Rd)</i>	0.0	14.1	+14.1
	<b>New Works (Waste Minimisation)</b>	<b>479.9</b>	<b>427.9</b>	<b>-52.0</b>
101568	<i>Southbrook RRP Site Upgrades</i>	451.0	389.0	-62.0
101756	<i>Oxford TS Infrastructure</i>	0	5.0	+5.0
101757	<i>Cleanfill Infrastructure</i>	5.0	10.0	+5.0

- (j) **Notes** that the total value of new capital works proposed for 2022/23 is of the same order as originally indicated in the draft Annual Plan, and that the changes to replacements are as a result of carry-overs.

- (k) **Approves** the following changes to capital expenditure in 2023/24 and 2024/25 in the Waste Minimisation Account budgets:

Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
<b>New Works (Disposal Account)</b>			
<b>Southbrook</b>			
Site Storage Building 23/24	0.0	3.5	+3.5
Site Storage Building 24/25	66.0	66.6	+0.6
Disposal Pit & Road Upgrade 23/24	0.0	68.5	+68.5
Weighbridge rec. compactor 23/24	64.0	3.4	-60.6
Weighbridge rec. compactor 24/25	0.0	65.6	65.6
<b>Oxford</b>			
Pit Wall Alterations 23/24	0	12.6	+12.6

<b>New Works (Waste Minimisation)</b>			
RRP Site Upgrades 23/24	1,573.4	75.0	-1,498.4
RRP Site Upgrades 24/25	0	1,611.3	+1,611.3

- (l) **Notes** that the proposed changes to capital works from 2022/23 to 2024/25 can be accommodated within current funding budgets in the Disposal and Waste Minimisation Accounts without impacting on rates.

**6.7 Roading Staff Submission May 2022 - Request changes to the Roothing Capital Works Budget– J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)**

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 220504069967;
- (b) **Approves** the budget changes as shown in **Table One** below:

<b>Table One: Budget Changes</b>			
<b>Project</b>	<b>Draft Annual Plan 2022/23 (\$000)</b>	<b>Updated Annual Plan 2022/23 (\$000)</b>	<b>Comment</b>
Support for Mixed Use Business Area (adjacent to Kaiapoi Town Centre)	375	125	Carry over budget from 2021/22. Move budget of \$375,000 out to 2023/24 and 2024/25
Lees Valley Willow Walls	80	30	Carry over budget from 2021/22. Move budget of \$50,000 out to 2024/25.
West Rangiora Route	1,279	949	Carry over design budget for Mulcocks Rd. Design only for Townsend Rd Culvert with construction moved to 2023/24
West Rangiora ODP	404.9	0	No planned works. Move budget out to 2024/25
Ohoka / Island Rd Intersection - Physical Works	1,200	0	Waka Kotahi declined funding. Move budget to 2023/24
Ravenswood Park & Ride	400	0	Move budget out to 2023/24. Budget for land purchase only
Town Centre Upgrades	135	20	Carry over remaining budget for EV charging stations. Push remaining budget out to 2023/24
Swannanoa Rd / Johns Rd	165	0	Waka Kotahi declined funding. Move budget to 2023/24
Tram Rd safety improvements including McHughs Rd	330	0	Move budget out to 2023/24. Design only in 2023/24
Walking and Cycling Strategy Implementation	1,150	490	Tuahiwi footpath to proceed. Budget for design only for future paths. Reduced spend due to no Waka Kotahi subsidy for remaining budget (WDC share only)
Land - Blake St Extension	1,100	200	Majority of budget moved to 2023/24
Durham Land Purchase for Carparking	3,000	0	Move out to the 2023/24 financial year
Flaxton / Johns / Plasketts - Intersection improvement	165	0	Currently no Waka Kotahi funding. Move budget out to 2024/25

Project	Draft Annual Plan 2022/23 (\$000)	Updated Annual Plan 2022/23 (\$000)	Comment
Kippenberger Ave / MacPhail Ave Roundabout	1,248.7	624.3	Timing dependent on developer. Move half of the budget to 2023/24
Skew Bridge Active Warning/Safety Improvements	0	330	Carry over from 2021/22
Travel Demand MGMT/Modelling	0	309.6	Carry over from 2021/22
Land Purchase 19 Cones Road	0	107.5	Carry over from 2021/22
Woodend East ODP	400	0	Driven by development. Unlikely to be required in the next two years therefore move budget out to 2024/25.
Southbrook Rd Future Improvements	0	50	Bring forward from 2025/26 to allow longer term strategic planning
Smarts Road Drainage Improvements (NEW PROJECT)	0	80	Post February flood event drainage improvements as per report
Butchers Rd Culvert Replacement (NEW PROJECT)	0	360	Post February flood event repairs as per report
<b>Total (\$000)</b>	<b>\$11,432.6</b>	<b>\$3,675.4</b>	

- (c) **Approves** bringing forward budget of \$50,000 from 2025/26 for Southbrook Rd Future Improvements, to allow for staff to progress with the working group and investigations;
- (d) **Approves** the inclusion of two new projects within Roding budgets, being Smarts Road Drainage Improvements (\$80,000) and Butchers Rd Culvert Replacement (\$360,000) which has the impact of an additional \$0.89 added to rates and would be funded from the Roding Strategic account which is funded by loans;
- (e) **Notes** that the budget of \$9.11M is to be deferred to future years, including Rangiora Town Centre Parking projects as was proposed at the Annual Plan meetings;
- (f) **Notes** that carry over projects from 2021/22 have been included in the updated budgets;
- (g) **Notes** that where Waka Kotahi funding for capital projects has been declined these projects have largely been moved out;
- (h) **Notes** that budget may need to be brought forward should Waka Kotahi funding become available within the Low Cost Low Risk work category, for projects that have previously been declined;
- (i) **Circulates** this report to the Community Boards and the Utilities & Roding Committee for information.



6.8 **Budgeted Carryovers from 2021-22 to 2022-23 Financial Year – P Christensen (Finance Manager)**

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*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report No. 220503068966.
- (b) **Adopts** the carryovers as listed (\$41.3m) for inclusion in the 2022-23 budget.
- (c) **Notes** this report compiles the full list of projects contained in the individual reports that are presented to the Council Annual Plan deliberation meeting. Any changes in consideration to those reports will be reflected within these budgets.
- (d) **Notes** the rate effect of the carryovers is minimal. There will be a 0.1% rate increase which will take the average rate increase to 4.4%. The rating effect of carryovers will be smoothed over future years.

7. **CONSIDERATION OF SUBMISSIONS TO THE DRAFT ANNUAL PLAN 2022-2023**

8. **QUESTIONS**

9. **URGENT GENERAL BUSINESS**

10. **NEXT MEETING**

The Council will meet at 11.30am on Tuesday 14 June 2022 to adopt the Annual Plan.

**MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL, FOR THE HEARING OF SUBMISSIONS TO THE DRAFT ANNUAL PLAN 2022-23, HELD REMOTELY OVER THREE SESSIONS, COMMENCING ON WEDNESDAY 4 MAY 2022 AT 10.32AM, RECOMMENCING AT 5.00PM AND ON THURSDAY 5 MAY 2022 AT 1.30PM.**

**PRESENT:**

**4 May 2022:** Mayor D Gordon (Chair), Deputy Mayor N Atkinson, Councillors, K Barnett, A Blackie (apology for evening session), R Brine, W Doody, N Mealings, P Redmond, S Stewart, J Ward and P Williams.

**5 May 2022:** Mayor D Gordon (Chair), Deputy Mayor N Atkinson, Councillors K Barnett, A Blackie, R Brine, W Doody, N Mealings, P Redmond, S Stewart, J Ward and P Williams.

**IN ATTENDANCE:**

**Morning session 4 May:** G Cleary (Manager Utilities and Roothing), H Street (Corporate Planner), T Kunkel (Governance Team Leader) and A Smith (Committee Coordinator).

**Evening session 4 May:** J Harland (Chief Executive), H Street (Corporate Planner), T Kunkel (Governance Team Leader) A Connor (Governance Support Officer), and A Smith (Committee Coordinator).

**Afternoon session 5 May:** G Cleary (Manager Utilities and Roothing), H Street (Corporate Planner), T Kunkel (Governance Team Leader), A Connor (Governance Support Officer), and A Smith (Committee Coordinator).

**1. APOLOGIES**

Moved: Mayor Gordon

Seconded: Councillor Atkinson

An apology for absence was received and sustained from Councillor A Blackie who was absent for the evening session of 4 May 2022 due to a meeting conflict.

**CARRIED**

**2. CONFLICTS OF INTEREST**

Councillor Atkinson and Councillor Mealings noted that they would not be taking part in any discussion on District Plan matters presented in any of the submissions.

### 3. HEARING OF SUBMISSIONS TO THE DRAFT ANNUAL PLAN 2022 - 23

NAME	ORGANISATION	COMMENTS
<b>Wednesday 4 May – morning session</b>		
Shona Powell (Chairperson)	Woodend-Sefton Community Board	<p>S Powell spoke on behalf of the Woodend-Sefton Community Board submission, highlighting SH1 safety issues including the challenges of getting across SH1 for pedestrians and cyclists when traveling between Pegasus and Ravenswood. It was acknowledged that this was the responsibility of Waka Kotahi (NZTA), as a State Highway, however the Board encouraged the Council to advocate for a safer way for pedestrians and cyclists to cross SH1 and to investigate options (possibly an underpass). The Board also supported a cycleway/pathway between Woodend and the Pegasus roundabout as part of the Woodend safety improvements.</p> <p>The Board requested consideration of funding for a further matter (not originally included in their written submission) which was for the removal of a hedge at the southern end of Park Terrace, Waikuku Beach. This was an old hedge which was approximately eight - ten metres wide and eight metres high. After removal of the hedge, some native planting would be undertaken. Residents in the vicinity had been consulted, and a staff report was presented to the Community Board's April 2022 meeting. The Board was seeking funding for the coming financial year to cover the cost of removal of the hedge and replanting of native flora.</p> <p>The Board extended thanks to the Council for support of projects in their area.</p> <p>Mayor Gordon confirmed the Woodend safety improvements were supported by the Council.</p> <p>Councillor Doody suggested traffic lights as a possible suitable alternative to the underpass. S Powell commented that turning arrows and pedestrian lights may hold up traffic unnecessarily.</p> <p>Councillor Redmond asked what the relative costs of removal of the hedge was compared to the annual maintenance costs. S Powell advised that the cost of the first trim would be approximately \$20,000 as it had not been trimmed in recent times, with ongoing trims costing approx. \$10,000, every 18 months to two years. The hedge removal, replanting and mulching was estimated to be \$105,000. Greenspace staff were investigating ways to further reduce costs.</p> <p>Regarding the hedge, S Powell advised that most residents had advised that they did not think it was providing much shelter and the Board members believe that in a few years, native plants would provide a good wind break. The Board would like to see the planting happen as soon as possible and</p>

		<p>there was the possibility of contributing some of the Board's landscaping budget to assist funding the planting. The homeowner behind the hedge has advised there was a ditch behind the hedge and had concerns regarding the stability of the land. It was confirmed that the hedge was on road reserve.</p> <p>Councillor Barnett sought clarification of the Board understanding that the Council had no control of SH1, but it was with another authority, and this was confirmed.</p> <p>Regarding Rangiora Airfield, S Powell said that though the Board had not undertaken any in-depth discussion on this, it supported the matters relating to the Airfield.</p>
Shona Powell	Waimakariri Access Group	<p>S Powell spoke to this submission on behalf of the Waimakariri Access Group. The submission raised the need for a toilet in the district that was accessible for people who needed space for a wheelchair or where they could be changed. The Waimakariri Access Group requested the Council commit to investigating a suitable space or site for a Changing Places bathroom in the district and the feasibility of providing a Changing Places bathroom. These bathrooms included accessible changing facilities for those with severe, multiple or complex disabilities in a safe and clean environment. There were members of the community that struggled to use public toilets. Accessible toilets suited those who were relatively independent but those with severe disabilities were restricted. People should not be disadvantaged because of a lack of accessible public toilets, or have to be laid on the floor of public toilets for changing. Access to these Changing Places bathrooms would be restricted to those who required them and would have an access key. Such a facility would have many benefits, not just for the individual, but for all family units, carers and travellers. There are currently five Changing Places bathrooms in New Zealand and more were planned. One was being built currently in Dunedin with two more being planned. These facilities were compulsory in any new public facilities in England since 2021. There were now 1,200 in the UK. Regarding the cost for a Changing Places bathroom it was advised that Dunedin City Council budgeted \$200,000, to build their first one. There was also ongoing costs of regular inspection and certification, safety load testing of the hoist, and maintenance for the equipment, however because these facilities were not open to the general public there was less chance of malicious damage.</p> <p>Having a Changing Places bathroom allowed opportunities for all people to live their life to their fullest and for some people in the community it was a need, not a nice to have.</p> <p>Councillor Atkinson enquired about suggested locations for this facility in Waimakariri. S Powell replied that these could be in existing public buildings (but it would need to be buildings that were open for</p>

		<p>long hours and over weekends) or it could be a standalone facility such as Victoria Park.</p> <p>Mayor Gordon extended thanks to the Access Group for its submission.</p>
Caroline Spollen	The Chris Ruth Centre	<p>C Spollen managed the Chris Ruth Centre in Kaiapoi, which was a day placement centre for people over 21 years of age who had physical disabilities and special needs. One of the best physical therapy exercises for these people in wheel chairs, was swimming. Concern was raised in relation to Dudley Park Aquatic Centre facilities which were not suitable for a patron with disabilities and the changing rooms were too small to manoeuvre an electric wheelchair and the hoist was not suited for the use of an adult. The steps going down to the lazy river restricted use by those in wheelchairs and it was suggested that a ramp be installed or an alternative swing option (C Spollen offered to send through photos). Another restriction was that there was only one wet chair available. There was a lack of facilities in Waimakariri and C Spollen thought the disabled community had not been taken into account when the facility had been built. There was the option to travel to QEII, however this involved further travel. People with disabilities needed to be able to exercise, and swimming was the best option.</p> <p>Mayor Gordon suggested that the Aquatic Centres Manager make contact with C Spollen to discuss first steps in the interim, and further options for the future.</p>
Robert Johnston		<p>R Johnson presented his submission, regarding Significant Natural Areas (SNAs) and protected areas. He believed SNAs should all have a permanent rates relief component similar to the QEII Trust. Nearly half of the Johnson property was set aside as a SNA or protected area.</p> <p>R Johnston supported the stance of the Council and the Mayor relating to Three Waters reforms and did not support the co-governance proposal.</p> <p>Regarding subdivision applications, R Johnston would like the Council to allow any applications for subdivisions that were submitted prior to the change to the rules to proceed, and be eligible for building consents.</p> <p>The Council was commended for its roading repair work in Lees Valley and Ashley Gorge picnic ground clean up following the rain event in May 2021. He was disappointed though that the bridge at the start of Powells Road at the intersection with Ashley Gorge Road, was not widened after it was badly damaged recently. It was frightening to approach the bridge especially when trucks were coming in the opposite direction.</p> <p>In relation to the flood protection rating, R Johnston supported an enlargement of the rating area to protect the rivers in the Waimakariri area and</p>

		<p>R Johnston sought the support of the WDC in persuading Ecan to establish an enlarged rating area. The mid-section of the Ashley River was not included in the rated areas. The Council should be concerned with the loss of 190 metres of property at the Deep Creek diversion channel exit where it flows to the Ashley River.</p> <p>Regarding the Ashley Gorge Reserve, R Johnston suggested there was the need for a second public toilet at the top picnic terrace. He acknowledged support for the upgrade of the water supply, with the growth of Ashley Gorge continuing and the requirement for water supply standards to be met.</p>
<p>Rachel Thomas (Senior Policy Advisor) C Henderson</p>	<p>North Canterbury Province of Federated Farmers</p>	<p>C Henderson spoke on the rates noting that Federated Farmers members appreciated the modest increase proposed by the Council. However many farmers were impacted by even small changes due to the high values of their properties. He reminded the Council to be prudent on spending and asked the Council to consider the farming community who contribute significantly to the district.</p> <p>Regarding the Community Hub in Kaiapoi, Federated Farmers recommended that the shortfall be met primarily by those who resided near the Hub and that it should be a targeted rate. Those who would benefit most were those who lived closest to it.</p> <p>R Thomas referred to the section in the Consultation Document regarding the funding shortfall for the Kaiapoi Community Hub, suggesting that there could be a clearer way for information to be provided to the public, and that currently it was a bit confusing.</p> <p>Federated Farmers supported the upgrading of the Kaiapoi flooding and stormwater improvements, however recommended that the Council reassess the funding shortfall to reduce reliance on the general rate.</p> <p>The Roothing network needed to be maintained to a high standard and the funding shortfall of \$450,000 would only have a minimal impact on the rates, and also suggested alternative funding be explored.</p> <p>C Henderson advised that North Canterbury Federated Farmers shared the Councils concern regarding Three Waters reform and supported the stance of the Council. Thanks were extended to the Mayor.</p> <p>Mayor Gordon suggested that a meeting be arranged with Council staff and representatives from Federated Farmers.</p> <p>Councillor Atkinson noted the history of the way rates were levied across the district, and C Henderson responded that whether this be land value or capital value, farmers saw the numbers increased the most.</p>

Tessa Warburton		<p>T Warburton spoke to her submission expressing concern that the Council was not doing enough to look after water in its natural form. Concerns were also noted about the untidy appearance of water way areas where she regularly goes walking. Waterways need protection from farm animals and from invading species. T Warbuton said that water was not just about drinking, irrigation and waste and we needed to take pride in the natural environment. All water needed to be taken seriously and to be protected for future generations to use and enjoy.</p> <p>It was suggested the Council should introduce Bylaws to protect the riverbeds and she would like to see some action and boldness on protecting all the waterways in the district. There was too much damage being done by 4WD vehicles using the riverbeds. There was no reason for people to be driving the length of the riverbeds when there are legitimate 4WD tracks all over the district.</p> <p>She suggested that volunteers were relied on too much by the Council, and this reliance needed to change. T Warburton would like to see the most practical step undertaken to keep recreational vehicles outside all riverbeds in the district. This would also need to be coordinated with Ecan.</p>
Miles and Gillian Giller		<p>M and G Giller spoke to their submission which supported the proposal to increase rates grants for Significant Natural Areas (SNAs) and to introduce a variable rate for landowners of mapped SNAs. This would engender landowners support and encourage value of SNAs and the management of them. SNAs required pest and weed control to allow them to be looked after and mapping SNAs did not actually protect the area. The submission pointed out a potential anomaly where the proposed rates grant was made available to mapped SNAs in support of indigenous biodiversity initiatives.</p> <p>Clause 2.3 of the WDC Policy S-CP 1907 states that <i>“No grant will be made to a property that has a designated indigenous vegetation site if the status of that property is ‘Non-rateable’ in terms of the Local Government (Rating) Act”</i>. The submitters pointed out that QEII covenants are included under the non-rateability provisions in Clause 2.3. This would make them ineligible for assistance from the WDC rates grant even if they were also a mapped SNA. Mr and Mrs Giller would like the wording in this clause adjusted accordingly, so that people can receive either the QEII covenant or the SNA rate reduction and did not want to see people who have QEII covenants disadvantaged. M Giller advised that assistance was provided initially by QEII, but after that time, the responsibility was with the landowner.</p> <p>Subsequent to the hearing, the Gillers provided the following suggested rewording of Clause 2.3 of the Policy</p>

		<p>2.3. Where a designated indigenous vegetation site is also subject to a QEII covenant, the reduction in rates shall be the greater of either that available through non rateability provisions under the Local Government (Rating) Act, or that available through the rate reduction provisions of the District Council's policy Grants in Support of Indigenous Biodiversity Initiatives.</p>
Jo Coughlan Constance Phua (Project Manager)	NZ Chinese Language Week	<p>C Phua presented the submission seeking funding support of \$2,000 from the Council for NZ Chinese Language Week which was being held in September 2022. This event was run by a Charitable Trust and they were hoping to work with the Council on activities that would be available during the language week.</p> <p>A video presentation was shown of the 2021 Chinese Language Week. Annual celebrations of Chinese Language week had been held for the last eight years.</p> <p>It was agreed that Deputy Mayor Neville Atkinson, who was Portfolio holder for International Relations, would make contact with the Charitable Trust following the hearing.</p>
<p><i>The hearing adjourned at 12.10pm and reconvened at 5pm.</i></p>		
<p><b>Wednesday 4 May – evening session</b></p>		
Shirley Farrell (representing Ted Dring)	Oxford Blind & Low Vision Group	<p>S Farrell spoke to this submission on behalf of the Oxford Blind and Low Vision Group and read a statement. This referred to the ongoing requests over recent years for the speed reduction on the Main Street of Oxford from 50kph to 40kph. There had been some confusion in information received from Waka Kotahi (NZTA) on the requirements for the Council to implement this speed reduction. The Council was of the understanding that it would be required to install costly traffic calming measures however Waka Kotahi were now indicating that this was unnecessary and it was sufficient for the Council to install appropriate speed limit signage.</p> <p>In the statement Mr Dring had commented that he could not understand why the Council staff were not working with the community on this matter rather than just responding with a "No" to the request of the group. It was anecdotally said that the local Police had observed many close calls with vehicles parking too close to the pedestrian crossings and there was also the issue with electric vehicles (being quiet) putting visually impaired people at risk.</p> <p>Mayor Gordon referred to a meeting that he had with S Farrell and the Roading and Transport Manager, noting the conflicting advice that the Council had been receiving and staff had been working hard to seek clarification. The staff position had been correct in the process, however there had been conflicting information received from NZTA which needed clarification from Cabinet level and the</p>



		<p>Council was awaiting confirmation of this, prior to reconsideration of the matter.</p> <p>S Farrell noted that the speed limit had been an ongoing matter for the past eight or nine years, which had been frustrating for Mr Dring and the group however Waka Kotahi had suggested the group keep dialogue open with the Council.</p> <p>Councillor Barnett sought confirmation and it was noted, that a report would come back to the Council, for reconsideration once the decision from Cabinet had been received.</p> <p>Councillor Redmond noted that under the NZTA guidelines for safe speed the formula was 50kph through Oxford, but the current mean speed through the Oxford township was 43kph and enquired what was hoped to be achieved with the speed reduction. S Farrell assumed that traffic would travel at close to 40kph with the mean speed being 41kph through the business area.</p> <p>Councillor Doody asked which part of Main Street of Oxford was Mr Dring referring to and S Farrell believed this would be between Bay Road and Burnett Street.</p>
Doug Nicholl (Chairperson)	Oxford-Ohoka Community Board	<p>D Nicholl believed the Board's submission was self-explanatory and was open for questions.</p> <p>Regarding the speed limit for Main Street Oxford, Mayor Gordon advised that there had previously been conflicting advice received from Waka Kotahi and a further report would be presented to the Community Board and Council in the near future.</p> <p>Councillor Barnett asked for more detail on the footpaths, noting that the submission requested footpaths on both sides of roads, which was above the Council's level of service. D Nicholl noted that there were areas of concern for some residents of Oxford who had been requesting footpaths for many years. Some of these streets mentioned in the submission currently had footpaths only on one side of the street.</p> <p>Councillor Redmond asked what practical affects the Board expected to see by lowering the speed limit to 40kph on Main Street of Oxford. D Nicholl responded that it was hoped it would be safer for older residents and vision impaired people.</p> <p>Following a question from Councillor Williams regarding the Boards views on development of the Rangiora Airfield, and D Nicholl personally felt this was an important asset for the district and any necessary improvements should be undertaken. He noted that there hadn't been significant discussion by the Board on the airfield, except supporting that the Airfield became self-funding.</p>

<p>Areta Wilkinson (Chairperson) M Brown (Trustee)</p>	<p>Oxford Arts Trust</p>	<p>A Wilkinson and M Brown presented this submission on behalf of the Oxford Arts Trust. The Trust was seeking increased financial support from the Council, as this adds to community wellbeing for the district. The Deed of the Trust had recently been changed to include wellbeing through the arts. Last year's highlights included an exhibition from Christchurch prison. The Te Reo programme would run again this year through Matariki. It was also proposed that the Trust play a larger role in the local school programme.</p> <p>The Trust still had plans for a garden area to host outdoor art events.</p> <p>To deliver community wellbeing through the arts, the Trust was seeking an increase in the Community and Recreation grant from the Council. The Trust insurance was \$4,783, and it was seeking a grant of \$10,000. To keep the gallery open from Thursday to Sunday, required \$15,000 per year. Other ways that the Council could assist, was possible sharing administrative staff, noting that the volunteer model was not viable and could not continue to operate at the required level of work at no cost. The Art Trust also requested use of the Council space in the local newspapers for advertising.</p> <p>Councillor Atkinson asked if information on the income of the Trust could be supplied to the Councillors. Subsequent to the hearing information was provided and circulated to all members.</p> <p>Councillor Williams asked if there was information on the number of people who visit the gallery. It was noted that numbers had dropped by about 2,000 during the current year as a result of the Covid lockdown. Councillor Williams also asked if there was a group in Oxford who could assist with beautification of the outside area.</p> <p>M Brown spoke on signage expenses, noting that with the Gallery being located back from the road frontage, it was a visual barrier to visitors, and therefore funding for signage was also requested.</p> <p>The Trust received funding for classes, from the Community Arts Council.</p> <p>Mayor Gordon noted that the original grant was put forward to cover insurance, power and phone costs. These other opportunities would be considered, however to assist with the Council's consideration of the increased grant, the Trust would need to provide information on income. Thanks were extended to the Trustees and volunteers for all the work that was done to run the Gallery in Oxford.</p>
<p>Emma Frazer</p>	<p>Oxford Pony Club</p>	<p>E Frazer presented this submission was on behalf of the Oxford Pony Club, located at the Carlton Domain. The Club were grateful to have this space available for use. However for people using the domain, including dog walkers and other members of the public there was no supply of drinking water.</p>

		<p>There was a limited water supply, which was not drinkable and this was then potentially a health and safety risk for both regular users, and more importantly for visitors who may not realise that the water was not potable. During the regular Pony Club meets and events, members had to take their own drinking water, including water for the horses. It was understood that there was a Council reticulated water supply on the same side of the road as the Domain. The submission requested that this supply be accessed into the Domain, and either use the existing concrete tank or install a new tank, and plumb the public toilets and the Oxford Pony Clubrooms. With a new tank, it was estimated that it would be at a cost of less than \$3,000. This was a four hectare site, which the Council would have the ability to put a dwelling on if it chose to sell in the future. The Club relied on volunteers who currently maintained the grounds, undertaking mowing and spraying, as there was no stock allowed on the grounds. This was quite a burden on club members, and E Frazer believed the work for installing a water supply would be undertaken by Council contractors.</p>
Greg Byrnes (Manager)	Te Kōhaka o Tūhaitara Trust	Greg Byrnes was unable to attend the hearing. His submission was taken as read.
Emily Belton (WDC Youth Development Facilitator, Ruby Wilson (Co-chair of Youth Council) and Tessa Sturley (WDC Community Team Manager)	Waimakariri Youth Council	<p>E Belton, R Wilson and T Sturley were present for consideration of this submission. R Wilson spoke on the skatepark project, noting there had been unforeseeable delays due to the impact of Covid restrictions. Following discussions, the Youth Council in conjunction, with community consultation identified the deck activation project as the top priority within the wider project. A more detailed funding strategy had been initiated by the Youth Council for the complete project. There had been continued community consultation throughout the project, and this facility was something that the community wanted and would be of benefit to the wider community.</p> <p>E Belton noted the Youth Council had been working alongside the Council's Community and Greenspace teams to progress the project. There had been a positive response from the Rangiora Lions Club, noting that there had been significant increases in costs since the original quote was received. Greenspace were currently investigating cost reduction measures for the activation platform which would be a space for the whole community to use, and for Wai Youth to activate space, for example holding skate jams at the Dudley Park skate park.</p> <p>T Sturley noted the cost increases in the current environment were not unexpected and commended the work of the Youth Council in addressing these increases.</p> <p>Mayor Gordon confirmed that this submission was a holding submission to Council, if other funding sources were not forthcoming. Staff were looking</p>

		<p>further to endeavour to keep the costs down on this project.</p> <p>Councillor Barnett referred to the Deed of the Youth Council and how it was set up, and requested if there was a need for regular funding to be made available to the Youth Council to realise some of their aims and proposed projects? T Sturley responded that project funding was something that the Youth Council undertook with the support of staff. It was confirmed that this was a one-off grant requested by the Youth Council for this project. E Belton added that if there was project funding available that would be appreciated, but noted that having members involved in funding applications and attending meetings such as this hearing, was good experience for members personal development.</p> <p>Mayor Gordon noted the work that staff had undertaken to attempt to reduce costs of the project. Thanks were extended to the presenters and appreciation for the work of the Youth Council.</p>
<p><i>The hearing adjourned at 5.57pm and reconvened at 6.03pm.</i></p>		
<p>Tania Wati and Te Maire Tau</p>	<p>Te Ngāi Tūahuriri Rūnanga</p>	<p>Te Maire Tau and T Wati spoke to the submission of Te Rūnanga regarding the draft Review of the Rating Policy for Maori Land which was included in the Council Draft Annual Plan 2022/23. The Policy arose from the recently passed Local Government (Rating of Whenua Maori) Amendment Act 2021. The Rūnanga supported the spirit of the Policy but had concerns regarding some of the text.</p> <p>Te Maire Tau highlighted rates, noting the preferred idea which the Rūnanga supported, was establishing a Ngāi Tahu Rates Commission for the whole of the South Island. Mention was made of the legislation that was in place from previous governments dating back to 1967. The Council was encouraged to support the proposal put forward in this submission.</p> <p>Also highlighted from the submission, was that Maori land was heavily over-regulated. The view supported all rates from the Tribe should come from a central source.</p> <p>Appendices to the submission were highlighted, being the suggested additional text to the Policy document.</p> <p>Para 15 – the Rūnanga did not believe that the decision on rating of Maori Land should be solely that of the Chief Executive of the Waimakariri District Council.</p> <p>Para 19 – the Rūnanga did not believe that the Policy gave effect to the principles of the Treaty of Waitangi.</p> <p>Paras 20 – 24 - Te Maire Tau provided a summary of the historical issues with missing Maori land titles that these paras refer to.</p>

		<p>Paras 25 – 30 Rates Commission – Regarding the missing land titles, the Rūnanga were now supporting the establishment of the Rates Commission. There needed to be a rates revenue, and not to have a rates revenue is considered a negative. The Rūnanga confirmed their support for a South Island Commission, which would give access to the rates revenue that Ngai Tahu generates in Christchurch and other large areas. As submitted in para 28 - this would involve the Council transferring rates collected on Maori land to the Commission. These rates collected would then be reinvested on infrastructure and development projects within the Maori Reserves in its boundaries.</p> <p>The Mayor confirmed that the Council would be ready to resume the meetings of the Mahi Tahu Joint Development Committee when the Rūnanga were ready.</p> <p>Councillor Redmond asked if this process had been undertaken by other Councils in New Zealand or was this a prototype or pilot scheme. Te Maire advised that this was a prototype but believed it would eventually be occurring throughout New Zealand. He believed there was no other option as every other council, particularly in the North Island, were facing the same problem and confirmed support of the Rūnanga for a Ngai Tahu Rates Commission for the whole of the South Island.</p> <p>Mayor Gordon thanked the submitters for their presentation and advised that the Council would need to seek advice on the points made in the submission.</p>
<p><i>The hearing adjourned at 6.15pm and reconvened at 1.30pm on Thursday 5 May 2022.</i></p>		
<p><b>Thursday 5 May - afternoon</b></p>		
<p>Jackie Watson (Chairperson)</p>	<p>Kaiapoi-Tuahiwi Community Board</p>	<p>J Watson presented the Board's submission and highlighted the following:</p> <p>Acknowledged the low rate increase that the Council had proposed in spite of rising costs.</p> <p>Kaiapoi Community Hub: Thanks were extended to the Council for the support provided during the consultation with the community, promoting the benefits of having the hub in their community. However the Board would like to see more community groups being encouraged to use this facility.</p> <p>The Board expressed disappointment that Waka Kotahi (NZTA) had withdrawn some of their funding and with the Council limiting the rate increase, there would be a decrease in service levels.</p>

		<p>Regarding the Rangiora Airfield upgrades, the Board agreed that this was an important asset to the district, however would like the Council to investigate further funding options, rather than relying on the ratepayers, with the airfield being a commercial operation.</p> <p>The Board extended thanks to the Mayor and Councillors for the work in trying to make some changes to the Three Waters matters.</p> <p>The Board asked that the Council to consider investigating a shuttle service operating within the district, which could be a way of reducing the numbers of people using their cars. For example, a mini-bus service from Pegasus to Rangiora, or Kaiapoi to Oxford.</p> <p>The Board requested that the Council investigate traffic safety issues outside Kaiapoi High School, which was a very busy traffic area. This had been requested previously by the Community Board.</p> <p>Councillor Redmond asked if there was a shuttle operating at the moment in the district? J Watson couldn't confirm if there was a service within the district at the moment, but felt that this could be an option in using smaller buses. Mayor Gordon noted there was the North Canterbury Minibus Trust which operated a service to transport people to medical appointments. Environment Canterbury were currently operating a trial of the MyWay bus service, in Timaru and the Council support this being trialled in Waimakariri.</p> <p>Regarding the operations at Rangiora Airfield, Councillor Ward clarified that the majority of aircraft based at the Rangiora Airfield are recreational aircraft.</p>
<p>Jim Gerard (Chairperson)</p>	<p>Rangiora-Ashley Community Board</p>	<p>J Gerard presented the submission noting that the Board had nothing but praise and appreciation for the job that the Council had been doing during difficult times. There were no major issues that the Board noted in the Annual Plan and were pleased with the cautious but positive approach to keep rates low, whilst balancing at the same time, but not halting progress in the district.</p> <p>The Board was very appreciative of the role of the Mayor and Council in handling the changes in local government, including Three Waters and other central government reform programmes. The Board appreciated and fully supported the Council on the direction it had taken with these issues.</p> <p>The Board had concerns on the budget over-spend of \$500,000 on the Ashley River stormwater project and would request that the Council kept within its budget. The work involved with the Shovel Ready</p>

		<p>Projects was appreciated and the Board supported these.</p> <p>The Board supported the work required for Kaiapoi Community Hub and the funding for the flooding and stormwater improvements which were necessary for Kaiapoi.</p> <p>The Board noted concern at some of the shingle roads in the district and also disappointment at the retraction of funding by Waka Kotahi leaving the Council to find funding to keep the road network at a safe level.</p> <p>The Board strongly supported the upgrade of facilities at the Rangiora Airfield and believed this was a sound move.</p> <p>The Board also supported the water supply improvements at Ashley Gorge and acknowledged support for the proposed rate rebate for property owners with SNAs listed.</p> <p>The Board supported the Council's application for exemption for chlorinated water supply and would be following this in the months ahead.</p> <p>The Board requested some input on the Development Contributions and asked that this come back to the Board for input and information.</p> <p>In summing up, J Gerard reflected that the Community Board was very happy with the direction that the Council was going, appreciated the difficulties the Council has faced, and the united front of the Council had been very important.</p> <p>There were no questions from members and the Mayor extended thanks to the Community Board members for the work that they undertake.</p>
Phillipa Hunt (Founder/ Chairperson)	Satisfy Food Rescue	<p>P Hunt spoke to the submission. Satisfy Food Rescue supported development of the Kaiapoi Community Hub and the work that the Council had done regarding this project. There had been tremendous growth over the past 12 months and the group were distributing a significant amount of food within the Waimakariri and Hurunui districts. The Kaiapoi Community Hub would be a very worthwhile asset to enable continuation of this food distribution and to have communal spaces and educational work regarding food. The Group was looking forward to working with the other groups using the Kaiapoi Community Hub. The work that Satisfy Food Rescue do was important for the wellbeing of the district and appreciated and thanked the Council for its support of the group.</p> <p>Councillor Barnett asked if there would be connections with Oxford, Cust and other rural communities with the Hub being located in Kaiapoi. P Hunt said the group worked with the Oxford Community Trust and also 12 Baskets which was</p>

		<p>based in Oxford. This worked both ways, with food being delivered to Oxford for distribution there, and also food coming from the Oxford Supervalue to be distributed in other areas. The group also worked with The Salvation Army and Hope Community Trust.</p> <p>P Hunt advised that the group had 1.4 tonnes of chicken (800 frozen) delivered today from Ingham Chicken and were always endeavouring to increase relationships with food producers. The new Hub design would include walk in freezers.</p> <p>Councillor Doody asked about the Oxford Lions, who had undertaken a significant amount of work for Satisfy Food Rescue. P Hunt advised that the group had received over 14 tonnes of food from the Lions between October 2020 and June 2021, and there had been continued food sourced from them over the past few months. Satisfy Food Rescue valued the relationship they had with the Oxford Lions club.</p> <p>It was planned to have a commercial kitchen at the Kaiapoi Community Hub which could be used for educational cooking and also to have spaces for skill sharing relating to gardening etc. Currently Satisfy Food Rescue didn't have any relationships with meat producers, however would be keen to establish these if able to do so.</p> <p>Councillor Mealings extended her thanks to P Hunt for what she had done for the district. If people had more food than they required, with home gardens or small orchards, this could be collected by the Satisfy Food Rescue. People could be directed to the Satisfy Food Rescue website, or the email address if there was food to be collected or it could be delivered.</p> <p>Mayor Gordon extended his thanks to P Hunt for her work and for the work that the Satisfy Food Rescue group do for the community, in collaboration with other groups.</p>
Rhonda Mather		<p>R Mather presented her submission, focusing on the Pegasus Community Centre. Although this was included in the LTP, R Mather commented that there was no guarantee that it would be completed in the timeframe and it was important for this to progress.</p> <p>Currently the population in Pegasus is 4,200, which was well above the trigger point for community facilities. The current Woodend Community Centre was running to capacity according to staff. The two proposed Community Centres at Ravenswood and Pegasus were both quite different with the proposed venue at Ravenswood to be a Council Service Centre.</p>



		<p>R Mather stressed the need to get the development of a Community Centre in Pegasus underway urgently and would like to have some public consultation on the preferred site for such a facility.</p> <p>Councillor Doody asked about the Waitaki Reserve not meeting the criteria. R Mather advised that there was concern from Council staff on the proximity to residential properties, however it was noted that there were quite a few parking spaces there. C Brown was concerned that this reserve was not central enough.</p> <p>Mayor Gordon acknowledged the advocacy work that R Mather did for the Pegasus community.</p>
Councillor Grant Edge	Environment Canterbury	<p>Councillor Edge presented the submission on behalf of Chair Jenny Hughey and Environment Canterbury. The importance of the partnership and collaboration of the two Councils was noted, dealing with a raft of changes coming from central Government, including changes to the resource management system and the evolving role of local government. A demonstration of the need to work together was the joint response to the oil leak into the Kaiapoi, Cam and Waimakariri Rivers earlier in 2022. Ecan acknowledged the Councils significant contribution to the Canterbury Mayoral Forum and the various working groups, including Mayor Gordon leading the Climate Change Steering Group and the now completed Climate Change Risk Assessment document; a joint effort of Canterbury councils, which would look at the regional adaption as the next step.</p> <p>The Greater Christchurch Partnership was another example of working together, with Mayor Gordon, and Councillors Atkinson and Mealings participating in regular meetings, to ensure there was a planned approach to growth and strategic planning across the wider Greater Christchurch area. Investment in public transport was a significant part of the initiative.</p> <p>Regarding the Canterbury Water Management Strategy, Environment Canterbury strongly supported the implementation of the Waimakariri Zones Action Plan, which was progressing well.</p> <p>Environment Canterbury would work alongside the Council in upgrading wastewater treatment systems and applying for discharge consents for the five urban stormwater schemes and the actions to help improve freshwater outcomes.</p> <p>There was support for the Council in managing coastal land in Tutaitara Coastal Park for a range of multiple values, and the work to protect freshwater habitat and indigenous species along the Cam River.</p> <p>Acknowledgement of the WDC investment in youth engagement, referring to Enviroschools was made. Support was also noted for the drinking water upgrade programme, including Ashley Gorge.</p>

		<p>Acknowledgement was noted for the ongoing work to identify the SNAs in line with the Canterbury Regional Policy Statement and funding towards the Biodiversity fund and also acknowledgement of landowners for their maintenance of SNAs.</p> <p>Councillor Edge complimented the Council on the WDC Annual Plan Consultation Document which he found easy to read.</p> <p>Mayor Gordon thanked Councillor Edge and extended thanks to Chair Jenny Hughey and Environment Canterbury for the close working relationship that Waimakariri District has with them.</p>
Jane Zammit-Withers		<p>J Zammit-Withers presented her submission which related to the rate charge that was added onto her residential rate, due to operating a hair dressing salon from her home. There was a doubling up of levies charged with this additional rate, for example for the library, aquatic centres and contribution to the Canterbury Museum. It was pointed out that beauty therapists did not need to have any additional costs, and J Zammit-Withers asked why it was predominantly at-home hairdressers who have to pay this extra charge.</p> <p>She was not made aware of this extra charge when she first approached the Council about setting up her home business and the submitter asked if this information could be made available to people in future who were intending to set up an at-home business.</p> <p>The submitter would like to know how this extra rates charge came about and believed this was not logical, as she had not changed the footprint on her property, or increased the value of her property.</p> <p>J Zammit-Withers advised that following enquiries with other Councils, that both Christchurch City Council and Selwyn District Council do not impose any additional charges for home hairdressing salons, however Hurunui District Council did apply this additional charge.</p>

There being no further business, the meeting closed at 2.36pm on Thursday 5 May 2022.

CONFIRMED

\_\_\_\_\_  
Chairperson  
Mayor Gordon

24 May 2022  
Date

**WAIMAKARIRI DISTRICT COUNCIL****MEMO**

**FILE NO AND TRIM NO:** IFR-07 / 220505071041

**DATE:** 24<sup>th</sup> May 2022

**MEMO TO:** Council Annual Plan meeting

**FROM:** Gerard Cleary, Manager Utilities and Roading  
Kelly LaValley, Project Delivery Manager  
Don Young, Senior Engineering Advisor

**SUBJECT:** 2022/23 Capital Works Programme Review

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The purpose of this memo is:

1. to provide background into a review of budgets in the Annual Plan with respect to recent increases in tendered rates for similar work
2. to provide background into a revised assessment approach being implemented for capital works projects
3. to provide assurance to the Council regarding a review undertaken of the 2022/23 Capital Works Programme for Roading, 3 Waters and Greenspace to ensure that the proposed programme is deliverable.
4. to highlight the risk with resource needs in the current market conditions and the impacts this may have on delivery of our capital works programme and the delivery methodology that we use for capital works.

**1. Budget Review**

Costs of goods and services have increased significantly over the past year. This has been due to both inflation as well as on-going supply chain issues from the Covid-19 pandemic. We have been seeing these increases in recently tendered rates for projects in the 2021/22 capital works programme. Tendered rates have been between 15 – 25% higher than engineer's estimates that had been based on market rates. With this rapidly shifting market, it was necessary to review budgets for the 2022/23 capital works programme and increase where necessary.

The process for reviewing budgets was as follows:

1. Where a project has already been tendered there have been no changes proposed to the budget.
2. Where a project has not yet been tendered, a 20% increase to the project budget has been applied to account for price increases where appropriate.
3. Where a project has only a design component in 2022/23, a 10% increase has been applied to account for increases in the hourly rates of professional services (including the PDU). The construction component of these budgets will need to be reviewed with the 2023/24 Annual Plan budget.

**2. Project Prioritisation**

The budget review has led to an increase in the cost of the overall capital works programme, as previously agreed by the Council. However, the staff have recognised that it will be more appropriate to reconsider the projects, rather than increase the overall cost. Therefore, in order

to bring the overall programme back in line with what was included in the draft Annual Plan and to ensure the deliverability of the programme, the project prioritisation has been revisited.

The project prioritisation sought to consider the linkage between all activities carried out by the Council, and Community Outcomes, and prioritise those projects that best deliver Community Outcomes. One element of this is with regard to the capital works programme, and separate initiatives will be implemented with regard to other delivery elements.

The attached spreadsheet (Attachment 1-6) are a revision of what was provided with the Annual Plan and have been prepared to facilitate the approach above, and to allow clear visibility on the drivers for work, the benefits to the four Well Beings, other matters for consideration, and the recommended priority for each project.

A more detailed explanation is below (please reference the spreadsheet)

#### **a. Drivers**

Three drivers have been identified (Cols J to L)

- Statutory
- Growth and
- Level of Service/Risk/Renewals

Against each of these drivers, a simple grading of “Must do this year”, “Should do this year - could delay a year” and “Could do this year - could delay longer” has been allocated, based on an assessment of the criticality of undertaking the work this year against these three drivers.

#### **b. Other matters**

In addition, three ‘Other matters’ have been identified but not allocated a grading (Cols M to O). These matters are

- Stakeholder Expectations,
- Current progress, and
- Requirement for External Funding

#### **c. Urgency**

The ‘Urgency’ column (Col H) is then given a grading. The spreadsheet does not allocate an automatic ‘urgency’ but rather it is assessed by staff from a practical assessment of the drivers and ‘other matters’. This can be reviewed and amended as part of the approval process

All projects have been categorised into the following four priorities:

<b>Priority</b>	
<b>A</b>	Must do this year
<b>B</b>	Should do this year - could delay a year
<b>C</b>	Could do this year - could delay longer
<b>D</b>	Already Deferred

For this coming Financial Year, the staff have already made some deferral decisions (marked a D) and these projects were not included in the draft Annual plan.

With the reprioritisation process, there have been further deferral decisions made by staff and these are marked with a D in the ‘Revised Staff Assessment of Urgency’ column.

#### d. Benefits

In addition to the “prioritisation process” described in the previous sections, the spreadsheet provides an assessment of the benefits each project gives towards the four Well Beings (Cols P, R, T and V). This is to provide another basis for assisting decision-making, as well as providing an assessment of the value that our total programme is contribution towards each Well Being. It is intended that this will play a part in the prioritisation process in due course, but there is further work required to better align the Community Outcomes to allow this to happen.

The total monetary value of the contribution is summarised at the bottom of each activity area. The staff assessment is provided for 6 areas and is included as Attachment 1-6.

### 3. Project Resourcing Assessment

All carryover projects from 2021/22 (which have already been signalled as not being delivered) and deferred projects (that have already been deferred in the draft AP budgets) have been accounted for in the revised 2022/23 capital works programme spreadsheets.

In order to ensure the programme can be adequately resourced, a top down assessment has been undertaken to determine if there is adequate staff to deliver the revised programme, by estimating the internal design and MSQA requirements and converting this to Full Time Equivalent (FTEs).

The assessment undertaken for each activity is attached to this memo and summarised in the following table.

*Table 1: Estimation of FTEs to Deliver the 2022/23 Capital Works Programme*

Unit	Activity	FTEs Required	FTEs Available in PDU
<b>3 Waters</b>	Water Projects	3.4	
	Wastewater Projects	1.1	
	Drainage Projects	2.0	
	Shovel Ready Projects	1.0	
	Contingency	1.0	
	Extra Projects/Events	1.0	
	<b>Total</b>	<b>9.5</b>	<b>9.5</b>
<b>Roading</b>	Roading Projects	3.5	
	Contingency	0.5	
	Extra Projects/Events	0.5	
	<b>Total</b>	<b>4.5</b>	<b>4.5</b>
<b>Greenspace</b>	Greenspace Projects	1.3	
	Contingency	0.75	
	<b>Total</b>	<b>2.05</b>	<b>2.25</b>
<b>TOTAL</b>		<b>16.05</b>	<b>16.25</b>

The following should be noted with regards to Table 1 above:

1. The ‘Contingency’ allows for additional time to deliver the current projects included in the capital works programme, while the ‘Extra Projects/Events’ allows for additional projects that may arise or events (such as rainfall events) that may occur. Contingency and Extra Project/Events add a 3.75 FTE requirement. Should this not be needed there would be adequate resource for the programme (12.3 FTE required vs 16.25 FTE available).

2. The 'FTEs Required' is only for PDU staff for the delivery of the programme. Asset management resource is not included and the risk of staff turnover and vacancies in this area are also a risk on delivery of the programme.
3. The 'FTEs Required' has been based on an average PDU charge rate of \$125 per hour and an annual chargeable time allowance of 1,489 hours per year (effectively 85% of hours available are chargeable).
4. The Shovel Ready FTEs Required includes external resource required from Kerr and Associates. A 0.5 FTE has been added to 'FTEs Available in PDU' to account for this additional resource.
5. The 'FTEs Available in PDU' has assumed that currently staffing levels are maintained, along with additional one Project Engineer who we are actively recruiting.

The outcome of the assessment indicates that while there is adequate resource available to deliver the Greenspace and 3 Waters capital works programme, there is not adequate resources to deliver Rooding capital works programme. To address this resourcing issue the options available are either to defer some of the Priority C projects or to look at packaging up some projects to be delivered externally by consultants.

#### Resourcing for Greenspace

At this stage, it is assessed that the available PDU resources match to required workload, and so this is not a current area of concern. This may change as Greenspace continue their planning and resourcing process.

#### Resourcing for 3 Waters

Resourcing for 3 Waters aligns with the proposed programme. However, as noted above, this is on the basis that the currently vacant role is filled and the current staffing levels are maintained.

Further consideration may need to be given to obtaining additional external resource to make up for any gap.

#### Resourcing for Rooding

Resourcing for Rooding aligns with the proposed programme. However, as noted for 3 Waters, this is on the basis that current staffing levels are maintained.

External resource is likely to be required irrespective of internal resource availability to provide specialist advice in support of design work taken internally. At this stage, a specific breakdown of design tasks has not yet been undertaken.

#### Summary

- The staff have carried out a budget review and reprioritisation process over 3 Waters, Greenspace and Rooding, and as a result have deferred some projects from the 2022/23 capital works programme.
- The remaining 3 Waters, Rooding and Greenspace projects can be satisfactorily resourced.
- There is still a risk that resourcing levels are not able to be maintained. This could be remedied by either utilising external professional services, or deferring further works.
- It should be noted that this assessment makes a number of assumptions regarding filling vacant roles, retaining existing staff, and the amount of extra work required over and above the current programme. Therefore the advice regarding resource availability will need revising regularly throughout the year.

#### Comparison with Past Years

As well as assessing the deliverability of the proposed 2022/23 programme from a bottom up perspective, consideration has also been given to deliverability from a top down perspective. The

way in which this has been done is by comparing the proposed total value of capital spend versus the spend of previous years. This is summarised in the table below:

*Table 2: Annual Expenditure (planned versus past) \$ (million)*

	<b>2022-23 (Proposed)</b>	<b>2021-22 (Forecast)</b>	<b>2020-21</b>	<b>2019-20</b>	<b>2018-19</b>
Drainage	4.9	4.2	4.6	4.2	6.0
Water	7.2	3.9	2.0	3.7	8.2
Wastewater	2.4	3.6	1.0	2.8	6.0
Roading	15.9	8.9	19.1	8.3	15.4
Shovel Ready	20.5	2.5 <sup>1</sup>	3.1	-	-
Stimulus	0.0	8.9	4.5	-	-
Recreation/Regeneration	11.9	7.6	32.3	15.9	6.4
<b>Total Actual</b>	-	<b>39.6</b>	<b>66.6</b>	<b>34.8</b>	<b>42.1</b>
Total Budgeted	62.8	68.5	73.1	58.4	61.4
Completion	-	58%	91%	60%	69%

<sup>1</sup> Note that \$12M of work in Shovel Ready has been completed but not yet capitalised so will be carried over to 2022/23.

We spent approximately \$66 million last financial year and are on track to spend a lower amount this financial year. The required spend for the 2022/23 financial year is \$39.6 million which is significantly less the current annual spend. However, if the \$12 million of work that has already been completed is taken into consideration, there is \$50.8 million to spend in 2022/23.

In considering the large programme for Roothing, it should be noted that there are a large number of projects that are delivered through either the maintenance contract, developers, or externally as shown in the table below. Projects delivered in this manner have much less demand for staff resourcing.

*Table 3: Roothing Programme Delivery Methodology*

<b>Delivery Methodology / Area of Responsibility</b>	<b>Total Budget</b>
Maintenance	5,555,666
Developer Driven	1,808,451
PDU or Consultant	7,168,620
Delivered by Others	1,339,832
<b>TOTAL</b>	<b>15,872,569</b>

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO and TRIM NO:** LTC-03-18 / 220511075445

**REPORT TO:** Council

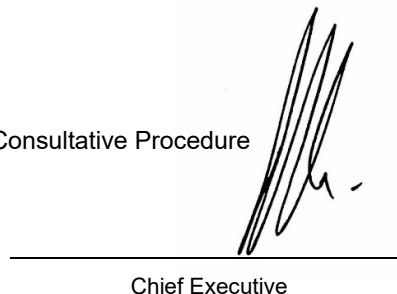
**DATE OF MEETING:** Tuesday 24 May 2022

**FROM:** Helene Street, Corporate Planner

**SUBJECT:** Draft Annual Plan 2022-2023 Special Consultative Procedure

**SIGNED BY:**  
(for Reports to Council,  
Committees or Boards)

  
Department Manager

  
Chief Executive

**1. SUMMARY**

- 1.1 This report provides the Council with a summary on the outcome of the Special Consultative Procedure (SCP) undertaken for the Draft Annual Plan 2022-2023, which opened on Friday 4 March and closed Monday 4 April 2022.

Attachments:

- i. *Draft Annual Plan 2022-2023 Summary of Submissions and Officers Recommendations* (Trim No. 220506071061) (to be circulated separately in paper copy to Members)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report LTC-03-18 / 220511075445
- (b) **Receives** all 45 submissions and associated submission points raised by submitters, which are included in the 'Deliberations Pack' previously distributed to Councillors.

**3. BACKGROUND**

- 3.1 The Draft Annual Plan 2022-2023, Consultation Document and supporting information including the Financial Strategy and Draft Revenue & Financing Policy were adopted by the Council for public consultation on Tuesday 22 February 2022.
- 3.2 Public consultation opened on Friday 4 March 2022 and closed Monday 4 April 2022. The Council received a total of 45 submissions on the Draft Annual Plan 2022-2023 and supporting information.
- 3.3 Submission Accomplished database was available from Friday 4 March 2022 for staff to review the submission points assigned to them and enter Council recommendations, Reasons and Suggested response to submitter. All responses were required to be completed by Friday 22 April 2022.
- 3.4 Hearings were held via Zoom on Wednesday 4 May 2022 and 5 May 2022, with 20 submitters heard by the Council and 1 withdrew on the day.



- 3.5 Due to Covid it was decided that there would not be any face-to-face public engagements, one event had already been confirmed prior to the decision and that went ahead. Two staff members attended.

More than 700 visited the Council dedicated Draft Annual Plan Let's Talk page on the website and Facebook and 201 sought more information or shared views on our proposals. The community were offered the opportunity to submit their views either online or by completing the form manually and emailing or delivering directly to the Council.

We also ran three full page and four half page advertorials locally in the Northern Outlook and North Canterbury News explaining the Draft Annual Plan and what the key issues were. The vidmobile billboard was also parked around the district.

#### **4. ISSUES AND OPTIONS**

- 4.1. There were three key proposals contained in the Draft Annual Plan 2022-2023 Consultation Document (CD) the Council sought feedback on:

- Funding required to complete the Kaiapoi Community Hub
- Kaiapoi flooding and stormwater 'Shovel Ready' fund improvements
- Service level changes to our road network

As with a number of the Council's consultations, the feedback form provided for submitters to indicate their preferred option by making a conscious choice of the option they prefer from two shown and to comment further should they wish. Many chose not to indicate reasons for their submission but they are not obliged to do so.

- 4.2. The Council also provided information on several issues including:

- Upgrades to the Rangiora Airfield
- Ashley Gorge water supply
- Protecting our Significant Natural Areas
- Central Government-led reforms
- Chlorination of water supplies
- Responding to changes to the Resource Management Act and National Policy Statement on Urban Development
- Review of Rating Policy for Maori Land
- Capital programme delivery
- Changes to Development Contributions and Fees and Charges

All topics received comments from submitters.

- 4.3. Submissions regarding the three key proposals were acknowledged with 25 responses to the Kaiapoi Community Hub, 21 for the Kaiapoi flooding and stormwater and 24 regarding the Service level changes to the road network.

- 4.4 A report with council officer recommendations for all submission topics, to assist with Council deliberations, is provided in attachment (i) Trim No. 220506071061

There are also a number of submission topics that have separate reports providing responses and recommendations which will be presented during the Draft Annual Plan 2022-2023 Deliberations.

4.5 The Management Team have reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

### **5.2. Groups and Organisations**

There are no groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

### **5.3. Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

## **6. OTHER IMPLICATIONS AND RISKS**

### **6.1. Financial Implications**

There are no financial implications of the decisions sought by this report.

### **6.2. Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts.

### **6.3. Risk Management**

There are no risks arising from the adoption/implementation of the recommendations in this report.

### **6.4. Health and Safety**

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

## **7. CONTEXT**

### **7.1. Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

### **7.2. Authorising Legislation**

LGA

### **7.3. Consistency with Community Outcomes**

All of the Council's community outcomes are relevant to the actions arising from recommendations in this report.

### **7.4. Authorising Delegations**

N/A

Helene Street  
CORPORATE PLANNER

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RES-08 TRIM 220506071106

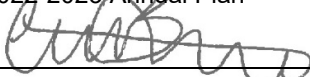
**REPORT TO:** Council

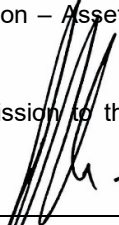
**DATE OF MEETING:** 24 and 25 May 2022

**FROM:** Grant MacLeod, Greenspace Manager  
Ryan O'Loughlin, Senior Advisor Community & Recreation – Assets and Capital

**SUBJECT:** Greenspace and Earthquake Regeneration Staff Submission to the 2022-2023 Annual Plan

**SIGNED BY:**  
(for Reports to Council, Committees or Boards)

  
Department Manager

  
Chief Executive

**1. SUMMARY**

1.1 This report is to provide background for the proposed changes to the Greenspace and Earthquake Regeneration budgets for the 2022-2023 Annual Plan from what was proposed in the Draft Annual Plan.

1.2 The report goes through a number of factors that link together the why and what is being proposed for the Annual Plan.

Key influencers include market conditions with a noted increase in price of materials and professional services.

Staff have undertaken thorough investigation of the capital and operational budgets and given consideration to the following.

- Minimising Rating Impacts
- Ensuring Deliverability of Projects
- Minimising Impacts to Levels of Service
- If the project should continue (either committed or ready to deliver), delay (no adverse impact to asset or community expectation) or reduce in scope (if this means outcomes can still be met).

In addition to the above, there have also been a number of external factors which have effected both operational, and to a greater extent some capital projects which have required modification of specific budgets. This has resulted in some increases and decreases in budgets and some deferrals. The projects/program changes are as below:

- 1.3 Operational changes
- Southbrook Grant
  - Airfield CAA compliance
- 1.4 Capital changes

- Airfield projects
- Waikuku Hedge project
- Health and Safety Hazard at Ruataniwha Centre
- Kaiapoi Community Hub project
- Replacement Budget changes
- Good Street Development
- Town Centre Revitalisation
- Ashley Gorge Water Supply
- Pegasus and Waikuku Beach Accessibility Platform
- Skate facility (Pegasus)

#### 1.5 Capital Deferrals

- Land Purchase Pegasus and Ravenswood
- Skate facility (Pegasus)
- Support for Mixed Use Business Area
- Northbrook Studio Sewer Replacement
- Kowhai Ave Reserve
- Kaiapoi Riverbank Walkway Southwest Bridge Corner/War Memorial Reserve
- Corcoran Reserve Viewing Platform

The Greenspace capital programme has a total of 64 projects identified in the 2022/23 financial year. These projects total \$14,665,577 and include \$7,894,529 of carryovers from the 2021/22 financial year.

<b>Number of Projects</b>	64
<b>Draft 22/23 Budget</b>	\$6,772,048
<b>21/22 Capital Project Carryovers to 22/23</b>	\$7,894,529
<b>Total</b>	\$14,665,577

With the proposed changes, including deferral of projects, in this report the proposed capital programme for Greenspace is as follows:

<b>Number of Projects</b>	59
<b>Initial Proposed 22/23 Budget including Carryovers</b>	\$14,666,577
<b>Proposed 22/23 Budget</b>	\$6,593,675
<b>21/22 Capital Project Carryovers to 22/23</b>	\$1,627,896

<b>Total</b>	\$8,221,571
<b>Overall Change from proposed 22/23 Annual Plan Budget</b>	-\$6,445,006

Through the body of this report and recommendations made, Greenspace is presenting what it believes is an achievable program for the coming financial year.

Attachments:

- i. Community and Recreation Capital Project Summary Annual Plan Attachment (TRIM # 220127009911)
- ii. Civil Aviation Authority Letter (TRIM # 220506071135)
- iii. Waikuku Hedge Report (TRIM # 220331048639)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No. 220506071106
- (b) **Notes** a comprehensive review of the Greenspace budgets has been undertaken with the aim of minimising expenditure in 2022-2023, ensuring the projects that are included within the budget are deliverable while still minimising any impacts to levels of service.
- (c) **Approves** the proposed changes to Greenspace capital budgets for 2022-2023 as outlined in the following table:

<b>Project</b>	<b>Current 2022/23 Budget</b>	<b>Proposed 2022/23 Budget</b>	<b>Change to 2022/23 Budget</b>
Skate Board Facility	\$160,430	\$0	-\$160,430
Land Purchase Pegasus	\$1,800,000	\$0	-\$1,800,000
Land Purchase Ravenswood	\$4,300,000	\$0	\$4,300,000
Support for MUBA	\$511,250	\$125,000	-\$386,250
Northbrook Studios Sewer Replacement	\$6,200	\$0	-\$6,200
Kowhai Street Reserve	\$66,098	\$0	-\$66,098
General Building Renewals	\$310,710	\$372,852	\$62,142
Toilet Renewals	\$269,480	\$323,376	\$53,896
Electronic Gates (Airfield)	\$60,000	\$25,000	-\$35,000
Connection to Water Services (Airfield)	\$74,000	\$81,400	\$7,400
Connection to Wastewater Services (Airfield)	\$32,500	\$35,750	\$3,250
General Reserve Renewals	\$284,320	\$341,184	\$56,864
Play Safety Surface/Equipment	\$339,227	\$407,072	\$67,845
Good Street Development	\$207,805	\$249,366	\$41,561
Ashley Gorge Water Supply Compliance Upgrade	\$50,000	\$55,000	\$5,000
Pegasus and Waikuku Beach Accessibility Viewing Platforms	\$55,082	\$66,098	\$11,016

Kaiapoi Stopbank Accessibility Improvements	\$0	\$15,000	\$15,000
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- (d) **Approves** the proposed changes to the following EQ Recovery & Regeneration Capital Budget

Project	Current 2022/23 Budget	Proposed 2022/23 Budget	Change to 2022/23 Budget
Rangiora Town Centre Revitalisation	\$374,400	\$449,280	\$74,880
Corcoran Reserve Viewing Platform	\$100,000 (incl carryover and current WIP which will now be expensed in 21/22)	\$0	-\$100,000
Kaiapoi Riverbanks Walkway – Southwest Bridge corner / War Memorial Reserve	\$135,000	\$0	-\$135,000
Kaiapoi Community Hub	\$1,315,000 (subject to approval of the \$600k provision already in the draft AP)	\$1,475,000	\$160,000

- (e) **Approves** the proposed changes to the operational budgets for Greenspace as outlined in the following tables:

Income	Proposed 2022/23 Budget	Change to 2022/23 Budget	Change to 2022/23 Budget
Merton Road House Rent	\$0	\$31,200	\$31,200
Expenditure	Current 2022/23 Budget	Proposed 2022/23 Budget	Change to 2022/23 Budget
Rangiora Airfield CAA Compliance	\$0	\$50,000	\$50,000
Southbrook Sports Club Grant	\$24,000	\$0	-\$24,000
Merton Road House Maintenance and Management Costs	\$0	\$7,520	\$7,520

The Management Team have reviewed this report and support the recommendations.

### 3. **ISSUES AND OPTIONS**

The Greenspace capital programme has a total of 64 projects identified in draft Annual Plan for the 2022/23 financial year. These projects total \$14,915,959 and include \$7,637,376 of carryovers from the 2021/22 financial year.

The changes described below reduce the number of projects in the annual plan to 59 and results in a reduction of the capital budget in 2022/23 to \$8,803,105. This is a reduction of \$6,172,854 from the original draft budget of \$14,915,959.

### 3.1 Capital Project Deferrals

After review staff have identified a number of projects that are able to be deferred. Note that these are both Greenspace and EQ Recovery Projects. These are as follows:

Project	Budget to be deferred	Year Deferred	Reason to defer
Skate Board Facility	\$160,430	2023/24	This project can be deferred as it is reliant on the land purchase in Pegasus. Once this land has been purchased by Council design and development of the skate facility can commence. It should be noted that the budget would likely need a 20% increase due to market conditions which means that \$192,516 has been proposed for 23/24.
Support for Mixed Use Business Area (MUBA)	\$386,250	2023/24 and 2024/25	Current financial year (2021/22) budget remains unspent and current progress with this project has forecast that this budget will not be spent until later years. This budget matches the Roading budget also allocated towards MUBA and this has also been adjusted accordingly.
Northbrook Studios Sewer Replacement	\$6,200	2024/25	This project has been tendered previously and the prices received for this work were considerably over budget based on market conditions. Staff are pushing this budget out into a future year to retender and complete in a better market.
Pegasus and Ravenswood Land Purchase	\$6,100,000	2023/24	This budget should be deferred as the negotiation on suitable land parcels is likely to take time as the options are worked through with the owners.
Kowhai Ave Reserve	\$66,098	2023/24	Staff are pushing this project out to the 2023/24 financial year based on the resources available in the 2022/23 financial year for delivery.
Kaiapoi Riverbank Walkway Southwest Bridge Corner/War Memorial Reserve	\$135,000	2023/24	The Kaiapoi Tuahiwi Community Board has requested that this project is deferred until 2023/24 and options reassessed at that time.
Corcoran Reserve Viewing Platform	\$100,000	2023/24	Remaining unspent budget for this project will be deferred per request from Kaiapoi Tuahiwi Community Board.
Total	\$6,953,978		

### **Kaiapoi Riverbanks Walkway – Southwest bridge corner / War Memorial Reserve**

Staff undertook design work on this project in the 2021/22 financial year. The concept plans and high-level development options for the walkway and adjacent war memorial reserve areas were considered by the Kaiapoi-Tuahiwi Community Board. The Board expressed a preference to defer the project to a future year (in this case the 2023/24 year) and reassess options at that time. It is proposed to defer the existing budget of \$135,000 to 2023/24 year. The expenditure to date (approx. \$10,000) will be carried forward as WIP also.

### **Corcoran Reserve Viewing Platform**

Staff have undertaken investigation works and concept design works over the last two years for this project, which redevelops the former Charles street pumping station structure. This project was not originally part of the Regeneration programme of works but was created after the demolition budget (and the physical asset) was transferred from the Infrastructure Recovery programme, for adaptive re-use of the structure. This project is considered a low priority by the Kaiapoi-Tuahiwi Community Board and staff; as such it is proposed to defer the project budget to the 2023/24 financial year at the earliest. The existing physical structure has currently been made sound and will remain undeveloped until the project recommences. The expenditure to date on design and consenting (approx. \$16,000) will be carried forward as WIP also.

### **Pegasus and Ravenswood Land Purchase**

Community and Recreation staff have been working alongside land owners in both Pegasus and Ravenswood to investigate willing seller options. Through this process some parcels have been identified as unsuitable and will no longer be pursued. Staff have identified some options that require further negotiation or discussion to see if they would remain a viable option for this project. Given the nature of the discussions to date it is believed it would be in the best interest to push the budget for this purchase out to 23/24, or defer it by a further year. This will allow for further due diligence and negotiation to occur as well as conceptual design to ensure land parcels that may be sought are appropriate to the end outcome of installing a community facility.

## **3.2 General Capital Projects**

A number of projects were reviewed alongside PDU which has identified that a 20% increase to physical works projects and a 10% increase to design budgets is recommended. This is to reflect the expected market costs for these projects and avoid returning to Council for additional funding once these have been tendered. Note that this is not an increase in scope for these projects, it is recognition of current market conditions.

<b>Project</b>	<b>Current Budget</b>	<b>Proposed Increase</b>	<b>Proposed Budget</b>	<b>Notes</b>
Connection to Water Services (Airfield)	\$74,000	\$7,400	\$81,400	Increase due to market conditions and advice from PDU
Connection to Wastewater Services (Airfield)	\$32,500	\$3,250	\$35,750	10% design increase
Good Street Development*	\$207,805	\$41,561	\$249,366	20% physical works increase
Town Centre Revitalisation*	\$374,400	\$74,880	\$449,280	20% physical works increase



Ashley Gorge Water Supply Compliance Upgrade	\$50,000	\$5,000	\$55,000	10% design increase
Pegasus and Waikuku Beach Accessibility Viewing Platform	\$55,082	\$11,016	\$66,098	20% physical works increase
Waikuku Beach Hedge	\$0	\$60,000	\$60,000	Was not budgeted previously as was operational to reduce, community preference to remove hence request for budget.
<b>Total</b>	<b>\$793,787</b>	<b>\$203,107</b>	<b>\$996,894</b>	

\* Note that the Good Street Development and Town Centre Revitalisation projects both relate to the Good Street Redevelopment. The Town Centre Revitalisation Budget sits within the EQ Recovery Cost Centre.

### 3.3 **Airfield**

The airfield budgets that were applied for through the draft annual plan process in November 2021 have been reviewed. This has led to some savings in two of the projects whilst additional fees have been recommended for the Water service projects. Alongside this the CAA has also written to the Council and requested that a Part 139 process is entered into as per the letter circulated with the agenda.

The proposed annual plan had a project for Gates at the airfield with a cost associated of \$60,000 for two gates. This was to assist with key safety requirements and ensure the controlled access onto the operational areas of the airfield. Staff have since received indications from the market which would suggest a more appropriate budget for this work would be \$25,000 to install two gates. Therefore a recommendation to change this budget from \$60,000 to \$25,000.

- a. The runway reseeding project has moved ahead of time with the majority of this work taking place in the autumn of this calendar year. Whilst some works are still required staff believe this budget could be reduced from the \$60,000 that was requested through the draft annual plan, back to \$20,000 to cover off any remedial works required post autumn.
- b. Water and Waste Water Projects - 20% increase (due to market conditions for design fee increases) has been recommended to Greenspace for this budget. This is an increase that is to cover the design and development of this project in the coming financial year, noting that the construction for this project is not scheduled until 2023/24 financial year. The combined cost for this project would see an increase from \$106,100 up to \$127,320.

### 3.4 **Waikuku Beach Hedge**

Greenspace staff submitted a report to the April meeting of the Woodend Sefton Community Board to discuss the future of a substantial hedge within the Waikuku settlement. The hedge has been noted as having an adverse impact on people within the area and was subject to public consultation in May 2021. This consultation identified that there is a community desire to remove this hedge and replace it with a more appropriate native planting plan. In order to remove the hedge, staff are requesting an additional \$60,000 to use alongside existing budgets, noting that the hedge was meant to be trimmed in autumn last year at a cost of \$20,000 and will be due for another trim next financial year

to the cost of \$15,000. Staff believe that with the addition of \$60,000 in the budget, the hedge can be removed rather than spending operational funds for an asset that is to be removed in the future. Further details of this can be seen in the report circulated with the agenda: TRIM 220331048639.

### 3.5 Kaiapoi Community Hub

A separate Regeneration report to the draft annual Plan process sought the inclusion of \$600,000 additional budget for the Kaiapoi Community Hub project. This additional budget was included in the draft Annual Plan. Since the time of submission of that report, construction industry costs have continued to rise, and will continue to rise over the course of the year and before the Community Hub physical works are tendered. For that reason additional budget is sought to cover estimated construction and professional fees costs escalation in the intervening period between the last cost estimates (October 2021) and the anticipated tendering timeframes (over the next two years, initially commencing in September 2022). Providing additional budget now of \$160,000 will enable retention of the project budget contingencies that were included in the previous report to the Annual Plan process, which were not intended to cover construction costs escalation. This will enable the WDC-funded hub central infrastructure works scope to remain unchanged.

Figures have been requested on similar projects to hub in regards to the car park an hard surfacing as well as professional fees, however this had been modelled on the Park and Ride project which Greenspace staff feel are not recent enough to evaluate cost increases on this program of works. An updated fee proposal was not supplied so staff are unsure what this may equate to. Changes to the expected cost of the project can be seen as:

- Professional service fees are expected to increase, staff continue to source this data
- Construction costs and materials have increased alongside noted market conditions, this is expected to add up to 20% as per advice from Council's Procurement Manager.

### 3.6 Capital Renewal Budgets

As with the capital projects discussed above staff are seeing increases in cost of materials, design costs and material availability for the renewal programme. The following renewal budgets are proposed to have increase in budget for the 2022/23 Annual Plan:

- General Building Renewals
- Public Toilet Renewals
- General Reserve Renewals
- Play Safety Surface/Equipment

Note that this is not an increase in the scope of the renewal programme for next financial year, it is an increase to ensure delivery of the identified renewal programme.

Renewal Programme	Current Annual Plan Budget	Proposed Increase	Proposed New Annual Plan Budget
General Building Renewals	\$310,710	\$62,142	\$372,852
Public Toilet Renewals	\$269,480	\$53,896	\$323,376
General Reserve Renewals	\$284,320	\$56,864	\$341,184

Play Safety Surface/Equipment	\$339,227	\$67,845	\$407,072
Total	\$1,203,737	\$240,747	\$1,444,484

The proposed increases to the General Building Renewals, General Reserve Renewals and Play Safety Surface/Equipment are all able to be funded through the respective existing asset depreciation fund which has funds available. This will mean that the increase of capital budget of \$186,851 can be taken from this fund without impacting the rates as part of the Annual Plan.

With the Public Toilet Renewals the current level of depreciation does not match the amount required to replace a toilet block every two years as identified within the Public Toilet Strategy so there is currently a funding gap between depreciation and replacement cost. The increase the Public Toilet Renewal budget will be required to be loan funded.

### 3.7 Operational budget changes

Income	Proposed 2022/23 Budget	Change to 2022/23 Budget	Change to 2022/23 Budget
Merton Road House Rent	\$0	\$31,200	\$31,200

Expenditure	Current 2022/23 Budget	Proposed 2022/23 Budget	Change to 2022/23 Budget
Rangiora Airfield CAA Compliance	\$0	\$50,000	\$50,000
Southbrook Sports Club Grant	\$24,000	\$0	-\$24,000
Merton Road House Maintenance and Management Costs	\$0	\$7,520	\$7,520
Total	\$24,000	\$57,520	\$33,520

#### Merton Road Rental

Staff have been working on the Merton Road property next to the airfield and it is now in a condition to be rented out following some minor work required. Budget has been included above to account for the expected income recovered through the rental and the expected annual expenditure required for this building. It is expected that the amount recovered through rent will exceed the costs for this property.

#### Rangiora Airfield CAA Compliance

The Civil Aviation Authority has sent a letter of requirement to conduct an Aeronautical Study for the Rangiora Airfield. Staff are requesting a budget of \$50,000 to assist in the development of this study in order to meet CAA Part 139 requirements. The Director of the CAA has given the Council until the 24 December 2022 to submit a completed study.

#### Southbrook Sports Grant

Southbrook Sports Club own and operate the Sports Pavilion and changing sheds at Southbrook Park, Rangiora. In recent years Southbrook Sports Club have sought financial

support from Council in order to meet the operating costs of the pavilion and continue to provide this facility to the community.

In December 2021 a feasibility study was completed on the Southbrook facilities by RSL Consultants to determine options to sustainably provide fit for purpose facilities in the future. This report was presented to the Community and Recreation Committee in March 2022, please refer to report number 220308032591. This report recommended:

- Officers to continue to work with Southbrook Community Sports Club to obtain funding support from alternative sources.
- Council includes a \$24,000 under write in the 2022 Annual Plan should Southbrook Community Sports Club not be able to find alternative sources of funding support.
- Officers to continue to work with stakeholders to progress the recommendations with in the feasibility study including further consultation, development of designs and the creation of a funding strategy. This work will inform a submission to the next 2024 LTP. Alongside this Greenspace will develop of a Community Facilities Network Plan to further inform the makeup of these facilities and their impact on the wider network.

Since the presentation of the report Southbrook Community Sports Club have been successful in securing \$30,744 from the Lion Foundation towards their operating expenses for the next 12 months. With alternative funding now confirmed the under write provision of \$24,000 in the annual plan is no longer required.

It should be noted that it is anticipated that the operating shortfall for the provision of these facilities will exist beyond this year. The opportunity to work with external funders will again be available in coming years however this funding is contestable so not guaranteed. It is possible that provision may need to be made in future annual plans until such time as a sustainable option has been identified and implemented.

Officers will continue to work with stakeholders through the formation of a working group to progress the options identified in the feasibility study and make a recommendation to the 2024 LTP.

#### **4. COMMUNITY VIEWS**

##### **Groups and Organisations**

Where there are community's of interest or groups with specific projects, Greenspace has been working directly with organisations. This includes Key projects relating to this need include all of our Advisory Groups, the Airfield, Sporting groups such as Southbrook and others that have come forward with queries or requests since the Long Term Plan was adopted.

##### **Wider Community**

Staff will manage community expectations on what is to be delivered and where any deferrals have been suggested. One of the key tools available to Greenspace in the coming year will be to ensure engagement with community's of interest and ensure Community Boards have access to timelines for programs / projects of work. Where there is the need to do works based on compliance this may present frustration as it does not always lead to a better experience but rather means that assets are managed appropriately or to levels where safety and risk mitigation is put first.

#### **5. IMPLICATIONS AND RISKS**

##### **Financial Implications**

The nett result of the above changes is as follows:

### Capital

The overall impact of the above changes on the capital programme for Greenspace are:

Item	Change to 22/23 Annual Plan Budget
Deferrals	-\$6,751,068
Budget Changes	\$306,061
Overall Change	-\$6,445,007

Within the increases to the capital budgets within the Greenspace cost centre the increases for the renewal budgets, other than Public Toilet renewals are funded through the existing depreciation renewal fund. The increases to these budgets will not result in an increase to the rates required as this work has already been rated for depreciation.

With the deferral of several projects (including the two significant ones in the Pegasus and Ravenswood land purchases), this has seen an overall reduction in next years capital program from \$14.9 mill to \$ 8.8 mill

Of the \$306,061 increase identified above, \$186,851 is funded through existing depreciation funding and will not result in an increase to the rates for the 2022/23 financial year.

### Operational

The overall impact of the operational budget changes within this report is an increase in the overall operational budget required in the Greenspace and Libraries cost centres. This is summarised as follows:

Cost Centre	Overall Budget Change
Greenspace	\$2,320

### Community Implications

Key changes proposed within the draft annual plan for Greenspace are around compliance. Staff have where they can, looked to source more cost effective solutions noting the pressure on community as we emerge from rolling lockdowns. The program has been looked over to find ways to achieve in the short-medium term while not compromising Levels of Service. This has led to proposal to defer some items or projects. This may cause some concern to local community's of interest for each of those projects, however overall this leads to a more deliverable program that looks to address compliance concerns or where central government has made policy changes that we must look to meet.

### Risk Management

The proposed changes within this report aim to strike a balance between minimising risks associated with deferring important works and providing key social services, against the risk of putting additional financial pressure on the community through rates rises at a time when a number of community members will be suffering financial hardship.

### **Health and Safety**

Efforts have been made to minimise any health and safety risks associated with deferring projects, through the prioritisation process used to identify which projects can or cannot be deferred. The analysis on a project by project basis of the criticality of each project is appended to this report.

### **6. Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

### **Legislation**

### **Community Outcomes**

The following community outcomes are relevant in this matter:

- *There is a safe environment for all*
- *Public spaces and facilities are plentiful, accessible and high quality*
- *Our community's needs for health and social services are being met*

### **Delegations**

The Council has the delegated authority to add or amend budgets.

Greenspace 2022/23 Capex Programme Review

			DRIVERS			OTHER MATTERS			BENEFITS				FINANCIAL			ADDITIONAL COMMENTS		
Urgency			STATUTORY	GROWTH	LOS/RISK/RENEWALS	Stakeholder Expectation	Current progress	External Funding	ECONOMIC	SOCIAL	ENVIRONMENTAL	CULTURAL	Carryover Expenditure	Annual Plan Budget	Total Budget (including design, fees, construction, staff costs and ancillary costs)			
Scheme			Project	Staff assessment of Urgency	A/B/C	A/B/C	A/B/C	Commentary	Commentary	Commentary	%	%	%	%	\$	\$	\$	Comment
A			Must do this year	B			Should do this year - could delay a year	C			Could do this year - could delay longer	D			Already Deferred			
Comm Facilities	Land Purchase - Pegasus	A	C	A	B	Purchase of the land in advance of construction of community facility.	Conversations underway to purchase land from developer	Nil	10%	80%	0%	10%	1,800,000	-	1,800,000	Delays in land purchase will likely result in rising cost		
Comm Facilities	Land Purchase - Ravenswood	A	C	A	B	Purchase of the land in advance of construction of community facility.	Conversations underway to purchase land from developer	Nil	10%	80%	0%	10%	4,300,000	-	4,300,000	Delays in land purchase will likely result in rising cost		
Comm Facilities	Facilities Renewals	A	C	C	A	Expectation from community that renewals will be occurring on community facilities throughout the district.	Annual renewal budget	Nil	40%	60%			-	310,710	310,710	Facilities are already behind in regards to compliance renewals. This programme has been developed to ensure building compliance and that we retain levels of service. Any delay will compromise levels of service.		
Cemeteries	Cemetery Berms - Rangiora	A	A	A	A	Required as part of annual provision of cemetery berms in the district to meet required provision.	This is done as annual work arranged with Delta.	Nil		50%		50%	-	25,000	25,000	Legal requirement.		
Cemeteries	Cemetery Berms - Kaiapoi	A	A	A	A	Required as part of annual provision of cemetery berms in the district to meet required provision.	This is done as annual work arranged with Delta.	Nil		50%		50%	-	6,250	6,250	Legal requirement.		
Cemeteries	Oxford Cemetery Development	A	A	A	A	Required as part of annual provision of cemetery berms in the district to meet required provision.	This is done as annual work arranged with Delta.	Nil		50%		50%	-	6,250	6,250	Legal requirement.		
Airfield	Water Service Connection	A	A	B	A	This is tied into the overall development for the Rangiora Airfield and aligns with the timeframes from the developer to run services as part of his development.	Planning to be done in 22/23 to align with developers time frame	This is part of development plan as part of new subdivision services plan. Council able to tee into this to reduce future expenditure.	25%	75%			-	73,600	73,600	Localised community expectation is high		

Airfield	Wastewater Service Connection	A	C	B	A	This is tied into the overall development for the Rangiora Airfield and aligns with the timeframes from the developer to run services as part of his development.	Planning to be done in 22/23 to align with developers time frame	This is part of development plan as part of new subdivision services plan. Council able to tee into this to reduce future expenditure.	25%	75%			-	32,500	32,500	Safety mitigation measured required as responsible land owners
Reserves	Boundary Fencing	A	A	C	A	Budget required for 50/50 share with private property owners for boundary fencing as required under legislation.	This is only used as required when submissions are received from property owners for replacing boundary fencing	This is for a 50/50 share of boundary fencing costs.	50%	50%			-	17,670	17,670	
Reserves	Land Purchase - Neighbourhood	A	A	A	A	Required for purchase of reserves as part of subdivisions/development	Used as required to purchase reserves as part of subdivisions. This occurs when developers are at the appropriate stage of development	Development Contributions	20%	60%	20%		-	2,875,500	2,875,500	
Reserves	Land Development - Neighbourhood	A	A	A	A	Required for development of the reserves vested or purchased as part of subdivisions.	Utilised as the reserves are vested or purchased from developers/land downers	Development Contributions	20%	60%	20%		-	386,100	386,100	
Reserves	Good St Development	A	C	B	A	Renewal of the Good St area as part of the overall Town Centres development.	Construction will begin in 2021/22 and finish early 2022/23	Nil	80%	20%			231,198	-	231,198	Greenspace has identified the assets to be renewed as part of the poor asset renewal programme. If this is deferred it will push the programme back and we are already in catch-up mode.
Reserves	Milton Memorial Park	A	C	C	A	Implementation of Milton Reserve master plan	Multi year project with this being the last year of the project.	Nil		25%	75%		-	26,922	26,922	Greenspace has identified the assets to be renewed as part of the poor asset renewal programme. If this is deferred it will push the programme back and we are already in catch-up mode.
Reserves	Ashley Gorge Water Supply	A	A	C	A	Needed to meet legislative requirements around water supply	Initial investigations will be completed this financial year to determine exact solution to implement.	Nil	25%	25%	25%	25%		50,000	50,000	Any delays would need to be discussed with the Area Commander (Police)



Public Toilets	Toilet Renewal - Woodend Beach Toilet	B	C	B	B	Community has applied for this to be brought forward from when originally planned as part of the 21/31 LTP.	This has not progressed past initial internal conversations around resourcing for next financial year.	Nil	25%	75%			-	269,480	269,480	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.
Airfield	Electronic Gate	B	A	B	B	Expectation from users/advisory group at the airfield that this will be completed to improve security.	Quotes obtained. Preliminary design complete	Nil		100%			-	60,000	60,000	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.
Airfield	Runway Reseeding	B	C	B	B	Expectation from users/advisory group at the airfield that this will be completed to improve the existing runway surface (H&S and operational issues)	Investigations have been completed this financial year into the appropriate grass type to be used for future reseeded on the runway.	Nil	25%	25%	50%		-	60,000	60,000	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.
Reserves	Roads & Carpark Renewals	B	C	B	B	Annual renewal programme for roads and carparks.	Discussions with PDU around 2022/23 work programme will start in March 2022.	Nil	60%	40%			-	317,400	317,400	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.
Reserves	Play Safety Surface/Equipment	B	C	B	B	Expectation that renewal of playgrounds throughout the district. This is implementing the Play Spaces strategy renewal programme. Also note that this renewal was brought forward on request from the community to 2022/23 (Woodend Beach)	Planning for next financial year playground with initial internal discussions. This is linked with the Woodend Beach Toilet and are to be done at the same time.	Nil	60%	40%			143,960	195,270	339,230	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.
Reserves	District Security Cameras	B	B	C	B	Council supplies the infrastructure to support Police operations.	Multi year project. First year in 21/22	Nil	20%	80%			-	15,450	15,450	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.
Reserves	Renewal reserve l/scape Rga	B	C	C	B	Renewal of existing landscaping (gardens etc.) throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Delta maintain list of gardens/plants for renewal and this undertaken during planting seasons.	Nil		40%	60%		-	39,270	39,270	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.

Reserves	Renewal reserve I/scape Kaiapoi	B	C	C	B	Renewal of existing landscaping (gardens etc.) throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Delta maintain list of gardens/plants for renewal and this undertaken during planting seasons.	Nil		40%	60%		-	39,270	39,270	Deferral of this programme will increase RFS calls. However staff can create a FAQ to outline why this has been deferred. Note this was already deferred once.
Reserves	Renewal reserve I/scape Wd/Ash	B	C	C	B	Renewal of existing landscaping (gardens etc.) throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Delta maintain list of gardens/plants for renewal and this undertaken during planting seasons.	Nil		40%	60%		-	19,630	19,630	
Reserves	Renewal reserve I/scape Oxford	B	C	C	B	Renewal of existing landscaping (gardens etc.) throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Delta maintain list of gardens/plants for renewal and this undertaken during planting seasons.	Nil		40%	60%		-	12,780	12,780	
Reserves	Street trees/gardens Rga	B	C	C	B	Renewal of removed/damaged trees throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Asplundh have list of trees to be replaced and are working through this backlog. This work is completed in the planting seasons (Spring & Autumn)	Nil		40%	60%		-	32,720	32,720	
Reserves	Street trees/gardens Kaiapoi	B	C	C	B	Renewal of removed/damaged trees throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Asplundh have list of trees to be replaced and are working through this backlog. This work is completed in the planting seasons (Spring & Autumn)	Nil		40%	60%		-	32,720	32,720	

Reserves	Street trees/gardens Oxford	B	C	C	B	Renewal of removed/damaged trees throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Asplundh have list of trees to be replaced and are working through this backlog. This work is completed in the planting seasons (Spring & Autumn)	Nil	40%	60%		-	11,590	11,590	
Reserves	Street trees/gardens Wood/Ash	B	C	C	B	Renewal of removed/damaged trees throughout the district. Expectation that this is implemented following this budget being on hold in 20/21 financial year and current back log.	Asplundh have list of trees to be replaced and are working through this backlog. This work is completed in the planting seasons (Spring & Autumn)	Nil	40%	60%		-	13,330	13,330	
Reserves	General Reserve Renewals	B	C	C	B	Annual renewal programme for reserve assets.	Completed as required (age / condition assessment)	Nil	60%	40%		-	284,320	284,320	
Reserves	Non-specified Reserve Enhancement	B	C	B	B	Used to top up other renewal budgets (Playgrounds and Toilets) to meet increased LOS and growth requirements over and above like for like replacement	Linked to the Toilet and Playground renewal budgets.	Nil	25%	50%	25%	241,650	235,975	477,625	
Reserves	Arohata te Awa	B	C	C	B	Expectation that this project continues with this being a current multi year project (this would be year 3)	Planning and initial work underway on this project. Multi year project.	Nil			80%	20%	135,300	154,500	289,800
Reserves	Kaiapoi Community Hub	B	C	B	B	Development of the Kaiapoi Community hub following significant consultation and planning	Consultation has been completed and now planning/design is underway.	Nil	25%	25%	25%	25%	171,350	-	171,350
Reserves	Future Sports Ground Development	B	C	B	B	Implementation of the Sports Facilities strategy.	No progress to date	Nil	20%	60%	20%		-	272,950	272,950
Reserves	Silverstream Reserve Planting	B	C	C	B	Annual planting programme for Silverstream Reserve	Multi year project	Some external funding may become available during the year (seedlings and volunteer labour)	25%	25%	25%	25%	-	12,244	12,244

Reserves	Support for MUBA (area adjacent to KTC)	B	C	B	B	Agreements in place potential developer. Council are promoting the development of this area.	Discussions with developer are proceeding.	Nil	25%	25%	25%	25%	-	386,250	386,250	
Reserves	Taranaki Stream Development	B	C	C	B	Annual planting programme for Taranaki Stream	Annual planting budget.	Nil		33%	33%	33%	-	2,154	2,154	
Reserves	General Landscape - Rangiora	B	C	C	B	Annual community board budget.	Staff work with the community boards annually to identify projects from this budget	Nil		33%	33%	33%		26,190	26,190	
Reserves	General Landscape - Kaiapoi	B	C	C	B	Annual community board budget.	Staff work with the community boards annually to identify projects from this budget	Nil		33%	33%	33%		26,190	26,190	
Reserves	General Landscape - Woodend	B	C	C	B	Annual community board budget.	Staff work with the community boards annually to identify projects from this budget	Nil		33%	33%	33%		13,094	13,094	Track to the location for this has already been completed. Second viewing platform to be installed the following year in Waikuku Beach
Reserves	General Landscape - Oxford	B	C	C	B	Annual community board budget.	Staff work with the community boards annually to identify projects from this budget	Nil		33%	33%	33%		13,094	13,094	
Reserves	Parks & Reserves Signage	C	C	C	C	Part of the overall renewal programme for signage located within reserves.	Completed as required (age / condition assessment)	Nil	60%	40%			-	21,070	21,070	
Reserves	Skateboard Facility	C	C	C	C	Development of a skateboard facility in Pegasus/Woodend	Initial discussions completed with the community board but unable to proceed until land confirmed for Pegasus Community Centre	Nil		100%			160,433	-	160,433	Localised community expectation is high
Reserves	Coastal & Native Conservation Works	C	A	C	C	Capital works to support the Northern Pegasus Bay Bylaw	Annual budget to implement improvements in this area	Nil			80%	20%	-	21,074	21,074	
Reserves	Silverstream Track Extension	C	C	C	C	Development/extension of track within Silverstream Reserve	No progress	Nil		50%	50%		-	15,450	15,450	

Reserves	Pegasus Accessibility Viewing Platform	C	C	C	C	Implementation of a viewing platform at Pegasus Beach.	Track to the location for the viewing platform has already been completed.	Nil	100%			-	55,082	55,082
Reserves	Pearson Park	C	C	C	C	Annual budget for Pearson Park development. Managed by the Pearson Park Advisory Group	Staff working with the Advisory group throughout the year to use this budget within Pearson Park	Nil	100%			56,290	11,501	67,791
Reserves	Kowhai St Reserve	C	C	C	C	Improvements in Kowhai St Reserve. This was included in the 2018/28 LTP.	No progress	Nil	100%				66,098	66,098
									19%	64%	10%	6%		
									2,598,552	8,879,891	1,435,579	872,786	Greenspace	13,786,829



**Mr Grant Macleod**

Green Space Manager  
 Community and Recreation  
 Waimakariri District Council  
 Private Bag 1005  
 Rangiora 7440

**7<sup>th</sup> April 2022.**

Dear Grant

**Requirement to provide an Aeronautical Study - CAR139.21.**

In February 2022 the CAA met with representatives from Waimakariri District Council (WDC) and Users of the Rangiora aerodrome. The discussions centred on the airfield being recently designated under the Council District Plan and the short term and long-term plans (LTP) for development of the non-certificated aerodrome operated by WDC.

The Director Civil Aviation (DCA) now considers there are reasonable grounds for a significant change to occur that may affect the operation or use of NZRT. Accordingly, and as per CAR 139.21(a)(1) the DCA is now requiring the Waimakariri District Council (operator of NZRT) to conduct an aeronautical study (*now referred to as the study*). The study must contain sufficient information to enable the DCA to identify and assess the risk to aviation safety of the operation of the aerodrome as per requirements of CAR 139.21(d)(1) &(2). The study scope should be inclusive of, but not limited to:

- an assessment of existing aerodrome infrastructure, and;
- an assessment of all proposed changes to existing aerodrome infrastructure ensuring any new aerodrome infrastructure provides a safe and efficient operational environment for aerodrome users, and;
- consideration of the requirement to provide RESA acceptable to the Director if regular passenger air transport service (RPT) with aircraft having a certificated seating capacity of more than 30 passengers commences, and;
- an assessment of all applicable Civil Aviation Rules to ensure operations at the aerodrome remain compliant throughout, and;
- meaningful consultation with Users and Stakeholders.

The completed study must be provided to the DCA no later than 24 December 2022. After submission of the study the DCA may require further information to be provided before considering if the risk to aviation safety is such that it must be managed under the authority of a qualifying aerodrome operator certificate.

Prior to the Determination the DCA will conduct a technical assessment and review of the study as per the requirements of CAR139.23. This is a chargeable activity. If a Determination of qualifying aerodrome is to be advised it will be provided in writing as per the requirement of CAR139.25.

I will be the point of contact for any further queries.

Kind Regards,

*Nick Jackson*

Nick Jackson  
Technical Specialist (Aerodromes) Aeronautical Services Unit

**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR DECISION**

**FILE NO and TRIM NO:** RES-04 / 220331048639

**REPORT TO:** WOODEND-SEFTON COMMUNITY BOARD

**DATE OF MEETING:** 11 April 2022

**AUTHOR(S):** Grant Reburn - Parks and Recreation Operations Team Leader

**SUBJECT:** Future of Shelterbelt Hedge – Park Terrace, Waikuku

**ENDORSED BY:**

(for Reports to Council,  
Committees or Boards)

\_\_\_\_\_  
Department Manager

\_\_\_\_\_  
Chief Executive

**1. SUMMARY**

- 1.1 This report seeks a decision from the Board on the future of the Macrocarpa Shelterbelt hedge located on Park Terrace, Waikuku. The hedge has been maintained by Council for a number of years (recently being transferred to Greenspace from the Roding team) however the local residents have requested a decision on its future status.
- 1.2 A consultation process with residents has been carried out with suggested options outlined for the shelterbelt. The consultation results saw the majority of residents supporting removal of the shelterbelt.
- 1.3 The recommended option of this report is to remove the Macrocarpa hedge located to the west and between 14 and 34 Park Terrace subject to funding. The hedge site would then be planted with suitable native low growing plant species to a distance of 1m from the seal edge, as outlined in a landscape plan included within this report. This would create a more manageable and cost effective outcome for the community and allow a space for pedestrians to walk and from which maintenance can be undertaken.
- 1.4 The financial implications for the hedge removal, replanting and mulching of the site are estimated at \$105,000. This would be an additional cost of approximately \$85,000 more than an 18 month hedge prune cost that would normally occur. An additional \$30,000-40,000 of capital funding will be required if a footpath is included in any solution. This money would need to be approved through the next LTP.
- 1.5 There are a number of social risks surrounding the recommended hedge option including people feeling that there is a loss of vegetation amenity, potential increase in wind exposure and changes in perceived privacy. Staff have identified options to mitigate the risks with replacement planting using native species and the addition of a footpath.
- 1.6 The consultation around the hedge options took place between 25 June and 19 July 2021 and attracted 50 submissions.

**2. RECOMMENDATION**

**THAT** the Board:

- (a) **Receives** Report No. 220331048639.
- (b) **Approves** the removal of the Macrocarpa hedge located to the west of and between 14 and 34 Park Terrace.



- (c) **Approves** the concept plan for native planting replacement plan as noted in section four under staff preference option three.
- (d) **Notes** the delegation for removal of the hedge sits with the Community Board, however funding to action this would require Council approval.
- (e) **Notes** that funding will be considered as part of the 2024 Long Term Plan.
- (f) **Notes** that Staff have recommended option 3.
- (g) **Notes** that the hedge would be maintained at Health & Safety levels until its removal in 2024/25.

### 3. **BACKGROUND**

- 3.1 In May 2021 Greenspace staff were approached by residents of Park Terrace in Waikuku who had requested that the Macrocarpa hedge along that road be trimmed.
- 3.2 The maintenance of this hedge had in the past been carried out periodically by the Roading Department who manage the land that the hedge is located on but recently the Greenspace Department had taken over the maintenance responsibility.
- 3.3 The hedge as shown in the image below is located on Road Reserve and is adjacent to and extends between 14 and 34 Park Terrace. It is approximately 264 m long, 6-8 metres high and 8-10 metres wide.



- 3.4 Staff had arranged for contractors in consultation with the Roading Department to undertake trimming of the hedge. This was to improve height aspects that residents had wanted addressed and to trim back the hedge facings on the roadside.
- 3.5 The trimming work was due to commence but a resident requested that this be put on hold and that more in depth consultation with affected residents be undertaken first.

- 3.6 Engagement was undertaken with Waikuku residents to understand what the community would like to see happen with the hedge. The results of this consultation are covered below.

#### 4. **ISSUES AND OPTIONS**

- 4.1. The consultation for 'Let's Talk about a Shelterbelt at Waikuku Beach was carried out from Friday 25 June until Wednesday 19 July 2021.

- 4.2. This was a Waikuku Beach community targeted engagement that asked for a preference and feedback on three options. Tools used included:

- Bang the Table Consultation Page (online engagement platform)
- Door knocking of residents living directly opposite the hedge
- Let's Talk Flyers dropped to all PO Boxes at the Waikuku General Store
- Let's Talk Flyers posted to absentee land owners

- 4.3. **The community were asked to respond to this question:**

'What do you think about the Macrocarpa shelterbelt along Park Terrace in Waikuku Beach'.

**The options submitters could choose from were:**

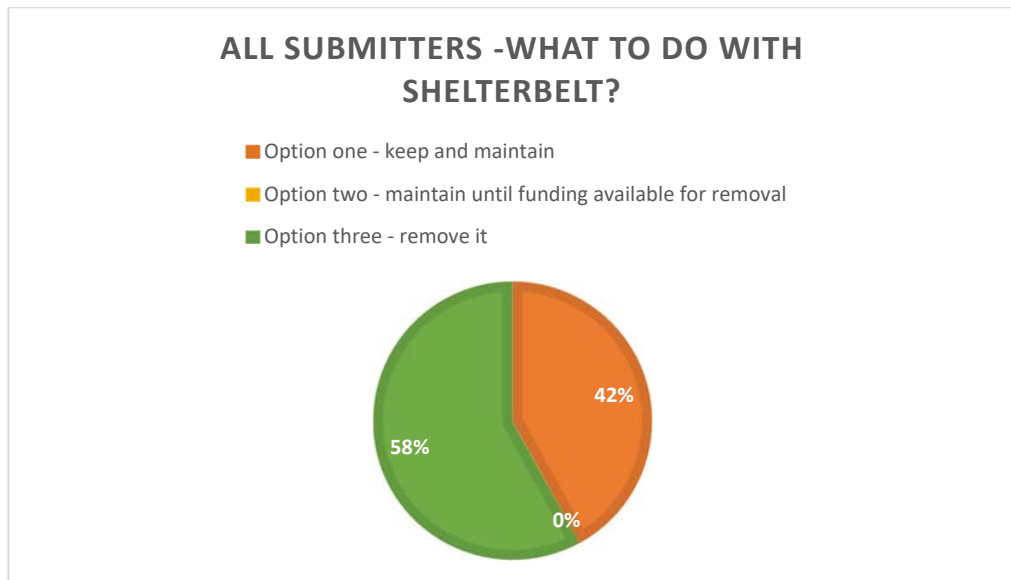
- **Option one:** Continue to maintain the hedge at a cost of approximately \$20,000 for the first trim and then \$10,000-\$15,000 every 18 months.
- **Option two:** Continue to maintain the hedge until funding is available to remove it.
- **Option three:** Investigate funding options to remove the hedge within the next few months before any tree trimming needs to take place.

Submitters were also asked to provide any feedback on the proposal.

#### **Feedback on options – all submissions**

- 4.4. At the close of the consultation period, we received 50 submissions. Of those submissions there were 21 in support of option one and 29 in support of option three. There were no submitters who selected option two.

<b>Option</b>	<b>Number in support</b>	<b>Percentage</b>
<b>One</b> - Continue to maintain the hedge at a cost of approximately \$20,000 for the first trim and then \$10,000-\$15,000 every 18 months.	21	42 %
<b>Two</b> - Continue to maintain the hedge until funding is available to remove it.	0	0%
<b>Three</b> - Investigate funding options to remove the hedge within the next few months before any tree trimming needs to take place.	29	58 %
<b>Total</b>	<b>50</b>	<b>100 %</b>



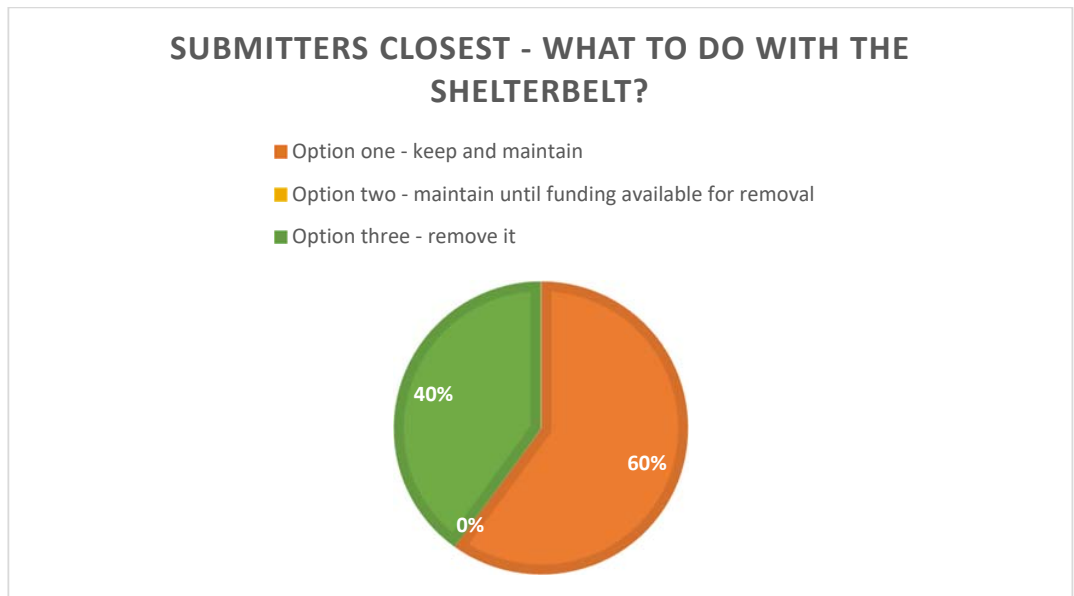
#### Feedback on options – from those located closest to the shelterbelt

- 4.5. In order to understand the views of those located directly opposite the hedge, submitters were contacted via email to also check whether they lived or owned properties on Park Terrace in order to analyse the feedback further.

Those contacted were submitters who had not already indicated in their written submission where they lived, and who had provided a contact email address.

Of those 10 submissions received from residents located closest to the shelterbelt (on Park Terrace directly opposite the hedge and the closest property on Waikuku Beach Road), there were 6 in support of option one and 4 in support of option three. There were no submitters who selected option two.

Option	Number in support	Percentage
<b>One</b> - Continue to maintain the hedge at a cost of approximately \$20,000 for the first trim and then \$10,000-\$15,000 every 18 months.	6	60 %
<b>Two</b> - Continue to maintain the hedge until funding is available to remove it.	0	0%
<b>Three</b> - Investigate funding options to remove the hedge within the next few months before any tree trimming needs to take place.	4	40 %



4.6. For these 10 submitters, the most common reasons for choosing option one to keep the hedge were:

- Hedge provides a good wind break (4 comments)
- Provides privacy (2 comments)
- Children enjoy playing in the hedge (2 comments)
- The hedge is a piece of history (1 comment)
- The hedge has been there for longer than existing properties (1 comment)
- We should be retaining trees not removing them (1 comment)

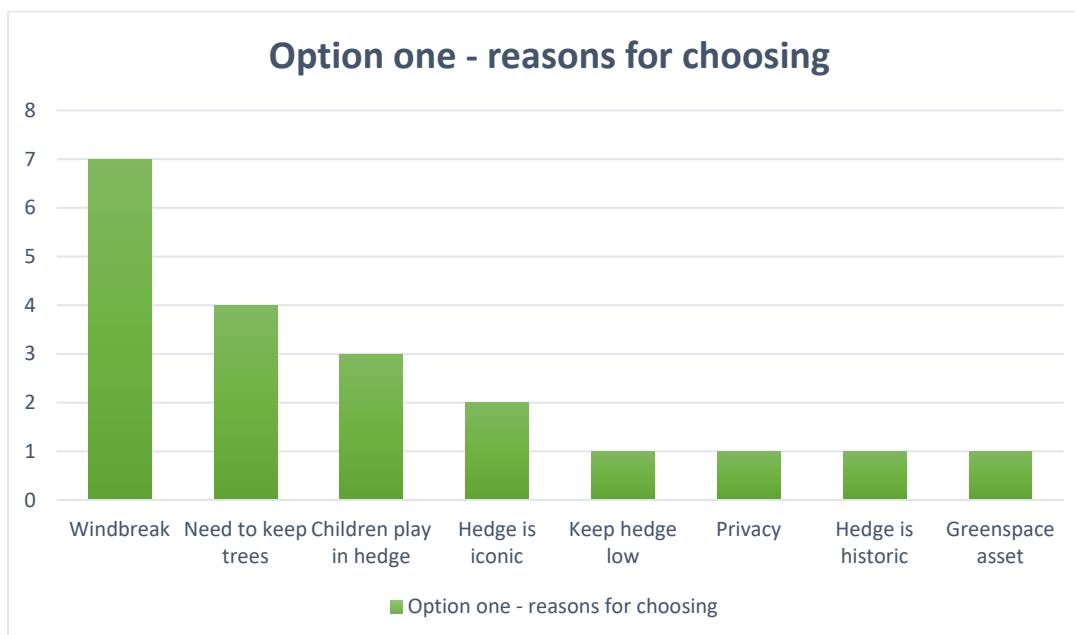
4.7. For these 10 submitters, the most common reasons for choosing option three to have it removed were:

- It will provide more sunlight for properties along Park Terrace (2 comments)
- The cost and inconvenience of regular maintenance is unsustainable (1 comment)
- It will provide views to the wetland and Southern Alps (1 comment)
- Will stop the road from staying icy (1 comment)
- The hedge is a fire risk (1 comment)

#### Common Themes from all of the community feedback

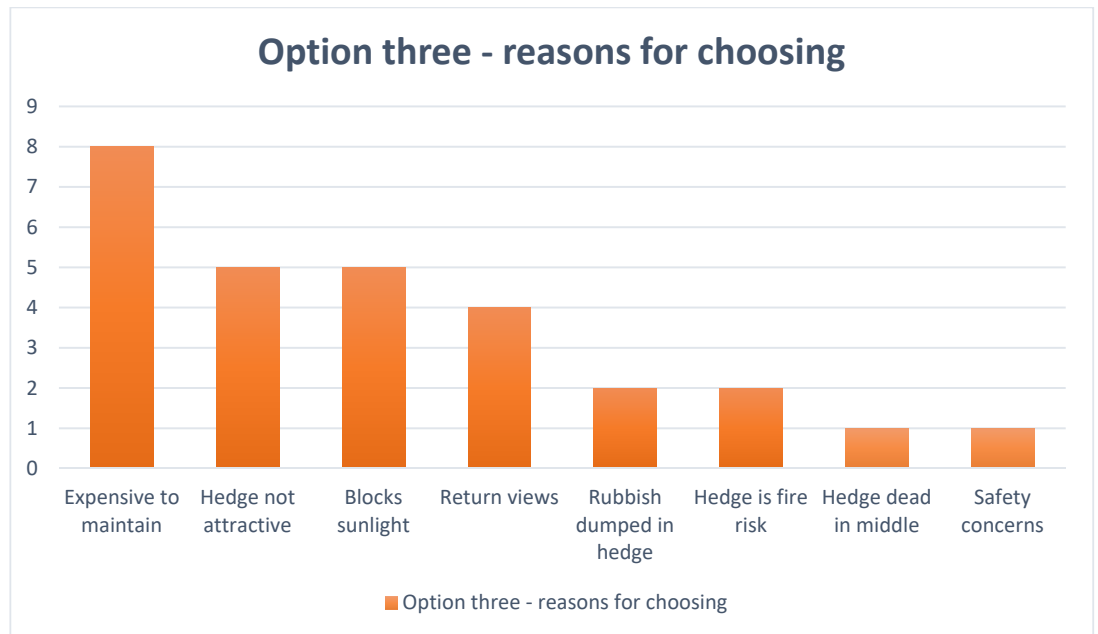
4.8. **Option one** - Continue to maintain the hedge at a cost of approximately \$20,000 for the first trim and then \$10,000-\$15,000 every 18 months.

Reasons for choosing this option	No. of comments
Provides a good windbreak	7
Need to keep trees not remove them	4
Children enjoy playing in the hedge	3
Macrocarpa hedges are iconic to this area	2
Lower the hedge as much as possible to improve sunlight	1
Hedge provides good privacy	1
The hedge is a piece of history	1
The hedge is an asset to the greenspace	1



- 4.9. **Option two:** This option was not supported and has therefore not been considered further. Ongoing maintenance costs are indicated under Option One.
- 4.10. **Option three:** Investigate funding options to remove the hedge within the next few months before any tree trimming needs to take place.

Reasons for choosing this option	No. of comments
Maintaining the hedge too expensive	8
The hedge is not attractive	5
The hedge blocks all the sunlight – icy / moss covered road	5
Removing the hedge will return views	4
The hedge is currently used for dumping rubbish	2
Hedge is a fire risk	2
Hedge is dead in the middle and needs removing	1
Safety concerns with the hedge encroaching onto the road	1



#### Other issues raised from all submissions

- 4.11. **Excessive Cost** - 13 comments were made with concerns that the cost to trim or remove the hedge was excessive, or that ongoing trimming was a waste of ratepayer money. Cost was of concern to these submitters.

There were also some cost saving suggestions:

- Offer the hedge to a fire wood provider to remove and keep the wood to reduce costs.
- Consider removing just the lower branches to allow room for walking and allowing sunlight in.

#### Staff Comments on this

Staff will consider approaching firewood merchants to gauge if there is any interest in the hedge wood.

Removal of just the lower branches to allow walking space and sunlight would have obvious benefits but will still mean on-going maintenance costs. This course of action will not satisfy those residents that want the hedge removed.

- 4.12. **Future plantings** - There were 11 comments made about what species to use if the hedge was removed and replanted, of these 10 made requests for native plantings and 1 request was made for exotic species. Some suggested this could be an opportunity for a community planting event. There were also 3 requests made for a community garden / greenspace area.

#### Staff Comments on this

If the hedge is removed staff would support replanting with low growing native trees and shrubs. The species used would be low maintenance and be of a height that does not provide shading impact on adjacent resident properties or issues with traffic view shafts.

Roading staff have advised that plantings within road reserve need to be low growing and not present a risk to road users. This would mean that larger trees would not be appropriate in this area.

- 4.13. **Weighting of community views** - Six submitters felt that the views of those living directly opposite the shelterbelt, should be considered with more weighting as they are most affected.

Staff comments on this

This is something that the Board would need to consider. Staff believe that it is difficult to determine how much individual residents may be affected or not by the shelterbelt.

**Footpath** - Six comments were made in relation to the desire to have a footpath instead of the hedge or who commented about the lack of a footpath. There is no footpath along this section of Park Terrace.

Staff comments on this

- 4.14. Greenspace staff have discussed this with the Roading Department who have advised that there is currently no budget allocated for new footpaths in beach settlements. Furthermore beach settlements have an amenity or character that is supportive of low speeds, swales for drainage and footpath are not generally provided, except for linking high demand or recreational areas. As such footpaths would not be provided in an area such as this.
- 4.15. **Fire Risk** – Four people thought the hedge in its current state posed a fire risk (2 comments made from option 1 and 2 comments made from option 3).

Staff comments on this

Low-flammability species could be considered if the hedge is removed and a new planting plan created.

- 4.16. **Dumping** - Three people commented that the hedge is used to dump rubbish and grass clippings underneath it.

Staff comments on this

Staff confirm that this does occur fairly regularly and there are also structures built in the hedge from time to time.

### **Staff Preference**

After analysing the submissions the staff preference is **Option 3** that the majority of submitters supported.

Since the submissions were received staff have investigated funding options to remove the hedge before any tree trimming needs to take place. A Landscape plan has been prepared showing what would replace the hedge and takes into consideration the aspects of the current hedge that the immediate neighbours have asked to be retained, such as wind break and privacy.

In relation to this given there may be a time delay before funding is approved for any work, staff believe that there would be no problem if trimming was deferred until the 2022/23 financial year.

A Landscape plan showing treatment of the area where the Hedge would be removed is shown below;



A 1m wide grass strip will be kept between the road edge and the planted area to provide an area off the road that can be utilised for maintenance or general access. This would not be an official pedestrian walkway as it is narrow but would suit the rural character of the surrounds.

There would be approximately 1300 native shrub and tree species planted on the site that is currently occupied by the hedge. The cost of this planting would be in the vicinity of \$15,000 including supply of plants, tree guards and mulch.

## 5. Implications for Community Wellbeing

There are implications for community wellbeing by the issues and options that are the subject matter of this report.

These mainly relate to the amenity, views, shading and wind that the shelterbelt impacts on with residents living nearby.

5.1. The Management Team has reviewed this report and support the recommendations.

## 6. COMMUNITY VIEWS

### 6.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

### 6.2. **Groups and Organisations**

There are resident's groups likely to be affected by, or to have an interest in the subject matter of this report. The interests will centre around any concerns or impacts addressed in this report that residents may be subject to depending on the decision taken. Examples



include but are not limited to affects on amenity, views, shelter, ice and privacy that the hedge has a bearing on.

### 6.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. From submission feedback received the hedge is mostly of interest to nearby residents.

## 7. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 7.1. **Financial Implications**

There are financial implications of the decisions sought by this report.

A decision to remove the shelterbelt hedge will incur estimated costs to Council of \$105,000 that would need to be sought from future budgets. This \$105,000 is broken down as follows:

- \$85,000 to remove the hedge
- \$20,000 for replanting and mulching of the area
- Note that the end operational cost of this would then be absorbed within Council's Reserve Maintenance contract. A native planting of this nature would in time need far less maintenance than is currently occurring with the trimming of a hedge. Staff anticipate operational savings throughout the lifespan of this asset.

### 7.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability or climate change impacts. If a decision is made to remove the shelterbelt hedge it will be replaced with native trees or shrubs which will eventually negate any environmental impacts of hedge removal. Planting of this type may add benefit for fauna habitat and food source for birds in particular.

### 6.3 **Risk Management**

There are potentially social risks arising from the adoption/implementation of the recommendations in this report. There will be residents who are impacted in a social sense should the shelterbelt be removed and similarly if it is not removed this will cause potential frustration and impacts on other residents. These risks may be mitigated through on-going conversations around what can be put in place if the shelterbelt is removed.

One specific risk that has been raised in 2 comments by submitters in support of Option 3 shelterbelt removal;

- The hedge is not seen as an immediate fire risk
- There has been suggestion that the hedge contributes to ice patches on the road, a change in the hedge treatment may mitigate this, however outside of the feedback on this engagement, it has not been an area noted for ice build-up.

#### Staff Comment

Council has a number of shelterbelt hedges that it manages throughout the District. There has only been one fire at Sefton Domain related to a *Macrocarpa* hedge that staff are aware of in the past 10 years. Although there is a risk of fire if the decision was made to remove the hedge that risk would be reduced and any replacement planting would be native shrub species of low flammability.

There is a risk that a utility provider may wish to install services within the road reserve which necessitates the removal of the planting. This is considered to be a low risk.

#### **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

There are risks related to the physical work at a later stage if hedge removal

In terms of icy roads and shading that have been raised as a current concern, the removal of the shelterbelt would assist with mitigating these risks. If any future planting is approved it will only be species of a suitable height to ensure ice and shade are not an issue.

## 8. **CONTEXT**

### 8.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

### 8.2. **Authorising Legislation**

8.3. The Local Government Act 2002

### 8.4. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. The relevant outcomes are below;

*Public spaces and facilities are plentiful, accessible and high quality*

*There is a safe environment for all*

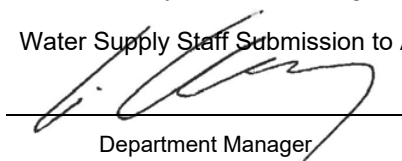
### 8.5. **Authorising Delegations**

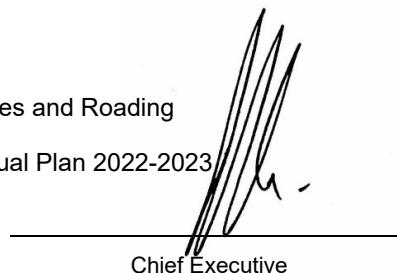
The Woodend – Sefton Community Board has delegated authority to approve this report.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** LTC-03-18 / WAT-03 / 220505070000**REPORT TO:** COUNCIL**DATE OF MEETING:** 24 – 25 May 2022**AUTHOR(S):** Colin Roxburgh, Water Asset Manager

Kalley Simpson, 3 Waters Manager

Gerard Cleary, General Manager Utilities and Rooding

**SUBJECT:** Water Supply Staff Submission to Annual Plan 2022-2023**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

  
Department Manager


  
Chief Executive
**1. SUMMARY**

- 1.1. This report is to update the Council on the budget review process that has been undertaken in light of recent changes to the construction market, and request changes to the water supply budgets for the 2022/23 financial year as a result of this.
- 1.2. Following the preparation of the 2022/23 Annual Plan budgets, it has become apparent the construction and professional services costs have increased significantly, putting strain on a number of budgets during the 2021/22 financial year. This has triggered a process by which the budgets as part of the 2022/23 Annual Plan have been comprehensively reviewed, and a number of changes are recommended.
- 1.3. The changes to budget requested generally fit within one of three categories:
- 1.3.1. Category 1: Increases to account to escalation of construction and professional services costs. This has applied to any projects where there was no ability to reduce the scope of the project to offset to increases to costs in the market;
- 1.3.2. Category 2: Increases in response to further detailed work or assessments that have been undertaken. Examples of this are reservoir sealing works that have been identified which were not originally anticipated, following inspections undertaken in recent months.
- 1.3.3. Category 3: Deferral of projects to partially offset some of the increases outlined above.
- 1.4. A summary of the outcomes of the above process is:
- 1.4.1. 21 projects have recommended budget increases, as per Category 1 above. These account for an increase in budget of \$818,000.
- 1.4.2. 2 projects require new budgets, as per Category 2 above. These have a total value of \$400,000.
- 1.4.3. 7 projects are recommended to be deferred, as per Category 3 above. These have a total value of deferred budget of \$460,000.
- 1.4.4. 22 projects (including carryovers) did not have their budget changed, with a total value of \$3.4 million.

- 1.5. The overall impact of the above is that the total value of work proposed for water in 2022/23 (including carryovers) has increased from \$6.4 million to \$7.2 million.

Attachments:

- i. Assessment of Water Supply Projects

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 220505070000.
- (b) **Notes** there has been a comprehensive process undertaken to review capital budgets for the 2022/23 financial year, in response to recent changes in the construction market as well as in some cases the result of recent inspections undertaken identifying additional works required and that while some projects were able to be deferred to partially offset this, this has resulted in an overall increase in the capital budget required.
- (c) **Approves** the following changes to capital budgets for water supply, as a result of the budget review process that has been undertaken:

Scheme	Budget Name	Draft Annual Plan Budget	Proposed Revised Budget	Reason
Oxford No 2 Water	Ashley Gorge Trunk Main Upgrade 1	170,000	204,000	Account for increases in construction market, and no ability to reduce scope.
Oxford No 2 Water	Ashley Gorge Trunk Main Upgrade 1	100,000	120,000	Account for increases in construction market, and no ability to reduce scope.
Woodend Pegasus Water	Main North Road Main Upgrade 1	60,000	72,000	Account for increases in construction market, and no ability to reduce scope.
Woodend Pegasus Water	Main North Road Main Upgrade 1	130,000	156,000	Account for increases in construction market, and no ability to reduce scope.
Summerhill Water	Davis / Terrace Road Trunk Main	158,000	189,600	Account for increases in construction market, and no ability to reduce scope.
Summerhill Water	Davis / Terrace Road Trunk Main	120,000	144,000	Account for increases in construction market, and no ability to reduce scope.
Summerhill Water	Catherwoods Road Ring Main	253,000	303,600	Account for increases in construction market, and no ability to reduce scope.
Summerhill Water	Catherwoods Road Ring Main	138,000	165,600	Account for increases in construction market, and no ability to reduce scope.
Rangiora Water	Rangiora Reticulation Water Quality Monitoring Equipment	105,000	195,000	In response to recently acquired detailed cost estimate.
Kaiapoi Water	Kaiapoi Water Reticulation Quality Monitoring Equipment	105,000	195,000	In response to recently acquired detailed cost estimate.
Woodend Pegasus Water	Woodend-Pegasus Water Reticulation Quality Monitoring Equipment	85,000	130,000	In response to recently acquired detailed cost estimate.
Oxford Urban Water	Oxford Urban Water Reticulation Water Quality Monitoring Equipment	40,000	90,000	In response to recently acquired detailed cost estimate.
Cust Water	Cust Reticulation Water Quality Monitoring Equipment	40,000	110,000	In response to recently acquired detailed cost estimate.

Scheme	Budget Name	Draft Annual Plan Budget	Proposed Revised Budget	Reason
Garrymere Water	Garrymere Water Capacity Upgrade	100,000	120,000	Account for increases in construction market, and no ability to reduce scope.
Rangiora Water	Ayers Street Reservoir Sealing	202,000	242,400	Account for increases in construction market, and no ability to reduce scope.
Kaipoi Water	Peraki Street Reservoir Sealing	30,000	60,000	Account for increases in construction market, outcome of recent inspections, and no ability to reduce scope.
Rangiora Water	Merton Road and Priors Road Water Servicing	200,000	240,000	Account for increases in construction market, and no ability to reduce scope.
Waikuku Beach Water	Waikuku Beach Water Quality Monitoring Equipment	40,000	65,000	In response to recently acquired detailed cost estimate.
Oxford Urban Water	Gammans Creek Backup Source	200,000	240,000	In response to recently acquired detailed cost estimate.
Mandeville Fernside Water	Mandeville Restrictor Upgrades	60,000	-	Deferred to 2022/23 to manage overall spend.
Oxford No 1 Water	Oxford Rural No.1 Restrictor Upgrades	40,000	-	Deferred to 2022/23 to manage overall spend.
Oxford No 2 Water	Oxford Rural No.2 Restrictor Upgrades	40,000	-	Deferred to 2022/23 to manage overall spend.
Summerhill Water	Summerhill Restrictor Upgrades	10,000	-	Deferred to 2022/23 to manage overall spend.
Rangiora Water	Ayers Street Headworks Generator Installation	210,000	252,000	Account for increases in construction market, and no ability to reduce scope.
Rangiora Water	Ayers Street Headworks Generator Installation	50,000	60,000	Account for increases in construction market, and no ability to reduce scope.
Kaipoi Water	Kaipoi Water Renewals	280,000	30,000	Deferred to partially offset overall spend, but with some budget retained to undertake design in 2022/23.
Oxford Urban Water	Non return valve on Domain Rd delivery line (Oxford Urban share)	40,000	-	Deferred to 2022/23 to manage overall spend.
Oxford No 2 Water	Non return valve on Domain Rd delivery main (Rural 2 share)	20,000	-	Deferred to 2022/23 to manage overall spend.
Woodend Pegasus Water	Pegasus Reservoir Sealing	-	250,000	New project identified in response to recently completed reservoir inspections.
Oxford Urban Water	Oxford Reservoir Sealing	-	150,000	New project identified in anticipation of reservoir inspection, based on results of recently completed inspections.

(d) **Notes** that the proposed changes includes two new budgets, for sealing of reservoirs on the Oxford Urban and Woodend-Pegasus schemes, which is a follow on from results on the demonstrably safe reservoir inspections that are currently underway, where improvements have been recommended to increase the safety of these reservoirs, and that these projects had not been allowed for initially as the results of the inspections were not known at the time the Draft Annual Plan budgets were prepared.

(e) **Notes** in general the rating impact of the above is minimal for the 2022/23 year, as capital budgets raised in 2022/23 have an impact from 2023/24 onwards, and that further

consideration of rating for 2023/24 will be given as part of the 2023/24 Annual Plan process, with rates smoothing employed for 2022/23 to ensure any potential changes from the rates published in the Draft Annual Plan are offset.

- (f) **Notes** that a separate report is being brought to the Council covering the impact of the above in development contributions.
- (g) **Notes** that a separate report is being brought to the Council covering the assessment of the drivers for each project and the relative importance, which was used to inform the process of selecting which projects could be deferred, as well as an assessment of the overall deliverability of these works across the Utilities and Roading Department, and that it is concluded that the department has the capacity to deliver this body of work for 3 Waters.
- (h) **Circulates** this report to the Community Boards for their information.

### 3. **BACKGROUND**

- 3.1. Following the preparation of the 2022/23 Annual Plan budgets, it has become apparent the construction and professional services costs have increased significantly, putting strain on a number of budgets during the 2021/22 financial year. There have been a number of projects for which there has been a low response rate in terms of the number of firms submitting tenders, and the prices received being higher than budget allowances.
- 3.2. In some cases, quantity surveyors have been engaged with the general conclusions being that the tendered prices submitted reflect the genuine and fair cost of the projects, and the budget shortfalls have generally been a result of the budgets not accounting for the recent and ongoing changes in market conditions. These cost increases are generally associated with a combination of increases in the cost of raw materials, parts and labour; all of which are factors outside of the Council or contractors' direct control.
- 3.3. In response to the above, a comprehensive process has been followed involving a line by line review of all budgets within the Utilities and Roading Department. This has involved looking at the appropriateness of each budget, any ability to reduce scope or defer the works, taking into account any other information that has come to light (such as preparation of detailed and recent cost estimate information), and the overall importance of each project based on the assessment of each project's respective drivers.

### 4. **ISSUES AND OPTIONS**

#### Review of Budgets

- 4.1. The budget review process has resulted in a number of changes required to budgets, which generally fit within one of three categories:
  - 4.1.1. Category 1: Increases to account to escalation of construction and professional services costs. This has applied to any projects where there was no ability to reduce the scope of the project to offset to increases to costs in the market;
  - 4.1.2. Category 2: Increases in response to further detailed work or assessments that have been undertaken. Examples of this are reservoir sealing works that have been identified which were not originally anticipated, following inspections undertaken in recent months.
  - 4.1.3. Category 3: Deferral of projects to partially offset some of the increases outlined above.
- 4.2. A summary of the outcomes of the above process is:
  - 4.2.1. 21 projects have recommended budget increases, as per Category 1 above. These account for an increase in budget of \$818,000.

- 4.2.2. 2 projects require new budgets, as per Category 2 above. These have a total value of \$400,000.
- 4.2.3. 7 projects are recommended to be deferred, as per Category 3 above. These have a total value of deferred budget of \$460,000.
- 4.2.4. 22 projects (including carryovers) did not have their budget changed, with a total value of \$3.4 million.
- 4.3. The overall impact of the above is that the total value of work proposed for water in 2022/23 (including carryovers) has increased from \$6.4 million to \$7.2 million.
- 4.4. While the original intention when the budget review process was entered into was to present a “cost neutral” option in which any increases to budget were offset by a decrease elsewhere, ultimately this option is not recommended. In particular with water supply, there is an environment of regularly increasing expectations and requirements, and there are limited projects whereby recommendations can be made to defer works.
- 4.5. If there was a desire to reduce expenditure further, the next two lower priority / higher value projects that could be considered are the Ayers Street Generator installation project (total value \$312,000) and the Gammans Creek backup source project (total value \$240,000). Combined these two projects have a value of \$552,000. This is not recommended, as both projects are important to improving the overall resilience of the respective water supplies, and both are underway in terms of the design process.
- 4.6. In parallel with the above process, an assessment has been undertaken across the department to ensure the proposed body of work is deliverable. This considers the volume of work against the resources available. A separate report is being brought to the Council summarises this process. It has been concluded that the Utilities and Roading Department has the capacity to deliver the combined body of work proposed for 3 Waters.

Work Not Included:

- 4.7. It is also noted that the 2022/23 programme does not include for the construction of UV treatment plants on normally unchlorinated schemes, with the exception of Cust. In general, whether UV treatment is needed or whether chlorination is required under new standards will depend largely on the outcome of chlorine exemption applications. If exemptions are given to the distribution systems without residual disinfection (chlorine), UV treatment will be needed to ensure compliance of the treatment plants. However, if exemptions are not able to be gained, chlorine will be required at the plants, and UV disinfection is unlikely to be needed in addition to chlorine.
- 4.8. The reason for raising this point above is to note that, if chlorine exemption application assessments are favourable (which will be known around November 2022), there may be a task to start constructing UV treatment plants at short notice in response to this decision. If this occurs, a separate report will be required to be brought to Council regarding the budget implications of this, and to establish a team to deliver this work.
- 4.9. Cust is the exception to the above, where UV treatment is to be required under the new standards, regardless of the outcome of the chlorine exemption decision. This is because it has a below ground bore head which cannot practically be raised above ground, which will require protozoal treatment.

**Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. There are individual drivers for each project, which have been assessed and summarised into categories of meeting statutory obligations, accommodating growth, or meeting needs in terms of level of service, risk, resilience or renewals.

- 4.10. The Management Team has reviewed this report and support the recommendations.

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. While all projects have separate individual needs and benefits, collectively they are part of the process of achieving outcomes consistent with giving effect to Te Mana o te Wai, and recognising the mauri of water. This can mean providing new developments with access to clean water (via growth projects), minimising the amount of water wasted through leaks and bursts (by undertaking renewals), or ensuring the quality of the water is maintained through level of service improvement projects.

### 5.2. **Groups and Organisations**

There are not groups and organisations likely to be significantly affected by, or to have an interest in the subject matter of this report. The Annual Plan was consulted on, via the normal process. While this report covers changes to the Annual Plan, following the consultation process, this process has generally just involved adjusting the available budget to match the likely true cost of the works. There are not deviations to projects proposed that go against submissions received with respect to these projects via the Annual Plan consultation process.

### 5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. As above, the changes proposed do not significantly change community outcomes, but rather recognise changes in the construction market, and some minor re-prioritisation of some of the lower priority projects that are of low community interest.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. In general, changes to capital budgets proposed for the 2022/23 financial year will have minimal impacts on the rates for individual schemes for that year. The reason is that the majority of the rating impact of a project is seen the year after the project is completed, rather than during that year. This means the rating impact for 2022/23 is minimal, but there will be some impacts on 2023/24 that will need to be quantified and considered as part of the 2023/24 Annual Plan process.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have direct sustainability and/or climate change impacts. The subject matter is generally just covering the changes in financial conditions and the impacts that this has on the capital programme.

### 6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. With a large body of capital works, there is still some residual risk that there will be some budgets that may be exceeded throughout the next financial year. This report and its recommendations aim to mitigate this risk as far as is reasonably possible.

There are also some new budgets proposed as a result of reservoir inspections. These new budgets aim to mitigate the risk of contamination entering a public water supply via a reservoir, and while not anticipated when the Draft 2022/23 Annual Plan was prepared, it is important that the Council respond in a timely manner to the outcomes of the inspections by introducing new budgets to address these risks.

### 6.3 **Health and Safety**

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.



## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy. The Draft Annual Plan was consulted on, and feedback relating to water supply considered in making the recommendations in this report. There were no submissions noted that directly related to budgets proposed to be amended within this report.

### 7.2. **Authorising Legislation**

The Water Services Act and Local Government Act are relevant in the subject matter of this report.

### 7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. In particular:

- Core utility services are sustainable, resilient, affordable, and provided in a timely manner.

### 7.4. **Authorising Delegations**

The Council has the authority to make amendments to budgets.

Water 2022/23 Capex Programme Review

Priority	
A	Must Do
B	Should Do
C	Could Do
D	Defer

Scheme	Project	Budget Type	2022/23 Budget	Staff Assessment of Urgency	DRIVERS			OTHER MATTERS			BENEFITS				FINANCIAL			Change	Revised Budget	Revised Staff Assessment of Urgency	Deferred Works
					STATUTORY	GROWTH	LOS/RISK/RENEWALS	Stakeholder Expectation	Current progress	External Funding	ECONOMIC	SOCIAL	ENVIRONMENTAL	CULTURAL	Carryover Budget	Annual Plan Budget	Total Budget (including design, fees, construction, staff costs and ancillary costs)				
					A/B/C	A/B/C	A/B/C	Commentary	Commentary	Commentary	%	%	%	%	\$	\$	\$	\$			
Rangiora Water	Rangiora Water Supply Renewals	Renewals	\$ 538,903	A	C	C	A	None	Not started	None	80%	20%	0%	0%	-	368,903	368,903	NO CHANGE	368,903		Programme adjusted to match budget
Waikuku Beach Water	Waikuku Beach Water Supply Renewals	Renewals	\$ 300,000	A	C	C	A	None	Not started	None	80%	20%	0%	0%	15,000	300,000	315,000	CARRYOVER / NO CHANGE	315,000		Programme adjusted to match budget
Oxford No 2 Water	Ashley Gorge Trunk Main Upgrade 1	Growth	\$ 170,000	A	C	A	C	Consent has been issued to developer relying on this project	Not started	None	80%	20%	0%	0%	-	170,000	170,000	INCREASE	204,000		Increase budget by set % to reflect changes in market conditions.
Oxford No 2 Water	Ashley Gorge Trunk Main Upgrade 1	Renewals	\$ 100,000	A	C	A	C	Consent has been issued to developer relying on this project	Not started	None	80%	20%	0%	0%	-	100,000	100,000	INCREASE	120,000		Increase budget by set % to reflect changes in market conditions.
Kaipoi Water	Darnley Square Source Upgrade	Growth	\$ 30,000	A	C	A	B	None	Not started	None	80%	20%	0%	0%	-	30,000	30,000	NO CHANGE	30,000		Options assessment and consent/design/tender new bore. External consultant + PDU
Oxford Urban Water	Oxford Urban and Oxford No 2 Source Upgrade 1	Partially Growth	\$ 21,000	A	C	A	B	None	Not started	None	80%	20%	0%	0%	-	21,000	21,000	NO CHANGE	21,000		Options assessment and consent/design/tender new bore. External consultant + PDU
Woodend Pegasus Water	Main North Road Main Upgrade 1	Growth	\$ 60,000	A	C	A	C	None	Not started	None	80%	20%	0%	0%	-	60,000	60,000	INCREASE	72,000		Increase budget by set % to reflect changes in market conditions.
Woodend Pegasus Water	Main North Road Main Upgrade 1	Renewals	\$ 130,000	A	C	A	C	None	Not started	None	80%	20%	0%	0%	-	130,000	130,000	NO CHANGE	156,000		Increase budget by set % to reflect changes in market conditions.
Rangiora Water	Rangiora Source Upgrade 1	Growth	\$ 20,000	A	C	A	C	None	Not started	None	80%	20%	0%	0%	-	20,000	20,000	NO CHANGE	20,000		Options assessment and consent/design/tender new bore. External consultant + PDU
Summerhill Water	Davis / Terrace Road Trunk Main	Growth	\$ 158,000	A	C	A	B	Consent has been issued to developer relying on this project	Not started	None	80%	20%	0%	0%	-	158,000	158,000	INCREASE	189,600		Increase budget by set % to reflect changes in market conditions.
Summerhill Water	Davis / Terrace Road Trunk Main	Renewals	\$ 120,000	A	C	A	B	Consent has been issued to developer relying on this project	Not started	None	80%	20%	0%	0%	-	120,000	120,000	INCREASE	144,000		Increase budget by set % to reflect changes in market conditions.
Summerhill Water	Catherwoods Road Ring Main	Growth	\$ 253,000	A	C	A	B	Consent has been issued to developer relying on this project	Not started	None	80%	20%	0%	0%	-	253,000	253,000	INCREASE	303,600		Increase budget by set % to reflect changes in market conditions.
Summerhill Water	Catherwoods Road Ring Main	Renewals	\$ 138,000	A	C	A	B	Consent has been issued to developer relying on this project	Not started	None	80%	20%	0%	0%	-	138,000	138,000	INCREASE	165,600		Increase budget by set % to reflect changes in market conditions.
Rangiora Water	Rangiora Backflow Preventor Installations	Level of Service	\$ 143,500	A	A	C	C	None	Not started	None	0%	100%	0%	0%	-	143,500	143,500	NO CHANGE	143,500		Programme adjusted to match budget
Kaipoi Water	Darnley Square Supply Main Upgrade	Growth	\$ 30,000	A	C	A	C	None	Not started	None	80%	20%	0%	0%	-	30,000	30,000	NO CHANGE	30,000		Options assessment and consent/design/tender new bore. External consultant + PDU
Rangiora Water	Rangiora Reticulation Water Quality Monitoring Equipment	Level of Service	\$ 100,000	A	B	C	B	None	Design commenced	None	20%	80%	0%	0%	5,000	100,000	105,000	CARRYOVER / INCREASE	195,000		Budget updated to match revised estimate
Kaipoi Water	Kaipoi Water Reticulation Quality Monitoring Equipment	Level of Service	\$ 100,000	A	B	C	B	None	Design commenced	None	20%	80%	0%	0%	5,000	100,000	105,000	CARRYOVER / INCREASE	195,000		Budget updated to match revised estimate
Woodend Pegasus Water	Woodend-Pegasus Water Reticulation Quality Monitoring Equipment	Level of Service	\$ 80,000	A	B	C	B	None	Design commenced	None	20%	80%	0%	0%	5,000	80,000	85,000	CARRYOVER / INCREASE	130,000		Budget updated to match revised estimate
Oxford Urban Water	Oxford Urban Water Reticulation Water Quality Monitoring Equipment	Level of Service	\$ 40,000	A	B	C	B	None	Design commenced	None	20%	80%	0%	0%	-	40,000	40,000	INCREASE	90,000		Budget updated to match revised estimate
Cust Water	Cust Reticulation Water Quality Monitoring Equipment	Level of Service	\$ 40,000	A	B	C	B	None	Design commenced	None	20%	80%	0%	0%	-	40,000	40,000	INCREASE	110,000		Budget updated to match revised estimate
Oxford No 2 Water	Oxford Urban and Oxford No 2 Source Upgrade 1 (Oxford No 2 Share)	Partially Growth	\$ 9,000	A	C	A	B	None	Not started	None	80%	20%	0%	0%	-	9,000	9,000	NO CHANGE	9,000		Options assessment and consent/design/tender new bore. External consultant + PDU
Garrymere Water	Garrymere Water Capacity Upgrade	Growth	\$ 100,000	A	C	C	A	Developer has high expectations	Preliminary discussions held	None	80%	20%	0%	0%	-	100,000	100,000	INCREASE	120,000		Increase budget by set % to reflect changes in market conditions.
Rangiora Water	Ayers Street Reservoir Sealing	Level of Service	\$ 202,000	A	C	C	A	None	Risk assessment planned	None	20%	80%	0%	0%	-	202,000	202,000	INCREASE	242,400		Increase budget by set % to reflect changes in market conditions.
Kaipoi Water	Peraki Street Reservoir Sealing	Level of Service	\$ 30,000	A	C	C	A	None	Risk assessment completed	None	20%	80%	0%	0%	-	30,000	30,000	INCREASE	60,000		Increase budget by set % to reflect changes in market conditions.
Rangiora Water	Merton Road and Priors Road Water Servicing	Growth	\$ 200,000	A	B	A	C	Developer has high expectations	Preliminary meetings held	None	80%	20%	0%	0%	-	200,000	200,000	INCREASE	240,000		Increase budget by set % to reflect changes in market conditions.
Waikuku Beach Water	Waikuku Beach Water Quality Monitoring Equipment	Level of Service	\$ 40,000	A	B	C	B	None	Design commenced	None	20%	80%	0%	0%	-	40,000	40,000	INCREASE	65,000		Budget updated to match revised estimate
Oxford Urban Water	Gammans Creek Backup Source	Carryover	\$ -	B	C	C	B	Mentioned in abandoning Coopers Creek	Preliminary design underway, committed in 21/22	None	50%	50%	0%	0%	200,000	-	200,000	CARRYOVER / INCREASE	240,000		Increase budget by set % to reflect changes in market conditions.
Mandeville Ferside Water	Mandeville Water Reticulation Renewals	Renewals	\$ 5,000	B	C	C	B	None	Not started	None	50%	50%	0%	0%	-	5,000	5,000	NO CHANGE	5,000		Programme adjusted to match budget

Oxford Urban Water	Oxford Urban Water Renewals	Renewals	\$ 10,000	B	C	C	B	None	Not started	None	80%	20%	0%	0%	-	10,000	10,000	NO CHANGE	10,000		Programme adjusted to match budget				
West Eyreton Water	West Eyreton Water Supply Pipe Renewals	Renewals	\$ 75,000	B	C	C	B	None	Not started	None	80%	20%	0%	0%	5,000	75,000	80,000	NO CHANGE	80,000		Programme adjusted to match budget				
Kaipoi Water	Kaipoi Water Supply Headworks Renewals	Renewals	\$ 40,000	B	C	C	B	None	Not started	None	80%	20%	0%	0%	-	40,000	40,000	NO CHANGE	40,000		Programme adjusted to match budget				
Mandeville Ferriside Water	Mandeville Restrictor Upgrades	Level of Service	\$ 60,000	B	C	C	A	None	Not started	None	40%	40%	20%	0%	-	60,000	60,000	DEFER TO 2023/24	-	60,000	Deferred to 2023/24 to balance overall spend in 2022/23.				
Oxford No 1 Water	Oxford Rural No.1 Restrictor Upgrades	Level of Service	\$ 40,000	B	C	C	B	None	Not started	None	40%	40%	20%	0%	-	40,000	40,000	DEFER TO 2023/24	-	40,000	Deferred to 2023/24 to balance overall spend in 2022/23.				
Oxford No 2 Water	Oxford Rural No.2 Restrictor Upgrades	Level of Service	\$ 40,000	B	C	C	A	None	Not started	None	40%	40%	20%	0%	-	40,000	40,000	DEFER TO 2023/24	-	40,000	Deferred to 2023/24 to balance overall spend in 2022/23.				
Summerhill Water	Summerhill Restrictor Upgrades	Level of Service	\$ 10,000	B	C	C	B	None	Not started	None	40%	40%	20%	0%	-	10,000	10,000	DEFER	-	10,000	Deferred to 2023/24 to balance overall spend in 2022/23.				
District Water	Cust UV Treatment Implementation	Level of Service	\$ 330,000	B	A	C	B	Community expectation of chlorine free water	building designed with this in mind	None	50%	50%	0%	0%	-	330,000	330,000	NO CHANGE	330,000		No budget increase required, budget expected to be sufficient.				
Cust Water	Cust Water Renewals	Renewals	\$ 67,850	B	C	C	B	None	Not started	None	80%	20%	0%	0%	-	67,850	67,850	NO CHANGE	67,850		Programme adjusted to match budget				
Rangiora Water	Ayers Street Headworks Generator Installation	Level of Service	\$ 200,000	C	C	C	B	None	Not started	None	80%	20%	0%	0%	10,000	200,000	210,000	CARRYOVER / INCREASE	252,000		Increase budget by set % to reflect changes in market conditions				
Rangiora Water	Ayers Street Headworks Generator Installation	Renewals	\$ 50,000	C	C	C	B	None	Not started	None	80%	20%	0%	0%	-	50,000	50,000	CARRYOVER / INCREASE	60,000		Increase budget by set % to reflect changes in market conditions				
Mandeville Ferriside Water	Tram Road Pumpstation electrical upgrades	Renewals	\$ 20,000	C	C	C	B	None	None	None	80%	20%	0%	0%	-	20,000	20,000	NO CHANGE	20,000		Programme adjusted to match budget. While lower priority, the savings that would be generated by deferring are not significant				
Kaipoi Water	Kaipoi Water Renewals	Renewals	\$ 280,000	C	C	C	B	None	Not started	None	80%	20%	0%	0%	-	280,000	280,000	DEFER CONSTRUCTION TO 2023/24, DESIGN STILL 2022/23	30,000	250,000	Design budget retained in 2022/23, but construction deferred to 2023/24, to balance overall spend in 2022/23.				
Ohoka Water	Ohoka Water Headworks Renewals	Renewals	\$ 20,000	C	C	C	B	None	Not started	None	80%	20%	0%	0%	-	20,000	20,000	NO CHANGE	20,000		Programme adjusted to match budget. While lower priority, the savings that would be generated by deferring are not significant				
Mandeville Ferriside Water	Mandeville Water Headworks Renewals	Renewals	\$ 5,000	C	C	C	B	None	Not started	None	80%	20%	0%	0%	-	5,000	5,000	NO CHANGE	5,000		Programme adjusted to match budget. While lower priority, the savings that would be generated by deferring are not significant				
Oxford Urban Water	Non return valve on Domain Rd delivery line (oxford urban share)	Level of Service	\$ 40,000	C	C	C	B	None	Not started	None	20%	40%	40%	0%	-	40,000	40,000	DEFER TO 2023/24	-	40,000	Lower priority project deferred by one year to balance overall spend				
Oxford No 2 Water	non return valve on Domain Rd delivery main (Rural 2 share)	Level of Service	\$ 20,000	C	C	C	B	None	Not started	None	20%	40%	40%	0%	-	20,000	20,000	DEFER TO 2023/24	-	20,000	Lower priority project deferred by one year to balance overall spend				
Summerhill Water	Mairaki Downs Eastern Pipeline Renewal	Renewals	\$ 10,000	C	C	C	B	None	Not started	None	80%	20%	0%	0%	-	10,000	10,000	NO CHANGE	10,000		Programme adjusted to match budget				
Mandeville Ferriside Water	Mandeville Storage Upgrade	Carryover												1,010,000	1,010,000	1,010,000	CARRYOVER	1,010,000		Has already been tendered					
Oxford No 2 Water	Pipeline replacements	Carryover												143,250	143,250	143,250	CARRYOVER	143,250		Has already been tendered					
Oxford No 2 Water	Sales Rd/Powells Rd Main	Carryover												280,000	280,000	280,000	CARRYOVER	280,000		Has already been tendered					
Oxford Urban Water	Pipeline replacements	Carryover												482,000	482,000	482,000	CARRYOVER	482,000		To be tendered shortly					
Woodend Pegasus Water	Pegasus Reservoir Sealing	Level of Service		A	C	C	A											NEW BUDGET	250,000		Not identified at time of annual plan preparation, but subsequent inspections identified significant works at Pegasus, and expected to identify works at Oxford sites based on outcomes of inspections completed to date.				
Oxford Urban Water	Oxford Reservoir Sealing	Level of Service		A	C	C	A											NEW BUDGET	150,000		Not identified at time of annual plan preparation, but subsequent inspections identified significant works at Pegasus, and expected to identify works at Oxford sites based on outcomes of inspections completed to date.				
											45%	25%	1%												
											\$	2,881,503	\$	1,615,751	\$	54,000	\$	-	2,120,750	4,306,253	6,427,003		7,185,203		

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** LTC-03-18/ 220505071056

**REPORT TO:** Council

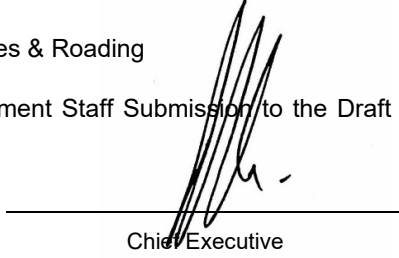
**DATE OF MEETING:** 24-25 May 2022

**FROM:** Kalley Simpson, 3 Waters Manager  
Gerard Cleary, General Manager Utilities & Roading

**SUBJECT:** Drainage – Utilities & Roading Department Staff Submission to the Draft 2022-23 Annual Plan

**SIGNED BY:**  
(for Reports to Council, Committees or Boards)

 Department Manager

 Chief Executive

**1. SUMMARY**

- 1.1. The purpose of this report is to provide a request for changes to the Drainage budgets for the 2022-23 Annual Plan, following a detailed review of the 2022/23 capital works programme.
- 1.2. The changes include additional carryovers from 2021/22, additional budgets to due to higher prices from the construction market, new budgets related to projects identified as part of the Flood Team work, and deferred budgets to offset the increases as well as to ensure the overall programme is deliverable.

Additional Budget Carryovers

- 1.3. The draft Annual Plan included \$590,000 of planned carryovers, however due to resourcing constraints and construction pricing increases, an additional 9 projects comprising of \$2,162,200 of budget will need to be carried over, giving a total carryover of \$2,752,200. This will impact on the resourcing available and the amount of work that can be delivered in the 2022/23 financial year.

Additional Budgets

- 1.4. Based on a review of the budgets given the higher prices from the construction market, 6 project budgets have been increased. This has added an additional \$475,000 in 2022/23 and \$170,000 in 2023/24.

New Budgets

- 1.5. Three new projects have been identified as part of the Flood Team work, namely, Swindells Road Drainage Upgrade and Broadway Ave Drainage Upgrade in Waikuku Beach, and High Street Drainage Upgrade in Oxford. These projects are in locations where there has been repeated flooding of property and garages in the past 12 months. This has added an additional \$370,000 in 2022/23.

Deferred Budgets

- 1.6. As a consequence of the changes, 11 projects have been deferred to offset the increases due to additional and new budgets as well as to ensure the overall programme is deliverable.
- 1.1. In total \$1,015,000 of additional or new budget has been added across the 2022/23 and 2023/24 financial years and \$1,403,650 of budget has been deferred to the 2023/24 financial year.

Revised Programme

- 1.2. The net impact of these budget changes gives a revised Drainage capital works programme of \$4,943,550 in the 2022/23 financial year, of which \$1,289,000 will have already been spent in the 2021/22 financial year. This scale of work is less than the 2021/22 programme of work but similar to what was actually delivered in the 2021/22 financial year.
- 1.3. It is therefore considered that the recommended budget changes will provide a conservative and deliverable programme in the 2022/23 financial year.

Attachments:

- i. Assessment of Drainage Projects (TRIM 220517078500).

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No. 220505071056.
- (b) **Notes** that a detailed review of the 2022/23 Drainage capital works programme has been undertaken, in response to additional carryovers from 2021/22, additional budgets to due to higher prices from the construction market, new budgets related to projects identified as part of the Flood Team work, and deferred budgets to offset the increases as well as to ensure the overall programme is deliverable.
- (c) **Notes** that the following additional budgets will be carried over from the 2021/22 financial year predominantly due to resourcing constraints and construction pricing increases.

Scheme	Budget Name	Budget Amount	Reason
Rangiora	Stormwater Minor Improvements	30,000	Resourcing constraints.
Rangiora	Under Channel Piping	60,000	Resourcing constraints.
Rangiora	North Brook - Janelle to White	210,000	Construction pricing increase.
Rangiora	Wiltshire / Green Pipework Upgrade	975,000	Construction pricing increase.
Rangiora	Southbrook Pipeline - Southern Cross to Flaxton	178,650	Developer led and works not undertaken.
Rangiora	Oxford Rd Drainage Modifications	50,000	Elected member concern.
Kaiapoi	Minor Stormwater Improvements	33,950	Resourcing constraints.
Ohoka	Mill Road SMAs	416,350	Consenting delays.

Scheme	Budget Name	Budget Amount	Reason
District Drainage	Cones Road Land Purchase	107,500	Resourcing constraints.
District Drainage	Cones Road Drain Upgrade	100,000	Resourcing constraints.

(d) **Notes** that these additional budgets carried over will have a minimal positive rating impact by delaying the rating increase by one financial year, however, will reduce the amount of work that can be delivered in the 2022/23 financial year.

(e) **Approves** the following additional budgets predominantly due to higher prices from the construction market.

Scheme	Budget Name	Budget Amount	Reason
Rangiora	North Brook - Janelle to White	220,000	Higher expected construction costs.
Coastal Urban	Stormwater Minor Improvements	15,000	Scope of work more complex.
Coastal Urban	Norton Place Drainage Upgrade	70,000	Additional budget in 2023/24 due to higher expected construction costs.
Oxford	York Street Diversion	100,000	Higher expected construction costs.
Ohoka	Mill Road SMAs	140,000	Additional consenting and higher expected construction costs.
District Drainage	Cones Road Drain Upgrade	100,000	Additional budget in 2023/24 due to higher expected construction costs.

(f) **Approves** the following new budgets due to projects identified as part of the Flood Team work.

Scheme	Budget Name	Budget Amount	Budget Allocation
Coastal Urban	Swindells Road Drainage Upgrade	450,000	\$50,000 in 2022/23 for design and \$400,000 in 2023/24 for construction.
Coastal Urban	Broadway Ave Drainage Upgrade	120,000	Design and construct in 2022/23.
Oxford	High Street Drainage Upgrade	200,000	Design and construct in 2022/23.

(g) **Approves** the following budget deferrals due to offset the increases due to additional and new budgets as well as to ensure the overall programme is deliverable.

Scheme	Budget Name	Budget Amount	Reason
Rangiora	Ashley Street Pipe Upgrades	80,000	Defer budget to undertake Stage 1 and Stage 2 works at the same time. Stage 2 works to be brought forward from 24/25 to 23/24.
Rangiora	East Belt Rain Gardens & Soakpits	210,000	Defer budget as design is not yet well developed.

Scheme	Budget Name	Budget Amount	Reason
Rangiora	Southbrook Pipeline - Southern Cross to Flaxton	178,650	Defer budget as unsure when developer will undertake the works.
Rangiora	Oxford Rd Drainage Modifications	50,000	Defer budget until North Brook supplement flow investigation work has been undertaken.
Rangiora	North Drain Treatment	30,000	Defer budget due to resource constraints.
Rangiora	Railway Drain Treatment	30,000	Defer budget due to resource constraints.
Coastal Urban	East Woodend Detention Pond	130,000	Defer budget as design is not yet well developed.
Coastal Urban	Norton Place Drainage Upgrade	310,000	Defer budget as design is not yet well developed.
Kaiapoi	Beswick SW Pump Station Modification	180,000	Defer budget as design is not yet well developed.
Kaiapoi	Ranfurlly Street Pipe Upgrade	25,000	Defer budget due to resource constraints.
District Drainage	Cones Road Drain Upgrade	80,000	Defer budget as land purchase not yet finalised and design is not well developed.

- (h) **Notes** that should resourcing enable any of these projects to be progressed sooner than currently anticipated, then a report will be brought to Council seeking the budget to be brought forward to the 2022/23 financial year.
- (i) **Notes** that these additional budgets, new budgets and budget deferrals have the following net rating impacts as shown in the table below.

Scheme	Rating Impact
Rangiora	Decrease the rate in 2023/24 due to the deferred works, but will increase the Rangiora drainage rate by approximately \$1.87 (0.6%) from 2024/25 due to the additional budget.
Coastal Urban	Decrease the rate in 2023/24 due to the deferred works, but will increase the Coastal Urban drainage rate by approximately \$7.00 (3.5%) from 2024/25 due to the additional and new budget requested.
Kaiapoi	Decrease the rate in 2023/24 due to the deferred works, however there will be no net change from 2024/25.
Oxford	Increase the Oxford Urban drainage rate by \$24.73 (13.8%) to \$204.21 from 2023/24 due to the additional and new budget requested.
Ohoka	Increase the Mill Road ODP development contribution by approximately 13% from \$29,434 per property to \$33,297 per property.
District Drainage	Decrease the rate in 2023/24 due to the deferred works, but will increase the District Drainage rate by approximately \$0.23 (1.1%) from 2024/25 due to the additional and new budget requested.

- (j) **Circulates** this report to the Community Boards, for their information.

### 3. **BACKGROUND**

- 3.1. Following the preparation of the 2022/23 Annual Plan budgets, it has become apparent the construction and professional services costs have increased significantly, putting strain on a number of budgets during the 2021/22 financial year. There have been a number of

projects for which there has been a low response rate in terms of the number of firms submitting tenders, and the prices received being higher than budget allowances.

- 3.2. Additionally the delivery of the 2021/22 Drainage capital works programme has been impacted due to resourcing constraints and construction pricing increases, which has resulted in a higher number of projects being carried over to the 2022/23 financial year than planned. This will impact on the resourcing available and the amount of work that can be delivered in the 2022/23 financial year.
- 3.3. As part of the Flood Team work several new projects have been identified, where repeated flooding of property and garages has occurred in the past 12 months. These projects are considered important enough to add to the Drainage capital works programme.
- 3.4. In response to the above, a detailed review has been undertaken involving a line by line review of all budgets within the Utilities and Roading Department. This has involved looking at the appropriateness of each budget, any ability to reduce scope or defer the works, taking into account any other information that has come to light (such as preparation of detailed and recent cost estimate information), and the overall importance of each project based on the assessment of each project's respective drivers.

#### 4. **ISSUES AND OPTIONS**

- 4.1. As a consequence of this review a number of projects have been deferred to ensure the 2022/23 Drainage capital works programme is conservative and deliverable.
- 4.2. The changes include additional carryovers from 2021/22, additional budgets due to higher prices from the construction market, new budgets related to projects identified as part of the Flood Team work, and deferred budgets to offset the increases as well as to ensure the overall programme is deliverable.

##### Additional Budget Carryovers

- 4.3. The following table sets out additional carryovers from 2021/22, which were in addition to the planned carryovers. These projects were expected to be completed in the 2021/22 financial year, but have been delayed predominantly due to resourcing constraints and construction pricing increases.

**Table 1: Additional Budget Carryovers from 2021/22**

Scheme	Budget Name	Budget Amount	Reason
Rangiora	Stormwater Minor Improvements	30,000	Resourcing constraints.
Rangiora	Under Channel Piping	60,000	Resourcing constraints.
Rangiora	North Brook - Janelle to White	210,000	Construction pricing increase.
Rangiora	Wiltshire / Green Pipework Upgrade	975,000	Construction pricing increase.
Rangiora	Southbrook Pipeline - Southern Cross to Flaxton	178,650	Developer led and works not undertaken.
Rangiora	Oxford Rd Drainage Modifications	50,000	Elected member concern.
Kaiapoi	Minor Stormwater Improvements	33,950	Resourcing constraints.
Ohoka	Mill Road SMAs	416,350	Consenting delays.



Scheme	Budget Name	Budget Amount	Reason
District Drainage	Cones Road Land Purchase	107,500	Resourcing constraints.
District Drainage	Cones Road Drain Upgrade	100,000	Resourcing constraints.

- 4.4. Including planned carryovers of \$590,000 a total of \$2,752,200 of budget is to be carried over, of which \$1,289,000 (47%) will have been spent. Two projects, Southbrook Pipeline - Southern Cross to Flaxton and Cones Road Drain Upgrade, are recommended to be carried over to 2023/24 as staff are not confident they will be completed next financial year.

#### Additional Budgets

- 4.5. The following table sets out additional budgets requested predominantly due to higher prices from the construction market.

**Table 2: Additional Budgets**

Scheme	Budget Name	Budget Amount	Reason
Rangiora	North Brook - Janelle to White	220,000	Higher expected construction costs.
Coastal Urban	Stormwater Minor Improvements	15,000	Scope of work more complex.
Coastal Urban	Norton Place Drainage Upgrade	70,000	Additional budget in 2023/24 due to higher expected construction costs.
Oxford	York Street Diversion	100,000	Higher expected construction costs.
Ohoka	Mill Road SMAs	140,000	Additional consenting and higher expected construction costs.
District Drainage	Cones Road Drain Upgrade	100,000	Additional budget in 2023/24 due to higher expected construction costs.

#### New Budgets

- 4.6. The following table sets out new budgets requested due to projects identified as part of the Flood Team work. These projects are in locations where there has been repeated flooding of property and garages in the past 12 months.

**Table 3: Additional Budgets**

Scheme	Budget Name	Budget Amount	Budget Allocation
Coastal Urban	Swindells Road Drainage Upgrade	450,000	\$50,000 in 2022/23 for design and \$400,000 in 2023/24 for construction.
Coastal Urban	Broadway Ave Drainage Upgrade	120,000	Design and construct in 2022/23.
Oxford	High Street Drainage Upgrade	200,000	Design and construct in 2022/23.

- 4.7. In total \$845,000 of budget is being added to the 2022/23 financial year.

### Deferred Budgets

- 4.8. The following table sets out the deferred budgets to offset the increases due to additional and new budgets as well as to ensure the overall programme is deliverable.

**Table 4: Deferred Budgets**

<b>Scheme</b>	<b>Budget Name</b>	<b>Budget Amount</b>	<b>Reason</b>
Rangiora	Ashley Street Pipe Upgrades	80,000	Defer budget to undertake Stage 1 and Stage 2 works at the same time. Stage 2 works to be brought forward from 24/25 to 23/24.
Rangiora	Eastbelt Rain Gardens & Soakpits	210,000	Defer budget as design is not yet well developed.
Rangiora	Southbrook Pipeline - Southern Cross to Flaxton	178,650	Defer budget as unsure when developer will undertake the works.
Rangiora	Oxford Rd Drainage Modifications	50,000	Defer budget until North Brook supplement flow investigation work has been undertaken.
Rangiora	North Drain Treatment	30,000	Defer budget due to resource constraints.
Rangiora	Railway Drain Treatment	30,000	Defer budget due to resource constraints.
Coastal Urban	East Woodend Detention Pond	130,000	Defer budget as design is not yet well developed.
Coastal Urban	Norton Place Drainage Upgrade	310,000	Defer budget as design is not yet well developed.
Kaiapoi	Beswick SW Pump Station Modification	180,000	Defer budget as design is not yet well developed.
Kaiapoi	Ranfurlly Street Pipe Upgrade	25,000	Defer budget due to resource constraints.
District Drainage	Cones Road Drain Upgrade	80,000	Defer budget as land purchase not yet finalised and design is not well developed.

- 4.9. In total \$1,223,650 of budget is being deferred to the 2023/24 financial year.
- 4.10. The net impact of these budget changes gives a revised Drainage capital works programme of \$4,913,550 in the 2022/23 financial year, of which \$1,289,000 will have already been spent in the 2021/22 financial year. This scale of work is less than the 2021/22 programme of work but similar to what was actually delivered in the 2021/22 financial year.
- 4.11. It is therefore considered that the recommended budget changes will provide a conservative and deliverable programme in the 2022/23 financial year.

### **Implications for Community Wellbeing**

- 4.12. There are implications on community wellbeing by the issues and options that are the subject matter of this report. The addition of the new budgets for the projects identified as part of the Flood Team work will improve community wellbeing at these locations once improvements are implemented. The deferral of some budgets may be of concern to some

members of the community, however the projects are still proceeding and will be brought forward if resourcing and progress permits.

- 4.13. The Management Team have reviewed this report and support the recommendations.

## 5. COMMUNITY VIEWS

### 5.1. **Mana whenua**

- 5.2. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Specific engagement will occur on a project by project basis.

### 5.3. **Groups and Organisations**

- 5.4. No groups or organisations have been consulted regarding the proposed budget changes.

### 5.5. **Wider Community**

- 5.6. The wider community has not been engaged with specifically about these proposed budget changes.

## 6. IMPLICATIONS AND RISKS

### 6.1. **Financial Implications**

- 6.2. The overall impact of the budgets changes will a net decrease in the 2023/24 financial year due to the deferred budgets, but a net increase in the 2024/25 financial year onwards due to the additional and new budgets requested.

- 6.3. A summary of the expected rating impact on a scheme by scheme basis is summarised in the table below.

**Table 5: Rating Impact by Scheme**

<b>Scheme</b>	<b>Rating Impact</b>
Rangiora	Decrease the rate in 2023/24 due to the deferred works, but will increase the Rangiora drainage rate by approximately \$1.87 (0.6%) from 2024/25 due to the additional budget.
Coastal Urban	Decrease the rate in 2023/24 due to the deferred works, but will increase the Coastal Urban drainage rate by approximately \$7.00 (3.5%) from 2024/25 due to the additional and new budget requested.
Kaiapoi	Decrease the rate in 2023/24 due to the deferred works, however there will be no net change from 2024/25.
Oxford	Increase the Oxford Urban drainage rate by \$24.73 (13.8%) to \$204.21 from 2023/24 due to the additional and new budget requested.
Ohoka	Increase the Mill Road ODP development contribution by approximately 13% from \$29,434 per property to \$33,297 per property.
District Drainage	Decrease the rate in 2023/24 due to the deferred works, but will increase the District Drainage rate by approximately \$0.23 (1.1%) from 2024/25 due to the additional and new budget requested.

### 6.4. **Sustainability and Climate Change Impacts**

- 6.5. The recommendations in this report do not have direct sustainability and/or climate change impacts

### 6.6. **Risk Management**

6.7. Construction risks for the drainage upgrades and planting works will be managed through Council's standard systems.

6.8. **Health and Safety**

6.9. Each project individually will have health and safety managed through Council's normal systems.

**7. CONTEXT**

7.1. **Consistency with Policy**

7.2. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.3. **Authorising Legislation**

7.4. The Local Government Act 2002 sets out the power and responsibility of local authorities, including the Council's role in providing drainage services.

7.5. **Consistency with Community Outcomes**

7.6. The following community outcomes are relevant in this matter:

- *There is a safe environment for all*
- *Core utility services are provided in a timely and sustainable manner*

7.7. **Authorising Delegations**

7.8. The Council has the authority to add or amend budgets.

**ATTACHMENT TO ITEM 6.4 DRAINAGE ACTIVITY STAFF SUBMISSION**

**Drainage 2022/23 Capex Programme Review**

A	Must do this year
B	Should do this year - could delay a year
C	Could do this year - could delay longer
D	Already Deferred

Scheme	Project	Staff assessment of Urgency	DRIVERS			OTHER MATTERS			BENEFITS				FINANCIAL			Revised Budget	Revised Staff Assessment of Urgency	Deferred Works	Revised Total Budget		
			STATUTORY	GROWTH	LOS/RISK/RENEWALS	Stakeholder Expectation	Current Progress	External Funding	ECONOMIC	SOCIAL	ENVIRONMENTAL	CULTURAL	Carryover	Annual Plan Budget	Total Budget (including design, fees, construction, staff costs and ancillary costs)						
			A/B/C	A/B/C	A/B/C	Commentary	Commentary	Commentary	%	\$	%	\$	%	\$	\$	\$	\$	\$	\$		
Coastal Urban	Norton Place Drainage Upgrade	A	C	C	B	Engagement with residents underway.		None	80%	244,000	20%	61,000		35,000	270,000	305,000	375,000	D	310,000	65,000	
District Drainage	Cones Road Drain Upgrade	A	C	C	A	Carryover from 2021/22. Expectation from landowner.		None	40%	40,000	60%	60,000		100,000		100,000	200,000	D	180,000	20,000	
District Drainage	Mandeville Resurgence Channel Diversion / Upgrade	A	C	C	B	Expectation from Mandeville community that this will progress.		None		-	80%	136,000	20%	34,000	70,000	100,000	170,000	170,000	A		170,000
Oxford	York Street Diversion	A	C	C	B	Engagement with residents underway.		None		-	80%	200,000	20%	50,000	50,000	200,000	250,000	350,000	A		350,000
Rangiora	Three Brooks Enhancement Work - Kowhai Ave	A	C	C	A	Engagement with residents underway.	Construction already committed in 21/22.	None		-	80%	80,000	20%	20,000		100,000	100,000		A		-
Rangiora	Townsend Field - E/O Pipework	A	C	A	B			None	80%	232,000	20%	58,000		-	290,000	290,000	290,000	A		290,000	
Coastal Urban	East Woodend Detention Pond 2.5Ha	B	B	C	B			None		-	20%	30,000	40%	60,000	20,000	130,000	150,000	150,000	D	130,000	20,000
Coastal Urban	Stormwater Minor Improvements	B	C	C	B			None	20%	3,000	60%	9,000	20%	3,000		15,000	15,000	30,000	B		30,000
Kaiapoi	Stormwater Minor Improvements	B	C	C	B			None	20%	12,790	60%	38,370	20%	12,790	33,950	30,000	63,950	63,950	B		63,950
Kaiapoi	Underchannel piping	B	C	C	A			None	20%	4,000	80%	16,000			20,000	20,000	20,000	B		20,000	
Oxford	Stormwater Minor Improvements	B	C	C	B			None	20%	2,000	60%	6,000	20%	2,000		10,000	10,000	10,000	B		10,000
Pegasus	Stormwater Minor Improvements	B	C	C	B			None	20%	2,000	60%	6,000	20%	2,000		10,000	10,000	10,000	B		10,000
Rangiora	Ashley St Pipe Upgrades	B	C	C	B	Community Board support for project to reduce flooding at Kingsbury / Golding.		None		-	80%	96,000	20%	24,000	120,000		120,000	120,000	D	80,000	40,000
Rangiora	Rangiora Stormwater Minor Improvements	B	C	C	B			None	20%	6,000	60%	18,000	20%	6,000		30,000	30,000	60,000	B		60,000
Rangiora	Rangiora Under Channel Piping	B	C	C	A			None	20%	24,000	80%	96,000		60,000	60,000	120,000	120,000	B		120,000	
Water Zone	ZIPA Minor Capital Works	B	C	C	B			None		-	20%	10,000	40%	20,000	50,000	50,000	50,000	B		50,000	
Stockwater	Culvert Replacements	B	C	C	A			None		-	80%	20,000	20%	5,000	25,000	25,000	25,000	B		25,000	
Kaiapoi	Beswick SW Pump Station Modification	B	C	C	B		Continuation of existing project	None		-	80%	160,000	20%	40,000	20,000	180,000	200,000	200,000	D	180,000	20,000
Rangiora	Eastbelt Rain Gardens & Soakpits	B	C	C	B		Continuation of existing project	None		-	20%	50,000	40%	100,000	100,000	150,000	250,000	300,000	D	210,000	90,000
Kaiapoi	Ranfurly Street Pipe Upgrade	C	C	C	B			None		-	80%	20,000	20%	5,000		25,000	25,000	25,000	D	25,000	-
Rangiora	North Drain Treatment	C	C	C	B			None		-	20%	6,000	40%	12,000	40%	30,000	30,000	30,000	D	30,000	-
Rangiora	Railway Drain Treatment	C	C	C	B			None		-	20%	6,000	40%	12,000	40%	30,000	30,000	30,000	D	30,000	-
Rangiora	Three Brooks Enhancement Work - North Brook / Geddis Street	C	C	C	B			None		-	20%	10,000	40%	20,000	40%	50,000	50,000	50,000	C		50,000
Coastal Urban	School Road Drainage Upgrade	D	C	C	B	High		None		-	80%	52,000	20%	13,000	65,000		65,000	65,000	D		65,000
Coastal Urban	Box Drain Improvements	D	C	C	B	Low		None		-	20%	4,000	40%	8,000	20,000		20,000	20,000	D		20,000

Rangiora	Lineside Rd Drainage Upgrade Stage 2	D	C	C	B		None	-	80%	32,000	20%	8,000		40,000		40,000	40,000	D		40,000
Rangiora	Middle Brook Treatment	D	C	C	B		None	-	20%	-	40%	-	40%			-		D		-
Rangiora	Palmer / Church Pipework Upgrade	D	C	C	B		None	-	80%	-	20%	-				-		D		-
Rangiora	Whitshire Green Pipework Upgrade	A	C	C	A									975,000	975,000	1,820,000	A		1,820,000	
Rangiora	North Brook - Janelle to White	B	C	C	B									210,750	210,750	430,750	B		430,750	
Ohoka	Mill Road SMA	A	C	C	B									416,350	416,350	556,350	A		556,350	
District Drainage	Cones Road Land Purchase	A	C	C	A									107,500	107,500	107,500	A		107,500	
Coastal Urban	Swindells Road Drainage Upgrade	A	C	C	A											50,000	A		50,000	
Coastal Urban	Broadway Ave Drainage Upgrade	A	C	C	A											120,000	A		120,000	
Oxford	High Street Drainage Upgrade	A	C	C	A											200,000	A		200,000	
								7%		34%		12%		5%						
								-		1,463,370		517,790		232,000	Drainage	4,248,550	6,088,550	-		4,913,550

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** LTC-03-18/220505070774


**REPORT TO:** Council

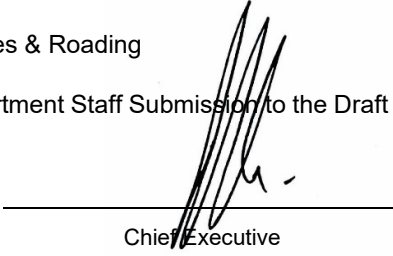
**DATE OF MEETING:** 24-25 May 2022

**FROM:** Kalley Simpson, 3 Waters Manager  
Gerard Cleary, General Manager Utilities & Roading

**SUBJECT:** Wastewater – Utilities & Roading Department Staff Submission to the Draft 2022-23 Annual Plan

**SIGNED BY:**  
(for Reports to Council, Committees or Boards)

 Department Manager

 Chief Executive

**1. SUMMARY**

- 1.1. The purpose of this report is to provide a request for changes to the Wastewater budgets for the 2022-23 Annual Plan, following a detailed review of the 2022.23 capital works programme.
- 1.2. The following items are addressed as outlined below:
- Additional budget carryovers.
  - Townsends Fields E/O.
  - Improvements to Rangiora WWTP Inlet Screens.
  - Oxford Wastewater Headworks Renewals.

Additional Budget Carryovers

The draft Annual Plan included \$1,070,000 of planned carryovers, however due to resourcing constraints and construction pricing increases, an additional 8 projects comprising of \$716,000 of budget will need to be carried over, giving a total carryover of \$1,786,000. This will have limited impact on the resourcing available and the amount of work that can be delivered in the 2022/23 financial year as most of the work will be predominantly complete.

Townsends Fields E/O - Rangiora

- 1.3. An additional budget of \$7,000 is proposed for the extra over payment for larger sewer mains to service the area to the west of Townsend Fields. This reflects the higher construction costs anticipated for this work. This work will be developer led and the costs recovered via the West Rangiora SPA development contribution.

Improvements to Rangiora WWTP Inlet Screens - Rangiora

- 1.4. An additional budget of \$4,000 is proposed for the improvements to the inlet screen at the Rangiora WWTP. The works involve the addition of a variable speed drive and new gear boxes to inlet screens. It is anticipated that there will be higher supply and transportation costs to source the equipment required.

Oxford Wastewater Headworks Renewals - Oxford

- 1.5. This work is for a new inlet screen at the Oxford WWTP. There is currently \$150,000 in the 2022/23 financial year for the design and construction of these works, however the solution required has not yet been fully scoped. It is therefore recommended that a budget of \$30,000 is retained in 2022/23 for the design and the remainder is pushed out to 2023/24. Additionally it is recommended that an additional budget of \$30,000 is included in the 23/24 financial year to give a revised construction budget of \$150,000 in the 2023/24 financial year.

Attachments:

- i. Assessment of Wastewater Projects (TRIM 220517078534).

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No. 220505070774.
- (b) **Notes** that the following additional budgets will be carried over from the 2021/22 financial year predominantly due to resourcing constraints and construction delays.

<b>Scheme</b>	<b>Budget Name</b>	<b>Budget Amount</b>	<b>Reason</b>
Rangiora	Central Rangiora Capacity Upgrade Stage 5	180,000	Construction delays.
Rangiora	Pipeline Replacement	375,000	Resourcing constraints.
Rangiora	Rga Electrical Repair at Pump Stations and Treatment Plant	15,000	Resourcing constraints.
Woodend	Woodend WWTP Landscape Planting	50,000	Construction delays.
Woodend	Electrical repairs at Pump Stations & Treatment Plant	25,000	Resourcing constraints.
Pegasus	Pegasus - Electrical Repairs at Pump Stations	26,000	Resourcing constraints.
Kaiapoi	Electrical Repairs at Pump Stations and Treatment Plant	35,000	Resourcing constraints.
Pines Kairaki	Headworks - Pines Kairaki	10,000	Resourcing constraints.

- (c) **Approves** an additional budget of \$7,000 under the Rangiora sewer account in 2022/23 for the Townsends Fields E/O project.
- (d) **Notes** that the above budget change will increase the West Rangiora SPA development contribution rate by \$4.00 from \$2,920 per property to \$2,924 per property.
- (e) **Approves** an additional budget of \$4,000 under the Rangiora sewer account in 2022/23 for Improvements to Rangiora WWTP Inlet Screens.
- (f) **Notes** that the above budget change will increase the Eastern Districts sewer rate by \$0.01 or 0.0% from 2023/24.



- (g) **Approves** deferring \$120,000 of the Oxford Wastewater Headworks Renewals from 2022/23 to 2023/24 and an additional \$30,000 in 2023/24 under the Oxford sewer account.
- (h) **Notes** that the above budget change will increase the Oxford sewer rate by \$2.07 or 0.2% from 2024/25.
- (i) **Circulates** this report to the Community Boards, for their information.

### 3. **BACKGROUND**

- 3.1. As part of reviewing the 2022/23 capital works programme for wastewater a number of projects have been identified that require budget changes. These changes were identified after the initial budgets for the draft AP were set.
- 3.2. The changes required relate to the following projects as discuss in more detail in the following section:
- Additional Budget Carryovers.
  - Townsends Fields E/O.
  - Improvements to Rangiora WWTP Inlet Screens.
  - Oxford Wastewater Headworks Renewals.

### 4. **ISSUES AND OPTIONS**

#### Additional Budget Carryovers

- 4.1. The draft Annual Plan included \$1,070,000 of planned carryovers, however due to resourcing constraints and construction pricing increases, an additional 8 projects comprising of \$716,000 of budget will need to be carried over, giving a total carryover of \$1,786,000.

**Table 1: Additional Budget Carryovers from 2021/22**

<b>Scheme</b>	<b>Budget Name</b>	<b>Budget Amount</b>	<b>Reason</b>
Rangiora	Central Rangiora Capacity Upgrade Stage 5	180,000	Construction delays.
Rangiora	Pipeline Replacement	375,000	Resourcing constraints.
Rangiora	Rga Electrical Repair at Pump Stations and Treatment Plant	15,000	Resourcing constraints.
Woodend	Woodend WWTP Landscape Planting	50,000	Construction delays.
Woodend	Electrical repairs at Pump Stations & Treatment Plant	25,000	Resourcing constraints.
Pegasus	Pegasus - Electrical Repairs at Pump Stations	26,000	Resourcing constraints.
Kaiapoi	Electrical Repairs at Pump Stations and Treatment Plant	35,000	Resourcing constraints.
Pines Kairaki	Headworks - Pines Kairaki	10,000	Resourcing constraints.

- 4.2. This will have limited impact on the resourcing available and the amount of work that can be delivered in the 2022/23 financial year as most of the work will be predominantly complete.

Townsend's Fields E/O - Rangiora

- 4.3. The current stage of the Townsend Fields development in south west Rangiora allows for larger sewer mains to accommodate for future development to the west. There is an existing private developer agreement that sets out the extra over costs that Council will pay towards this larger infrastructure.
- 4.4. It is anticipated that the actual costs of this work will be higher than originally expected due to the higher construction costs currently being experienced in the market. An additional 20% (or \$4,000) has therefore been added to the previous estimate for this work to give a revised budget of \$42,000.
- 4.5. This work will be developer led and the costs recovered via the West Rangiora SPA development contribution. The additional \$4,000 will increase the West Rangiora SPA development contribution rate by \$4.00 from \$2,920 per property to \$2,924 per property.

Improvements to Rangiora WWTP Inlet Screens - Rangiora

- 4.6. Modifications are proposed to the existing screw press, with the addition of a variable speed drive and new gear boxes at the inlet screens. It is anticipated that there will be higher supply and transportation costs to source the equipment required.
- 4.7. An additional budget of \$4,000 (or 20%) is proposed for the improvements to the inlet screens at the Rangiora WWTP to give a revised total budget of \$24,000.
- 4.8. The above budget change will increase the Eastern Districts sewer rate by \$0.01 or 0.0% from 2023/24.

Oxford Wastewater Headworks Renewals - Oxford

- 4.9. The inlet screen at the Oxford WWTP, needs to be upgraded as its hydraulic capacity is now exceeded during peak wet weather flows and it has also reached the end of its operational life.
- 4.10. It was originally intended to design and construct the works next financial year, however as the solution required has not yet been fully scoped it is recommended that the construction works are deferred until 2023/24.
- 4.11. A budget of \$30,000 will be retained in 2022/23 for the design and the remaining \$120,000 of the budget will be pushed out to 2023/24. An additional budget of \$30,000 is proposed to give a revised construction budget of \$150,000 in the 2023/24 financial year. This reflects the higher supply and construction costs anticipated for this work.
- 4.12. The above budget change will increase the Oxford sewer rate by \$2.07 or 0.2% from 2024/25.
- 4.13. The Management Team have reviewed this report and support the recommendations.

**5. COMMUNITY VIEWS**

**5.1. Groups and Organisations**

5.2. No groups or organisations have been consulted regarding the proposed budget changes.

5.3. **Wider Community**

5.4. The wider community has not been engaged with specifically about these proposed budget changes.

**6. IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

6.2. The additional budgets carried over will have a minimal positive rating impact by delaying the rating increase by one financial year.

6.3. The additional \$7,000 for the Townsend Fields E/O project will increase the West Rangiora SPA development contribution rate by \$4.00 from \$2,920 per property to \$2,924 per property.

6.4. The additional \$4,000 for the Improvements to Rangiora WWTP Inlet Screens project will increase the Eastern Districts sewer rate by \$0.01 or 0.0% from 2023/24.

6.5. The additional \$30,000 for the Oxford Wastewater Headworks Renewals project will increase the Oxford sewer rate by \$2.07 or 0.2% from 2024/25.

6.6. **Community Implications**

6.7. The Townsends Fields E/O project will provide capacity for future development in the west area of Rangiora. Installing the pipe now will avoid disruption in the future.

6.8. The Improvements to Rangiora WWTP Inlet Screens and Oxford Wastewater Headworks Renewals will ensure that Council continues to meet its consent conditions for the operating these treatment plants.

6.9. **Risk Management**

6.10. Construction risks for the wastewater upgrades will be managed through Council's standard systems.

6.11. **Health and Safety**

6.12. Each project individually will have health and safety managed through Council's normal systems.

**7. CONTEXT**

7.1. **Policy**

7.2. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.3. **Legislation**

7.4. The Local Government Act 2002 sets out the power and responsibility of local authorities, including the Council's role in providing wastewater services.

7.5. **Community Outcomes**

7.6. The following community outcomes are relevant in this matter:

- *Core utility services are provided in a timely and sustainable manner*

7.7. **Delegations**

7.8. The Council has the delegated authority to add or amend budgets.

**ATTACHMENT TO ITEM 6.5 WASTEWATER ACTIVITY STAFF SUBMISSION**

**Wastewater 2022/23 Capex Programme Review**

<b>Urgency</b>
<b>A</b>
<b>B</b>
<b>C</b>
<b>D</b>

Must do this year  
 Should do this year - could delay a year  
 Could do this year - could delay longer  
 Already Deferred

Scheme	Project	Staff assessment of Urgency	DRIVERS			OTHER MATTERS			BENEFITS				FINANCIAL			Revised Budget	Revised Staff Assessment of Urgency	Deferred Works	Revised Total Budget	PDU Fee Estimate
			STATUTORY	GROWTH	LOS/RISK/RENEWALS	Stakeholder Expectation	Current progress	External Funding	ECONOMIC	SOCIAL	ENVIRONMENTAL	CULTURAL	Carryover	Annual Plan Budget	Total Budget (including design, fees, construction, staff costs and ancillary costs)					
			A/B/C	A/B/C	A/B/C	Commentary	Commentary	Commentary	%	%	%	%	\$	\$	\$	\$				\$
Rangiora	Improvements to Rangiora WWTP Inlet Screens	A	C	C	B					80%	20%			20,000	20,000	24,000	A		24,000	-
Rangiora	Townsend's Fields E/O	A	C	A	C	High expectation from developer				80%	20%			35,000	35,000	42,000	A		42,000	-
Rangiora	Merton Road and Priors Road Wastewater Servicing	A	C	A	B	High expectation from developer				80%	20%			100,000	100,000	100,000	A		100,000	5,000
Rangiora	Central Rangiora Capacity Upgrade Stage 6	B	C	B	B		Design underway			80%	20%			50,000	50,000	50,000	B		50,000	40,000
Rangiora	Septage Facility	B	C	C	B		Design underway			60%	40%		1,020,000	1,020,000	1,020,000	B		1,020,000	60,000	
Kaiapoi	Electrical repairs at pump stations and treatment plant	B	C	C	B					80%	20%			52,000	52,000	52,000	B		52,000	-
Woodend	Electrical repairs at pump stations and treatment plant	B	C	C	B					80%	20%			50,000	50,000	50,000	B		50,000	-
Pegasus	Electrical repairs at pump stations	B	C	C	B					80%	20%			29,000	29,000	29,000	B		29,000	-
Oxford	Wastewater headworks renewals program	B	C	C	B					80%	20%			150,000	150,000	180,000	D	150,000	30,000	30,000
Rangiora	Church Street Extension	B	C	C	B					80%	20%			65,000	65,000	65,000	B		65,000	6,500
Kaiapoi	Kaiapoi WWTP Planting	B	C	C	B					40%	40%	20%		50,000	50,000	50,000	B		50,000	5,000
Rangiora	Central Rangiora Capacity Upgrade Stage 8	D	C	B	B		Part of wider programme			80%	20%		50,000	45,000	95,000	95,000	D		95,000	45,000
Tuahiwi	Electrical repairs at pump stations	D	C	C	B					80%	20%			-	-	-	D		-	-
Ocean Outfall	Sewer Headworks Renewals	D	C	C	B					80%	20%			50,000	50,000	50,000	D		50,000	-
	Pipeline Replacement	B	C	C	B		Design underway						375,000		375,000	375,000	B		375,000	10,000
	Woodend WWTP Landscape Planting	B	C	C	B		Design underway						50,000		50,000	50,000	B		50,000	-
	Central Rangiora Capacity Upgrade Stage 5	CARRYOVER											180,000		180,000	180,000	A		180,000	-
	Rga Electrical Repair at Pump Stations and Treatment Plant	CARRYOVER											15,000		15,000	15,000	B		15,000	-
	Electrical repairs at Pump Stations & Treatment Plant	CARRYOVER											25,000		25,000	25,000	B		25,000	-
	Pegasus - Electrical Repairs at Pump Stations	CARRYOVER											26,000		26,000	26,000	B		26,000	-
	Electrical repairs at pump stations and treatment plant	CARRYOVER											35,000		35,000	35,000	B		35,000	-
	Headworks - Pines Kairaki	CARRYOVER											10,000		10,000	10,000	B		10,000	-
									58%	38%	3%	1%								
									1,032,800	669,200	54,000	10,000	1,786,000	696,000	1,766,000	2,232,000		150,000	2,373,000	201,500

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** LTC-03-18-02 SHW-01-12 / 220504069952**REPORT TO:** COUNCIL**DATE OF MEETING:** 24 May 2022**AUTHOR(S):** Kitty Waghorn, Solid Waste Asset Manager

Gerard Cleary, General Manager Utilities and Roading

**SUBJECT:** Solid Waste Staff Submission to the 2022-23 Annual Plan**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

  
Department Manager


  
Chief Executive
**1. SUMMARY**

- 1.1. This report request Council approval for a number of amendments to the Solid Waste Budgets and some Fees & Charges that relate to Solid Waste in the draft 2022-23 Annual Plan.
- 1.2. Table 1 shows the income and operational items that are proposed to change.
- 1.3. The key points regarding the recommendations for changes are:
- (a) **Kerbside Collection Account:** Staff have updated the number of kerbside recycling, organics and rubbish bins that are forecast to be in service as at the start of the 2022/23 financial year, based on future rates as at 28 April and an allowance for 'growth' over the remaining 2 months of the current year. **Table 1** in Section 3 itemises the proposed change to rating numbers.
- (i) This changes total rates income, collection contract costs, and disposal & processing costs in the Collection Account, and these are summarised in **Table 2** in Section 3.
- (ii) The proposed change to rating numbers does not impact on individual rates or bag charges.
- (iii) The rubbish collection tonnages also impact the Disposal Account's revenue, landfill disposal and transportation costs, which are summarised in **Table 5** in Section 3.
- (b) **Disposal Account:** the recent change to sending green waste delivered to our solid waste facilities to an alternative compost plant for processing has resulted in a reduction in transport and disposal charges. Tyre removal costs are going to increase from 1 July 2022.
- (i) Staff recommend that the gate charges for green waste be retained at \$152/tonne, and not increased to \$156.25 as initially proposed in the draft 2022-23 budgets (**Table 3**).
- (ii) Retaining greenwaste charges at current levels will be both beneficial to the community, and enable Council to manage any future risks.

- (iii) The recent notification of increased tyre collection costs has resulted in an increase to tyre disposal gate charges (**Table 4**).
  - (iv) The reduction in transport and disposal charges, and changes to proposed greenwaste gate charge, alters transfer station income, greenwaste disposal and transportation costs in the Disposal Account. These changes are summarised in **Table 5** in Section 3.
  - (v) The budgets do not allow for a change in greenwaste and landfill tonnages as a result of the decrease in gate charges, however any impacts of changes in green waste and landfill weights are likely to be cost-neutral as gate charges are set to cover the handling, transport and disposal costs of these materials.
- (c) Capital Projects in the Disposal and Waste Minimisation Accounts: some capital projects have been carried over from the 21/22 year into 22/23, other projects have been further deferred, and the estimated consenting costs for both Southbrook upgrades have been removed from the proposed 22/23 CAPEX budget and deferred until 23/24.
- (i) **Table 6** in Section 3 shows the proposed to changes to capital project in the 2022-23 year. Note that the total value of capital works proposed for 22/23 is of the same order as originally indicated in the draft Annual Plan.
  - (ii) **Table 7** shows proposed changed to projects for the 24/25 and 25/26 financial years.
  - (iii) Staff forecast that the proposed changes to capital works can be accommodated within current budgets without impacting on rates.

Attachments:

- i. Amended Solid Waste Fees and Charges for the 2022/23 Annual Plan (220516077495)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 220504069952.
- (b) **Approves** the following Greenwaste Gate Charges (GST inclusive) for the 2022/23 Annual Plan:

<b><u>GREENWASTE GATE CHARGES</u></b>	<b>Draft AP Budget</b>	<b>Final AP Budget</b>	<b>Change</b>
<b>Southbrook Resource Recovery Park</b>			
All Vehicles By Weight	\$156.25/tonne	<b>\$152.00/tonne</b>	Retain at 21/22 charge
<b>Oxford Transfer Station</b>			
Van/Ute/Std 1-axle Trailer with low sides	\$40.00/load	<b>\$39.00/load</b>	Retain at 21/22 charge
Large Trailer: high-sided 1-axle, tandem axle, or extra-large trailer (by volume)	\$24.00/m <sup>3</sup>	<b>\$23.00/m<sup>3</sup></b>	Retain at 21/22 charge

- (c) **Approves** the following Tyre Disposal gate charges (GST inclusive) for the 2022/23 Annual Plan:

<b>TYRES GATE CHARGES</b>	<b>Draft AP Budget</b>	<b>Final AP Budget</b>	<b>Change</b>
<b>Southbrook Resource Recovery Park and Oxford Transfer Station</b>			
Car Tyre	\$5.00/tyre	<b>\$6.50/tyre</b>	+\$1.50
Car Tyre on rim	\$7.00/tyre	<b>\$8.00/tyre</b>	+\$1.00
4WD Tyre	\$7.00/tyre	<b>\$8.50/tyre</b>	+\$1.50
4WD Tyre on rim	\$9.00/tyre	<b>\$10.00/tyre</b>	+\$1.00
<b>Southbrook Resource Recovery Park</b>			
Light Truck Tyre	\$10.00/tyre	<b>\$10.50/tyre</b>	+\$0.50
Ride On Mower	\$10.00/tyre	<b>\$10.50/tyre</b>	+\$0.50
ATV Tyre	\$15.00/tyre	<b>\$16.00/tyre</b>	+\$1.00
Forklift Tyre Pneumatic	\$10.00/tyre	<b>\$15.00/tyre</b>	+\$5.00
Forklift Tyre Solid	\$20.00/tyre	<b>\$30.00/tyre</b>	+\$10.00
Heavy Truck/Bus	\$20.00/tyre	<b>\$22.00/tyre</b>	+\$2.00
Tractor Tyre Small	\$50.00/tyre	<b>\$86.00/tyre</b>	+\$36.00
Tractor/loader Tyre Medium	\$65.00/tyre	<b>\$100.00/tyre</b>	+\$35.00
Tractor X-Large	\$250.00/tonne	<b>\$126.00/tyre</b>	By item not weight
Loader Tyre	—	<b>\$115.00/tyre</b>	New
Loader Tyre X-Large	\$105.00/tonne	<b>\$126.00/tyre</b>	By item not weight
Minimum Charge by Weight	\$20.00	<b>N/A</b>	Removed

- (d) **Notes** that no other changes are proposed to the Solid Waste Fees and Charges that were included in the draft 2022/23 Annual Plan.
- (e) **Approves** the following budget changes to income and direct operational cost ledger codes in the Collection Account, which are as a result of updates to rating numbers:

<b>General Ledger Code</b>	<b>Description</b>	<b>Draft AP Budget (\$000)</b>	<b>Final AP Budget (\$000)</b>	<b>Difference (\$000)</b>
	<b>Direct Income</b>	<b>5,632.3</b>	<b>5,598.9</b>	<b>-33.5</b>
10.400.050.1104	Recycling bin rates	1,940.9	<b>1,914.3</b>	-26.6
10.400.050.1105	Rubbish bin rates	1,672.1	<b>1,658.4</b>	-13.7
10.400.050.1106	Organics bin rates	1,291.0	<b>1,296.4</b>	+5.4
10.400.050.1517	Rubbish bag revenue	508.2	<b>509.2</b>	+1.0
10.400.050.1519	Wheelie Bin fees	202.6	<b>203.1</b>	+0.5
	<b>Direct Expenditure</b>	<b>5,331.4</b>	<b>5,313.7</b>	<b>-17.8</b>
	General Ops	449.4	448.7	-0.8
10.400.241.2502	Kerb Collection Mmt & Promotion	149.3	<b>148.6</b>	-0.8
	Distribution & Removal	2,834.4	<b>2,832.0</b>	-2.4
10.400.243.2502	Disposal Charges Refuse	1,260.9	<b>1,255.0</b>	-5.9
10.400.243.2502	Disposal Charges Organics	544.7	<b>549.0</b>	4.3
10.400.688.2469	Landfill Levy	165.5	<b>164.7</b>	-0.8
	Contracts	2,047.7	<b>2,033.0</b>	-14.7
10.400.244.2502	Refuse Collection	614.2	<b>609.4</b>	-4.8



10.400.245.2502	Recycling Collection	629.8	<b>621.5</b>	-8.4
10.400.239.2502	Organics Collection	803.6	<b>802.1</b>	-1.5

- (f) **Approves** the following budget changes to income and direct operational cost ledger codes in the Disposal Account:

General Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Direct Income</b>	<b>5,655.2</b>	<b>5,641.1</b>	<b>-14.1</b>
10.401.050.1641	Southbrook Gate Sales	3,004.0	<b>2,995.7</b>	-8.2
10.401.050.1642	Refuse Collection Charges	1,260.9	<b>1,255.0</b>	-5.9
	<b>Direct Expenditure</b>	<b>5,236.7</b>	<b>5,189.1</b>	<b>-47.6</b>
	Disposal Operations	2,879.5	<b>2,834.7</b>	-47.6
10.401.248.2502	Refuse to Landfill	2,248.6	<b>2,245.7</b>	-2.9
10.401.249.2502	Green Waste	226.9	<b>185.1</b>	-41.8
	Transfer Stations	1,968.6	<b>1,965.5</b>	-3.1
10.401.253.2502	Transportation	720.3	<b>717.2</b>	-3.1
	Interest, Depreciation	146.9	<b>146.1</b>	0.2
10.401.650.2001	Depreciation	134.1	<b>134.3</b>	0.2

- (g) **Approves** the following budget changes to direct operational cost ledger codes in the Waste Minimisation Account:

General Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Direct Expenditure</b>	<b>361.4</b>	<b>361.1</b>	<b>-0.3</b>
	Interest, Depreciation	64.1	<b>63.7</b>	-0.3
10.402.650.2001	Depreciation	31.2	<b>30.9</b>	-0.3

- (h) **Approves** the following changes to capital expenditure in 2022/23 in the Disposal Account budgets

Project Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Replacements (Disposal Acc't)</b>	<b>200.3</b>	<b>202.8</b>	<b>+2.5</b>
101750	Fencing (Cleanfill)	0.0	<b>2.5</b>	+2.5
	<b>New Works (Disposal Account)</b>	<b>283.8</b>	<b>326.1</b>	<b>+42.3</b>
100843	Southbrook Disposal Pit & Road Upgrade	266.7	<b>199.7</b>	-67.0
100666	Minor Improvements (Southbrook)	0	<b>88.0</b>	+88.0
100994	Land Purchase (Southbrook)	0	<b>20.0</b>	+20.0
101753	Pit Wall Alterations (Oxford)	0	<b>1.3</b>	+1.3

- (i) **Approves** the following changes to capital expenditure in 2022/23 in the Waste Minimisation Account budgets:

Project Ledger Code	Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
	<b>Replacements (Waste Min Acct)</b>	<b>5.2</b>	<b>19.3</b>	<b>+14.1</b>
101755	Storage (Marsh Rd)	0.0	14.1	+14.1
	<b>New Works (Waste Minimisation)</b>	<b>479.9</b>	<b>427.9</b>	<b>-52.0</b>
101568	Southbrook RRP Site Upgrades	451.0	389.0	-62.0
101756	Oxford TS Infrastructure	0	5.0	+5.0
101757	Cleanfill Infrastructure	5.0	10.0	+5.0

- (j) **Notes** that the total value of new capital works proposed for 2022/23 is of the same order as originally indicated in the draft Annual Plan, and that the changes to replacements are as a result of carry-overs.
- (k) **Approves** the following changes to capital expenditure in 2023/24 and 2024/25 in the Waste Minimisation Account budgets:

Description	Draft AP Budget (\$000)	Final AP Budget (\$000)	Difference (\$000)
<b>New Works (Disposal Account)</b>			
<b>Southbrook</b>			
Site Storage Building 23/24	0.0	3.5	+3.5
Site Storage Building 24/25	66.0	66.6	+0.6
Disposal Pit & Road Upgrade 23/24	0.0	68.5	+68.5
Weighbridge rec. compactor 23/24	64.0	3.4	-60.6
Weighbridge rec. compactor 24/25	0.0	65.6	65.6
<b>Oxford</b>			
Pit Wall Alterations 23/24	0	12.6	+12.6
<b>New Works (Waste Minimisation)</b>			
RRP Site Upgrades 23/24	1,573.4	75.0	-1,498.4
RRP Site Upgrades 24/25	0	1,611.3	+1,611.3

- (l) **Notes** that the proposed changes to capital works from 2022/23 to 2024/25 can be accommodated within current funding budgets in the Disposal and Waste Minimisation Accounts without impacting on rates.

### 3. **BACKGROUND**

#### **Gate charges for Greenwaste**

- 3.1. The opportunity to send greenwaste delivered to Southbrook resource recovery park and Oxford transfer station to an alternative, closer compost plant for processing has resulted in a reduction in transport and disposal charges.
- 3.2. Staff recommend that the gate charges for greenwaste be retained at \$152/tonne, and not increased to \$156.25 as initially proposed in the draft 2022-23 budgets. Staff also recommend that the 2021/22 per-load and per-volume charges for greenwaste delivered to Oxford transfer station also be retained in 2022/23.

#### **Gate charges for Tyres**

- 3.3. Staff received notification on Friday 13 May 2022 that the charges to remove tyres for processing and exporting for recycling will be increasing as from 1 July 2022. Staff

therefore recommend that the gate charges for tyres be increased to fully fund these increased costs as detailed in **Table 4** below.

## Revenue and Operations Budgets

### *Kerbside Collection Account*

- 3.4. The solid waste budgets were prepared using the number of 'future rates' for recycling, organics and rubbish bins as at the end of October 2021, with an allowance for growth by 30 June 2022. The growth was based on observed increase in bin numbers from January to October 2021.
- 3.5. Staff have updated the budgets using the 'future rates' as at the end of April 2022 plus an allowance for growth in the final quarter of the year, based on the increase in future rates from October 2021 to April 2022. Recycling rates have also been adjusted for expected reductions from the number of 'granny flats' receiving rebates of these rates. Rubbish and organics rates are not impacted by this.
- 3.6. **Table 1** shows the number of rates/bins estimated for the draft 2022-23 Annual Plan budget, the future rates/bin numbers that staff forecast will be in use by 30 June 2022, and the change in rating numbers.

Bin type and size	No. Rates in Draft 22/23 Annual Plan Budget	No. Rates Forecast for Final 22/23 AP Budget	Change in No. Rates from draft budget
Urban Recycling Rates	19,679	19,449	-230
Ohoka Recycling Rates	1,089	1,030	-59
80 litre refuse	4,624	4,323	-301
140 litre refuse	10,437	10,549	+112
<b>Total Refuse Bin Rates</b>	<b>15,061</b>	<b>14,872</b>	<b>-189</b>
80 litre organics	4,041	3,897	-144
140 litre organics	4,882	4,908	+26
240 litre organics	3,337	3,430	+93
<b>Total Organics bin Rates</b>	<b>12,260</b>	<b>12,235</b>	<b>-25</b>
<b>"Urban" Collection Rates (excl. Ohoka rec)</b>	<b>47,000</b>	<b>46,556</b>	<b>-444</b>
Total Collection Rates (incl. Ohoka Rec)	48,089	47,586	-503

**Table 1: Estimate of Rating Numbers for Annual Plan Budgets**

- 3.7. The number and sizes of bins in service impacts on the total amount of rates collected in the Collection Account, and although there is an overall drop in the number of bins forecast, recent trends show there is a higher demand for larger bins than smaller bins and this will result in an overall increase in rates for rubbish and organics bins.
- 3.8. Bin numbers and sizes also influence the costs for bin collections and deliveries, disposal of rubbish and organic waste, and recycling processing in this account.
- 3.9. **Table 2** summarises the proposed changes to Revenue and Operations in the Collection Account budgets, and the italicised text indicates which ledger line-items are being amended for the final AP budgets.

Description	Draft AP Budget (\$000)	Proposed AP Budget (\$000)	Difference (\$000)	Difference (%)
<b>Direct Income</b>	<b>5,632.3</b>	<b>5,598.9</b>	<b>-33.5</b>	<b>-0.6%</b>
<i>Recycling bin rates</i>	1,940.9	1,914.3	-26.6	-1.4%
<i>Rubbish bin rates</i>	1,672.1	1,658.4	-13.7	-0.8%
<i>Organics bin rates</i>	1,291.0	1,296.4	+5.4	+0.4%
<i>Rubbish bag revenue</i>	508.2	509.2	+1.0	+0.2%
<i>Bin fees</i>	202.6	203.1	+0.5	+0.2%
Other income	17.5	17.5	0.0	0%
<b>Direct Expenditure</b>	<b>5,331.4</b>	<b>5,313.7</b>	<b>-17.8</b>	<b>-0.3%</b>
General Ops	449.4	448.7	-0.8	-0.2%
<i>Kerb Collection Mmt &amp; Promotions</i>	149.3	148.6	-0.8	-0.5%
Distribution & Removal	2,834.4	2,832.0	-2.4	-0.1%
<i>Disposal Charges refuse</i>	1,260.9	1,255.0	-5.9	-0.5%
<i>Disposal Charges Organics</i>	544.7	549.0	+4.3	+0.8%
<i>Landfill Levy</i>	165.5	164.7	-0.8	-0.5%
Contracts	2,047.7	2,033.0	-14.7	-0.7%
<i>Refuse Collection</i>	614.2	609.4	-4.8	-0.8%
<i>Recycling Collection</i>	629.8	621.5	-8.4	-1.3%
<i>Organics Collection</i>	803.6	802.1	-1.5	-0.2%

**Table 2: Proposed Changes to Annual Plan Budgets for Collection Account**

- 3.10. Rubbish from kerbside collections is disposed of at Southbrook RRP, and shows as a revenue stream in the Disposal Account. Changes to the forecast weight of rubbish from kerbside collections will also have an impact on the Disposal Account, and this is included in **Table 5** below.

#### *Disposal Account*

- 3.11. As discussed in 3.1 and 3.2 above, sending green waste delivered to Southbrook resource recovery park and Oxford transfer station to an alternative, closer compost plant for processing has resulted in a reduction in transport and disposal charges.
- 3.12. Staff recommend that green waste gate charges for weighed vehicles at Southbrook and larger loads at Oxford, be retained at the current level and not increased as initially proposed in the draft Annual Plan budgets. This will both pass on the reduced costs to customers, and enable the Council to manage any future risks in relation to transportation costs, facility availability, etc.
- 3.13. The proposed greenwaste gate charges for Southbrook RRP and Oxford transfer station are detailed in **Table 3**. The final charges proposed for 2022/23 are shown in italics, with the proposed changes from the draft budget shown in bold.

<b>GREENWASTE GATE CHARGES</b>	<b>Current Charges 21/22</b>	<b>Proposed in draft 22/23 AP</b>	<b>Proposed for final 22/23 AP</b>
<b>Southbrook Resource Recovery Park and Oxford Transfer Station</b>			
Minimum Load	\$3.00/load	\$3.00 load	<i>\$3.00/load</i>
<b>Southbrook Resource Recovery Park</b>			

<b>GREENWASTE GATE CHARGES</b>	<b>Current Charges 21/22</b>	<b>Proposed in draft 22/23 AP</b>	<b>Proposed for final 22/23 AP</b>
All Vehicles By Weight	\$152.00/tonne	\$156.25/tonne	<b>\$152.00/tonne</b>
Minimum Charge by Weight	\$3.00/load	\$3.00 load	<i>\$3.00/load</i>
<b>Oxford Transfer Station</b>			
Car boot/rear hatch	\$14.00/load	\$14.00/load	<i>\$14.00/load</i>
Small Ute, low sided small trailer	\$22.00/load	\$22.00/load	<i>\$22.00/load</i>
Van, Ute, low sided 1-axle trailer	\$39.00/load	\$40.00/load	<b>\$39.00/load</b>
Large trailer load, by volume	\$23.00/m <sup>3</sup>	\$24.00/m <sup>3</sup>	<b>\$23.00/m<sup>3</sup></b>

**Table 3: Proposed Changes to Green Waste Gate Charges in Annual Plan Budgets**

- 3.14. These changes will result in decreases to both revenue and operational expenditure budgets in the Disposal Account. This is cost-neutral to the Disposal Account, but will be beneficial to the community.
- 3.15. Staff received notification on Friday 13 May 2022 that the charges to remove tyres for processing and exporting for recycling will be increasing as from 1 July 2022. Staff recommend that the gate charges for tyres be increased to cover these increased costs.
- 3.16. The proposed tyre gate charges for Southbrook RRP and Oxford transfer station are detailed in **Table 4**. The final charges proposed for 2022/23 are shown in italics, with the proposed changes from the draft budget shown in bold.

<b>TYRES GATE CHARGES</b>	<b>Current Charges 21/22</b>	<b>Proposed in draft 22/23 AP</b>	<b>Proposed for final 22/23 AP</b>
<b>Southbrook Resource Recovery Park and Oxford Transfer Station</b>			
Car Tyre	\$5.00/tyre	\$5.00/tyre	<b>\$6.50/tyre</b>
Car Tyre on rim	\$7.00/tyre	\$7.00/tyre	<b>\$8.00/tyre</b>
4WD Tyre	\$7.00/tyre	\$7.00/tyre	<b>\$8.50/tyre</b>
4WD Tyre on rim	\$9.00/tyre	\$9.00/tyre	<b>\$10.00/tyre</b>
<b>Southbrook Resource Recovery Park</b>			
Light Truck Tyre	\$10.00/tyre	\$10.00/tyre	<b>\$10.50/tyre</b>
Ride On Mower	\$10.00/tyre	\$10.00/tyre	<b>\$10.50/tyre</b>
ATV Tyre	\$15.00/tyre	\$15.00/tyre	<b>\$16.00/tyre</b>
Forklift Tyre Pneumatic	\$10.00/tyre	\$10.00/tyre	<b>\$15.00/tyre</b>
Forklift Tyre Solid	\$20.00/tyre	\$20.00/tyre	<b>\$30.00/tyre</b>
Heavy Truck/Bus	\$20.00/tyre	\$20.00/tyre	<b>\$22.00/tyre</b>
Tractor Tyre Small	\$50.00/tyre	\$50.00/tyre	<b>\$86.00/tyre</b>
Tractor/loader Tyre Medium	\$65.00/tyre	\$65.00/tyre	<b>\$100.00/tyre</b>
Tractor X-Large ( <b>change to per tyre, not by weight</b> )	\$250.00/tonne	\$250.00/tonne	<b>\$126.00/tyre</b>
Loader Tyre ( <b>new item, new charge</b> )	—	—	<b>\$115.00/tyre</b>
Loader Tyre X-Large ( <b>change to per tyre, not by weight</b> )	\$105.00/tonne	\$105.00/tonne	<b>\$126.00/tyre</b>

Minimum Charge by Weight (delete charge)	\$20.00	\$20.00	N/A
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**Table 4: Proposed Changes to Tyre Gate Charges in Annual Plan Budgets**

- 3.17. Transwaste have not confirmed whether their transportation and disposal charges will differ from their indicated charges, and have advised staff that finalised prices will be notified to Council by 1 June 2022 owing to delays in the release of the inflation price indexes by Statistics New Zealand. Staff have not amended the rubbish disposal fees and charges which were included in the draft 2022/23 AP budgets.
- 3.18. **Table 5** summarises the proposed changes to the Disposal Account budgets, owing to the reduced kerbside rubbish and greenwaste revenues, and lower greenwaste disposal and transportation costs. The italicised text indicates which ledger line-items are being amended for the final AP budgets

Description	Draft AP Budget (\$000)	Proposed AP Budget (\$000)	Difference (\$000)	Difference (%)
<b>Direct Income</b>	<b>5,655.2</b>	<b>5,641.1</b>	<b>-53.1</b>	<b>-0.2%</b>
General Rates, rate penalties	1,030.6	1,030.6	0.0	0%
<i>Southbrook Gate Sales</i>	3,004.0	2,995.7	-8.2	-0.3%
Oxford Gate Sales	58.1	58.1	0.0	0%
Hardfill Pit	85.0	85.0	0.0	0%
<i>Refuse Collection Charges</i>	1,260.9	1,255.0	-5.9	0.5%
Recyclables	216.6	216.6	0.0	0%
<b>Direct Expenditure</b>	<b>5,236.7</b>	<b>5,189.1</b>	<b>-47.6</b>	<b>-0.9%</b>
General Operating	221.3	221.3	0.0	0%
Disposal Operations	2,879.5	2,834.7	-44.7	-1.6%
<i>Refuse to Landfill</i>	2,248.6	2,245.7	-2.9	-0.1%
<i>Green Waste</i>	226.9	185.1	-41.8	-18.4%
Transfer Stations	1,968.6	1,965.5	-3.1	-0.2%
<i>Transportation</i>	720.3	717.2	-3.1	-0.4%
Landfill Closures, Monitoring	21.4	21.4	0.0	0%
Interest, Depreciation	145.9	146.1	0.2	0.2%
<i>Depreciation</i>	134.1	134.3	0.2	0.2%

**Table 5: Proposed changes to Annual Plan Budgets for Disposal Account**

#### Waste Minimisation Account

- 3.19. No changes are proposed for the revenue and operational costs in the Waste Minimisation Account, apart from a \$346 reduction in depreciation expenditure.

#### Capital Budgets

- 3.1. A number of carry-overs are planned from the 2021/22 year into the 2022/23 year, as signalled in the April 2022 Capital Works Quarterly Report. A number of planned capital projects from 2022/23 and 2023/24 are also proposed to be delayed for one year. Staff also propose to separate the estimated consenting costs for Southbrook RRP upgrades from the design costs and move these costs into the 2023/24 year, which will mitigate the impacts of the proposed carry-overs into 2022/23.
- 3.2. **Table 6** details the proposed AP capital works budgets for renewals and new works in the Disposal and Waste Minimisation Accounts. The proposed changes to the timing of Solid

Waste capital projects is forecast to result overall in a minor decrease in capital expenditure in the 2022/23 year. Note that replacements are funded out of accumulated depreciation, and new capital works are generally loan-funded.

Description	Draft AP Budget (\$000)	Proposed Final AP Budget (\$000)	Difference (\$000)
<b>Replacements (Disposal Account)</b>	<b>200.3</b>	<b>202.8</b>	<b>+2.5</b>
<b>Replacements (Southbrook)</b>	<b>191.2</b>	<b>191.2</b>	<b>0.0</b>
Weighbridge & software	112.2	112.2	0.0
Sundry small replacements	79.1	79.1	0.0
<b>Replacements (Oxford)</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>
Fencing	9.1	9.1	0.0
<b>Replacements (Closed Landfills)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Replacements (Cleanfills)</b>	<b>0.0</b>	<b>2.5</b>	<b>+2.5</b>
<i>Fencing (carry over)</i>	<i>0.0</i>	2.5	+2.5
<b>Replacements (Waste Min)</b>	<b>5.2</b>	<b>19.3</b>	<b>+14.1</b>
Sundry small replacements	5.2	5.2	0.0
<i>Storage at Marsh Rd (carry-over)</i>	<i>0.0</i>	14.1	+14.1
<b>Total Replacements</b>	<b>205.5</b>	<b>221.1</b>	<b>+16.6</b>
<b>New Works (Disposal Account)</b>	<b>283.8</b>	<b>326.1</b>	<b>+42.3</b>
<b>New Works (Southbrook)</b>	<b>287.1</b>	<b>322.7</b>	<b>+41.0</b>
Site Storage Building	6.0	6.0	0.0
<i>Disposal Pit &amp; Road Upgrade: Carry over from 21/22, less consenting cost</i>	266.7	199.7	-67.0
Weighbridge rec. compactor	9.0	9.0	0.0
<i>Minor Improvements – stormwater: Carry over from 21/22</i>	0	88.0	+88.0
Landscaping/Screening	0	0	0
<i>Land Purchase: Carry over from 21/22</i>	0	20.0	+20.0
<b>New Works (Oxford)</b>	<b>2.1</b>	<b>3.4</b>	<b>+1.3</b>
<i>Pit Wall Alterations: Carry over design costs from 21/22</i>	0	1.3	+1.3
Hardstand Diversion Areas	0	0	0
Minor Improvements	2.1	2.1	0.0
<b>New Works (Waste Minimisation)</b>	<b>479.9</b>	<b>2.9</b>	<b>-52.0</b>
<i>RRP Site Upgrades: Carry over from 21/22, less consenting costs</i>	451.0	389.0	-62.0
<i>Oxford TS Infrastructure: Carry over from 21/22</i>	0	5.0	+5.0
<i>Cleanfill Infrastructure: Carry over from 21/22</i>	5.0	10.0	+5.0
Rural Recycling Infrastructure	23.9	23.9	0.0
<b>Total New Works</b>	<b>763.7</b>	<b>754.0</b>	<b>-9.7</b>

**Table 6: Proposed Changes to Draft 22/23 Annual Plan Capital Works Budgets**

- 3.3. **Table 7** shows the proposed changes to capital works in 2023/24 and 2024/25. Costs for delayed projects have been amended to include CPI increases, which will result in an

overall increase in capital expenditure for these projects. No changes have been projected to the cost and timing of replacements that were initially projected in 2023/24 and 2024/25.

Description	Draft AP Budget (\$000)	Proposed Final AP Budget (\$000)	Difference (\$000)
<b>New Works (Disposal Account)</b>			
<b>Southbrook</b>			
Site Storage Building 23/24: design	0.0	3.5	+3.5
Site Storage Building 24/25: add CPI	66.0	66.6	+0.6
Disposal Pit & Road Upgrade 23/24: consenting costs	0.0	68.5	+68.5
Weighbridge rec. compactor 23/24: defer construction, design costs	64.0	3.4	-60.6
Weighbridge rec. compactor 24/25: construction, add CPI	0.0	65.6	65.6
<b>Oxford</b>			
Pit Wall Alterations 23/24: construction, add CPI	0	12.6	+12.6
<b>New Works (Waste Minimisation)</b>			
RRP Site Upgrades 23/24: defer construction; consenting costs only	1,573.4	75.0	-1,498.4
RRP Site Upgrades 24/25: construction, add CPI	0	1,611.3	+1,611.3

**Table 7: Proposed Changes to Capital Works in 2023/24 and 2024/25**

#### 4. **ISSUES AND OPTIONS**

##### *Collection Account*

- 4.1. The proposed changes to rating numbers will result in changes to the Council's rate and bag sale income, and some operational budgets. The proposal will however reflect more closely the probable number of bins that would be in circulation as at the start of the 22/23 financial year, the probable total targeted rates incomes, and the likely expenditure related to providing kerbside collection services.
- 4.2. While this would change the overall rates charged, it will not change the individual rates that were originally proposed in the draft AP budgets.
- 4.3. Council could choose to not amend the recycling, organic and rubbish rating numbers, and adopt the draft 22/23 Annual Plan budgets, however staff do not recommend this. This would most likely result in staff having to report to Council on variances between budgeted and actual rate income streams, and budgeted and actual costs, on a quarterly basis.
- 4.4. Council could choose to increase recycling rates to reduce the account deficit, however staff do not recommend this. The collection account has sufficient surplus to absorb the projected operating deficit, and the newly proposed changes to rating numbers do not result in a substantial increase to the overall account deficit in 2022/23.
- 4.5. It is still possible there could be some variances to revenues and costs, should building growth and demand for bins be different to the forecast growth between 28 April and 30 June 2022, however these are unlikely to be significant enough to require reporting.

##### *Disposal Account*

- 4.6. Greenwaste Gate Charges: Sending greenwaste delivered to Southbrook resource recovery park and Oxford transfer station to an alternative, closer compost plant for processing has resulted in a reduction in transport and disposal charges.



- 4.7. The costs savings are in the order of \$20/tonne, excluding GST for Council. Staff are recommending that the gate charge be retained at current levels (\$152.00/tonne) as opposed to the \$4.25/t increase (to \$156.25/t) that was proposed in the draft AP budget. This would pass some of these savings on to the community, and allow Council to manage risks associated with rising transportation costs, facility availability and capacity, etc.
- 4.8. The proposed greenwaste gate charges would be beneficial to customers, as it would partially offset the proposed \$19.58/tonne increase in rubbish gate charges. This may result in customers choosing to separate their garden waste from their rubbish to save on disposal costs, increasing diversion and decreasing landfill tonnages. This has not been modelled in the budgets, but the impacts of changes in green waste and rubbish weights are likely to be cost-neutral as gate charges are set to cover the handling, transport and disposal costs of these materials.
- 4.9. Note that the alternative compost plant does not have consent to accept food waste, therefore this does not reduce the costs for disposal of kerbside organics, which are sent to the Christchurch City Council's compost plant in Bromley.
- 4.10. Staff note that any cessation of services at the CCC's plant would have a considerable financial impact on our kerbside organics collection services, as discussed at the Council's meeting on 3 May 2022, but at the time of preparing this report we are not in a position to assess the likelihood of the plant being closed, and the likely costs of potential options for disposal of kerbside organics.
- 4.11. Tyre Gate Charges: The proposed tyre gate charge increases are set to recover the costs of handling and removal of the tyres disposed of at Council's solid waste facility sites. This is the first price increase for tyres since July 2020, and is a result of increased fuel, material, transportation and logistics costs for the company that removes the tyres.
- 4.12. Staff have been informed that a product stewardship programme for tyres will be announced 'in the near future'. After this time imported tyres will include the costs for handling and disposal of the tyre at the end of its life, and provision has reportedly been made for the disposal of 'legacy tyres' (tyres that entered the market before being covered by a product stewardship scheme and has an owner or responsible person) and 'orphan tyres' (tyres that entered the market before being covered by a product stewardship scheme and has been abandoned by an owner or liable brand owner). This will remove the cost barrier for people disposing of tyres, and should result in better environmental outcomes

#### *Capital Works*

- 4.13. The proposed changes to the timing of Solid Waste capital projects is forecast to result in minor decrease in capital expenditure in the 22/23 year, i.e. -\$9,700 or -1.3%. Disposal Account CAPEX would increase by an estimated \$42,300 (14.9%) and Waste Minimisation CAPEX would decrease by an estimated \$52,000 (-10.8%).
- 4.14. The proposed changes to future capital projects do not impact on the current Annual Plan budgets. Costs for deferred projects have been amended to include CPI increases, which will result in an overall increase in capital expenditure for these projects. Staff forecast that this is not likely to impact on rates in future years.

#### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

The proposed decrease in green waste gate charges would be beneficial to customers, particularly as it would offset the proposed \$19.58/tonne increase in rubbish gate charges. This may result in customers choosing to separate their garden waste from their rubbish to reduce disposal costs.

The increase in tyre disposal charges could potentially result in an increase in illegal dumping or stockpiling of tyres. This is covered in greater detail in section 5.3 below.

- 4.15. The Management Team has reviewed this report and support the recommendations.

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Management and disposal of waste, and any emissions to land, water and air, are of importance to Te Ngāi Tūāhuriri.

### 5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. Delays in the site upgrades centre will delay improvements to levels of services at Southbrook transfer station and the resource recovery park. The delay in construction of an education centre will impact the ability for Council's education contractor to deliver waste minimisation programmes to groups and organisations in a purpose-built facility.

### 5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

Delays in the site upgrades centre will delay improvements to levels of services at Southbrook transfer station and the resource recovery park. The delay in construction of an education centre will impact the ability for Council's education contractor to deliver waste minimisation programmes to the community in a purpose-built facility.

The proposed decrease in green waste gate charges would partially offset the proposed \$19.58/tonne increase in rubbish gate charges. This may result in customers choosing to separate their garden waste from their rubbish to reduce disposal costs.

The increased tyre disposal charges could result in an increase of illegal dumping or stockpiling of tyres and in the consequential costs for Council to remove illegally dumped tyres. However, once a product stewardship programme for tyres is in place, the cost barrier for people to responsibly dispose of tyres should result in better outcomes for the community.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. These are outlined in Sections 3 and 4 above and summarised in Tables 2 through to 7 in Section 3.

#### *Collection Account*

The proposed changes to recycling, rubbish and organics bin numbers will result in changes to rates income, bin fees and income from bag sales, on contract, disposal and recycling processing costs, and also on our own costs to manage and promote these services.

Staff forecast that the account deficit will increase from \$166.0k to \$180.1k owing to the proposed changes, however there is sufficient account surplus forecast to fund this deficit, without having to further increase the targeted collection rates.

Incremental increases were proposed to the recycling rate over several years in order to fund additional auditing and the increased processing costs, and not impact ratepayers with a sudden increase in 2022/23. Staff do not recommend increasing proposed rates above the levels proposed in the draft 2022/23 AP budgets.

#### *Disposal Account*

Transwaste have not confirmed whether their transportation and disposal charges will differ from their indicated charges, which were included in the draft 2022/23 AP budgets, therefore staff have not updated the Disposal Account budgets in relation these costs. Transwaste have advised that finalised prices will be notified to Council by 1 June 2022, owing to delays in the release of the inflation price indexes by Statistics New Zealand.

Should this advice arrive prior to Council's deliberations meeting, and the charges differ from those advised as of 30 November 2021, staff will provide a verbal update to Council.

The proposed changes to gate charges for greenwaste and to income from rubbish collection disposal (which is impacted by the changed number and size of rubbish bins), and changes to disposal and transportation costs for greenwaste is projected to result in an overall increase to the Disposal Account surplus, from \$36.6k to \$70.9k.

This additional surplus will provide the Council with additional funds to manage risks from increased transportation costs for rubbish and organics and increased landfill disposal costs (caused by increasing fuel costs), and potential risks around the ongoing availability and capacity of the compost plant.

### *Capital Projects*

The proposed changes to the timing of Solid Waste capital projects is forecast to result in minor decrease in overall Solid Waste capital expenditure in the 22/23 year, i.e. -\$9,700 or -1.3%. Disposal Account CAPEX would increase by an estimated \$42,300 (14.9%) and Waste Minimisation CAPEX would decrease by an estimated \$52,000 (-10.8%).

The proposed future changes do not impact on the current Annual Plan budgets, but would increase overall capital costs of longer term projects owing to projected CPI increases. Staff estimate that the Disposal Account would see a 3.1% increase in capital expenditure in the period from 2023/24 to 2025/26. The Waste Minimisation Account would see a 5.6% increase in capital expenditure over the same three year period, owing to the proposed deferral of the RRP upgrade from 2023/24 to 2024/25.

The Disposal Account is funded by a mix of gate-charges and general rates. The Waste Minimisation account is primarily funded by landfill levy income, plus general rates and some sales. Current and projected income levels are considered sufficient to fund the loan repayment costs without impacting on rates.

These proposed Solid Waste budget changes will alter the 2022/23 draft Annual Plan.

## 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

The reduction in green waste gate charges may result in an increase in landfill diversion, from customers choosing to separate garden waste out from rubbish to reduce disposal costs. This would decrease both landfill emissions, and reduce transportation emissions with less waste going to the landfill, although this would be partially offset by an increase in emissions from an increased amount of green waste transported to the compost plant.

The increased tyre disposal charges have the potential to result in an increase of illegal dumping or stockpiling of tyres and in the consequential costs for Council to remove illegally dumped tyres, and this could also impact on the environment. However, once a product stewardship programme for tyres is in place, the cost barrier for people to responsibly dispose of tyres should result in better environmental outcomes.

## 6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

There is a risk that bin collection rating numbers will not be the same as forecast. Staff have updated the numbers based on recent information, estimated growth based on the changes between the October and April 'future rate' numbers, and deducted the expected rebates for 'granny flats' from recycling rate numbers. This will reduce the risk of a mismatch between forecast and actual rating numbers.

There is a risk that transportation charges for materials removed from solid waste facilities, and collection contract charges, may increase by more than the CPI increase allowed for in the Council budgets owing to increasing fuel costs. Staff estimate that there are sufficient funds available in Disposal and Collection account balances to absorb those

increases, and have also allowed for an increased for greenwaste transportation charges in line with current fuel increases to partially mitigate that risk.

The increased tyre disposal charges could result in an increase of illegal dumping or stockpiling of tyres and in the consequential costs for Council to remove illegally dumped tyres.

There is a risk that capital works may not progress to plan so may be delayed or accelerated. The Council has good processes in place to project manage and report on the progress of capital works, in the event that delays may occur. Should work progress quickly and future years' projects need to be brought forward, there are processes in place to seek Council approval to bring the budgets for this work forward into the current year. Loan funding levels would be adjusted to manage impacts on rates in either event.

### 6.3 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

## 7. CONTEXT

### 7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

The proposed changes to targeted kerbside collection rating numbers does not impact on the individual rate charges or rubbish bag charges that were included in the draft Annual Plan. Overall, the proposed budget changes result in a less than 1% differences to Collection and Disposal Account budgets for 2022/23.

The proposed changes to the timing of Solid Waste capital projects is forecast to result in minor decrease in overall Solid Waste capital expenditure in the 22/23 year, i.e. -\$9,700 or -1.3%. Staff estimate that the Disposal Account would see a 3.1% increase in capital expenditure in the period from 2023/24 to 2025/26. The Waste Minimisation Account would see a 5.6% increase in capital expenditure over the same three year period.

### 7.2. Authorising Legislation

Local Government Act

Waste Minimisation Act

### 7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report, as follows:

- ***There is a healthy and sustainable environment for all***
- ***Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely manner***
  - Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard
  - Waste recycling and re-use of solid waste is encouraged and residues are managed so that they minimise harm to the environment

### 7.4. Authorising Delegations

The Council has the authority to approve changes to Annual Plan budgets, and to approve Fees and Charges.

## Solid Waste fees and charges income for final 2022/23 Annual Plan budgets

<b>RUBBISH GATE CHARGES (includes \$30/t landfill levy + GST)</b> <b>Southbrook Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
“Official” WDC refuse bag	Free	Free	n/c (no change)
Minimum Load (up to 2 x 60 litre bags) (0.12m <sup>3</sup> ; net load approx. 20kg)	\$6.00/load	\$6.00/load	n/c
All Vehicles By Weight	\$277.80/tonne	<b>\$297.38/tonne</b>	<b>+\$19.58 (+7.0%)</b>
Private Collector Waste (\$/tonne) <sup>1</sup> ≥2,000 tonnes per year	<sup>1)</sup> \$243.40/tonne	<sup>1)</sup> <b>\$262.98/tonne</b>	<b>+\$19.58 (+8.0%)</b>
Minimum Charge By Weight Equivalent weight: <b>20kg</b>	\$6.00/load	\$6.00/load	n/c
Weigh Only	\$10.00/weigh	\$10.00/weigh	n/c

Note: <sup>1)</sup> requires separate contract with the Council

<b>RUBBISH GATE CHARGES (includes \$30/t landfill levy + GST)</b> <b>Oxford Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
“Official” WDC refuse bag	Free	Free	n/c
Minimum Load (approx. 0.12m <sup>3</sup> )	\$6.00/load	\$6.00/load	n/c
Single Wheelie Bin (approx. 0.24m <sup>3</sup> )	\$9.00/load	\$9.00/load	n/c
Car boot/rear hatch (approx. 0.6m <sup>3</sup> )	\$22.00/load	<b>\$23.00/load</b>	<b>+\$1.00 (+4.5%)</b>
Small Utes/Small 1-axle Trailers with low sides (approx. 0.9m <sup>3</sup> ) 1-axle trailers less than 1.8m x 1.2m	\$53.00/load or by volume	<b>\$56.00/load or by volume</b>	<b>+\$3.00 (+5.7%)</b>
Vans/Utes/Std 1-axle Trailers with low sides (approx. 1.7m <sup>3</sup> ) Std 1-axle trailer 1.8m x 1.2m to 2.5m x 1.2m charged by load or by volume	\$95.00/load	<b>\$101.00/load</b>	<b>+6.00 (+6.3%)</b>
Large Trailer: high-sided 1-axle, tandem axle, or extra large trailer (\$ per cubic metre rate) Std tandem axle trailer 2.5m x 1.2m up to 3.0m x 1.2m	\$56.00/m <sup>3</sup>	<b>\$59.00/m<sup>3</sup></b>	<b>+\$3.00 (+5.4%)</b>
Truck or Skip (\$ per cubic metre)	\$56.00/m <sup>3</sup>	<b>\$59.00/m<sup>3</sup></b>	<b>+\$3.00 (+5.4%)</b>
Compactor Truck (\$ per cubic metre)	\$89.00/m <sup>3</sup>	<b>\$95.00/m<sup>3</sup></b>	<b>+\$6.00 (+6.7%)</b>

<b>GREENWASTE GATE CHARGES - Southbrook Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>Minimum Load (up to 2 x 60 litre bags):</b> <i>(0.12m<sup>3</sup>; net load approx. 20kg)</i>	\$3.00/load	\$3.00/load	n/c
<b>All Vehicles By Weight</b>	\$152.00/tonne	<b>\$152.00/tonne</b>	<b>n/c</b>
<b>Minimum Charge By Weight:</b> <i>Equivalent weight: 20 kg</i>	\$3.00	\$3.00	n/c

<b>GREENWASTE GATE CHARGES - Oxford Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>Minimum Load (up to 2 x 60 litre bags)</b> <i>(approx. 0.12m<sup>3</sup>)</i>	\$3.00/load	\$3.00/load	n/c
<b>Car boot/rear hatch</b> <i>(approx. 0.6m<sup>3</sup>)</i>	\$14.00/load	\$14.00/load	n/c
<b>Small Utes/Small 1-axle Trailers with low sides</b> <i>(approx. 0.9m<sup>3</sup>)</i> <i>1-axle trailers less than 1.8m x 1.2m</i>	\$22.00/load	\$22.00/load	n/c
<b>Vans/Utes/Std 1-axle Trailers with low sides</b> <i>(approx. 1.7m<sup>3</sup>)</i> <i>Standard 1-axle trailer 1.8m x 1.2m up to 2.5m x 1.2m</i>	\$39.00/load	<b>\$39.00/load</b>	<b>n/c</b>
<b>Large Trailer: high-sided 1-axle, tandem axle, or extra large trailer</b> <i>(\$ per cubic metre rate) Std tandem axle trailer 2.5m x 1.2m up to 3.0m x 1.2m</i>	\$23.00/m <sup>3</sup>	<b>\$23.00/m<sup>3</sup></b>	<b>n/c</b>

<b>COMMERCIAL RECYCLING GATE CHARGES Southbrook Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>All Vehicles By Weight</b>	\$172.50/tonne	<b>\$212.75/tonne</b>	<b>+40.25 (+23%)</b>
<b>Minimum Charge By Weight: Equivalent weight: 20 kg</b>	-	<b>\$5.00</b>	<b>new</b>

Commercial recycling charges have been increased to recover the full costs for processing the recycling. Transportation costs for this material are currently not being charged.

<b>TYRES GATE CHARGES: Southbrook resource recovery park and Oxford transfer station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
Car Tyre	\$5.00/tyre	<b>\$6.50/tyre</b>	+\$1.50 (+30%)
Car Tyre on rim	\$7.00/tyre	<b>\$8.00/tyre</b>	+\$1.00 (+14%)
4WD Tyre	\$7.00/tyre	<b>\$8.50/tyre</b>	+\$1.50 (+21%)
4WD Tyre on rim	\$9.00/tyre	<b>\$10.00/tyre</b>	+\$1.00 (+11%)

<b>TYRES GATE CHARGES: Southbrook resource recovery park</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
Light Truck Tyre	\$10.00/tyre	<b>\$10.50/tyre</b>	+\$0.50 (+5%)
Ride On Mower	\$10.00/tyre	<b>\$10.50/tyre</b>	+\$0.50 (+5%)
ATV Tyre	\$15.00/tyre	<b>\$16.00/tyre</b>	+\$1.00 (+7%)
Forklift Tyre Pneumatic	\$10.00/tyre	<b>\$15.00/tyre</b>	+\$5.00 (+50%)
Forklift Tyre Solid	\$20.00/tyre	<b>\$30.00/tyre</b>	+\$10.00 (+50%)
Heavy Truck/Bus	\$20.00/tyre	<b>\$22.00/tyre</b>	+\$2.00 (+10%)
Tractor Tyre Small	\$50.00/tyre	<b>\$86.00/tyre</b>	+\$36.00 (+43%)
Tractor/loader Tyre Medium	\$65.00/tyre	<b>\$100.00/tyre</b>	+\$35.00 (+53%)
Tractor X-Large	\$250.00/tonne	<b>\$126.00/tyre</b>	-
Loader Tyre		<b>\$115.00/tyre</b>	New
Loader Tyre X-Large	\$105.00/tonne	<b>\$126.00/tyre</b>	-
<b>Minimum Charge by Weight: Equivalent weight: 80 kg</b>	\$20.00	<b>N/A</b>	

<b><u>ELECTRONIC WASTE GATE CHARGES*</u> - Southbrook &amp; Oxford</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>Television Sets (CRT)</b>	\$13.00/item	\$13.00/item	n/c
<b>Television Sets (Very Large i.e. rear-projector)</b>	\$25.00/item	\$25.00/item	n/c
<b>Television Sets (Flat Screen)</b>	\$10.00/item	\$10.00/item	n/c
<b>Computer Monitors (CRT)</b>	\$13.00/item	\$13.00/item	n/c
<b>Computer Monitors (Flat Screen)</b>	\$10.00/item	\$10.00/item	n/c
<b>PC's (desktop, laptop, server)</b>	\$3.00/item	\$3.00/item	n/c
<b>Laptop Batteries (without a laptop)</b>	Free	Free	n/c
<b>UPS's</b>	\$3.00/item	\$3.00/item	n/c
<b>Misc. Network Equipment</b>	Free	Free	n/c
<b>Printers, Scanners, Fax Machines (Domestic)</b>	\$5.00/item	\$5.00/item	n/c
<b>Photocopiers (small to medium, domestic use)</b>	\$20/item	\$20/item	n/c
<b>Photocopiers, Printers (large, commercial use)</b>	\$70/item	\$70/item	n/c
<b>Stereo Systems &amp; Gaming Consoles</b>	\$3.00/item	\$3.00/item	n/c
<b>DVD &amp; VCR Players</b>	\$3.00/item	\$3.00/item	n/c
<b>Small household appliances</b> e.g. toasters, kettles, alarm clocks, drills	\$3.00/item	\$3.00/item	n/c
<b>Other household appliances</b> e.g. vacuums, microwaves	\$3.00/item	\$3.00/item	n/c
<b>Cell Phones</b>	Free	Free	n/c

Note: The charges for domestic-sourced e-waste are subsidised 50% by Council (funded out of the General Rate and landfill levy subsidy), and commercial large printers or photocopiers are charged at the full fee.



<b>WINDOW GLASS GATE CHARGES Southbrook Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>Flat Pane Glass By Weight</b>	\$118.00/tonne	\$118.00/tonne	n/c
<b>Minimum Charge Flat Pane By Weight</b> <i>Equivalent weight: 40 kg</i>	\$5.00	\$5.00	n/c
<b>Double Glazed Glass By Weight</b>	\$166.00/tonne	\$166.00/tonne	n/c
<b>Minimum Charge Double Glazed By Weight</b> <i>Equivalent weight: 40 kg</i>	\$7.00	\$7.00	n/c
<b>Laminated Glass By Weight</b>	\$211.00/tonne	\$211.00/tonne	n/c
<b>Minimum Charge Laminated Glass By Weight</b> <i>Equivalent weight: 40 kg</i>	\$8.50	\$8.50	n/c

<b>CLEANFILL GATE CHARGES Southbrook Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>Minimum Load (bag)</b>	\$4.00/load	\$4.00/load	n/c
<b>All Other Vehicles By Weight</b> <i>Includes (but not limited to): trailer, van, ute, trailer with canopy, truck, skip</i>	\$100.00/tonne	<b>\$109.00/tonne</b>	<b>+\$9.00 (+9.0%)</b>
<b>Minimum Charge By Weight</b> <i>Equivalent weight: 40 kg</i>	\$4.00	\$4.00	n/c
<b>Cleanfill (natural materials)</b> (cleanfill by own cartage to Sutherlands or Garterys Pit)	\$36.00/m <sup>3</sup>	<b>\$40.00/m<sup>3</sup></b>	<b>+\$4.00 (+\$11.1%)</b>
<b>Hardfill (non-natural materials)</b> (hardfill by own cartage to Sutherlands or Garterys Pit)	\$46.35/m <sup>3</sup>	<b>\$50.35/m<sup>3</sup></b>	<b>+\$4.00 (+8.6%)</b>

<b>EXPANDED POLYSTYRENE FOAM Southbrook Transfer Station</b>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>Recyclable Expanded Polystyrene Foam (EPS) For Removal To Recyclers</b>			
<b>Minimum load</b> (1 x 60 litre bag; Equivalent weight <1 kg)	\$0/load	\$0/load	n/c
<b>Car boot/rear hatch</b> (0.6m <sup>3</sup> ; Equivalent weight 7 kg)	\$0/load	\$0/load	n/c
<b>Small Utes/Small 1-axle Trailers with low sides</b> (1.0m <sup>3</sup> ; Equivalent weight 11kg): 1-axle trailers less than 1.8m x 1.2m	\$0/load	\$0/load	n/c
<b>Vans/Utes/Std 1-Axle Trailers with low sides</b> (1.7m <sup>3</sup> ; Equivalent weight 20 kg): Std 1-axle trailer 1.8m x 1.2m up to 2.5m x 1.2m	\$17.00/load	\$17.00/load	n/c
<b>All Other Vehicles By Weight</b> Includes (but not limited to): large vans, high-sided 1-axle trailers, extra large 1-axle trailers, 2-axle trailers, 1-axle and 2-axle trailers with canopies, trucks, skips	\$980/tonne	\$980/tonne	n/c
<b>Minimum Charge By Weight</b> (1.7m <sup>3</sup> ; Equivalent weight 20 kg)	\$17.00	\$17.00	n/c
<b>Non-Recyclable Expanded Polystyrene Foam (EPS) For Landfill – for loads containing EPS only</b>			
<b>Minimum load</b> (1 x 60 litre bag; Equivalent weight <1 kg)	\$5.00/load	<b>\$6.00/load</b>	<b>+\$1.00 (+16.7%)</b>
<b>Car boot/rear hatch</b> (0.6m <sup>3</sup> ; Equivalent weight 7 kg)	\$48.00/load	<b>\$50.00/load</b>	<b>+\$2.00 (+4.2%)</b>
<b>Small Utes/Small 1-axle Trailers with low sides</b> (1.0m <sup>3</sup> ; Equivalent weight 10 kg): 1-axle trailers less than 1.8m x 1.2m	\$67.50/load	<b>\$71.00/load</b>	<b>+\$3.50 (+5.2%)</b>
<b>Vans/Utes/Std 1-Axle Trailers with low sides</b> (1.7m <sup>3</sup> ; Equivalent weight 20 kg): Standard 1-axle trailer 1.8m x 1.2m up to 2.5m x 1.2m	\$135.00/load or by weight	<b>\$142.00/load or by weight</b>	<b>+\$7.00 (+5.2%)</b>
<b>All Other Vehicles By Weight</b> Includes (but not limited to): large vans, high-sided 1-axle trailers, extra large 1-axle trailers, 2-axle trailers, 1-axle and 2-axle trailers with canopies, trucks, skips	\$6,748.50/tonne	<b>\$7,072.75/tonne</b>	<b>+\$324.25 (+4.8%)</b>
<b>Minimum Charge By Weight</b> (1.7m <sup>3</sup> ; Equivalent weight 10 kg)	\$67.50	<b>\$71.00</b>	<b>+\$3.50 (+5.2%)</b>

Note: only domestic quantities of non-recyclable EPS are accepted at Southbrook RRP (i.e. a maximum of 40kg in a load, or a double-axle trailer load piled to level of the sides of the trailer (excludes high-sided trailers and trailers with cages).

### Other Charges

<u>Home Compost Units</u>	<b>Current 21/22</b>	<b>Proposed 22/23</b>	<b>Change</b>
<b>Earthmaker Compost Bin</b> (while stocks last)	\$177.00	n/a	No stock
<b>Bokashi Compost-Zing</b>			
10 litre system - bucket set only	\$35.00	<b>\$36.60</b>	<b>+1.60 (+4.6%)</b>
10 litre system - starter kit (bucket set and 1 bag Compost-Zing)	\$41.00	<b>\$43.90</b>	<b>+2.90 (+7%)</b>
15 litre system - bucket set only	\$37.50	<b>\$39.20</b>	<b>+1.70 (+4.5%)</b>
15 litre system - starter kit (bucket set and 1 bag Compost-Zing)	\$43.50	<b>\$46.50</b>	<b>+3.00 (+7%)</b>
1kg bags Compost-Zing	\$7.00	<b>\$8.00</b>	<b>+1.00 (+14%)</b>
EnsoPET - Pet Waste Composting Kit	\$50.00	<b>\$53.70</b>	<b>+3.70 (+7%)</b>
EnsoPET Starter Mix (1.2kg bag)	\$13.00	<b>\$14.90</b>	<b>+1.9 (+14%)</b>
<b>Other Charges</b>			
Child Car Seats (Waimakariri District residents providing proof-of-address)	\$12.50	\$12.50	n/c
Child Car Seats (no proof-of-address)	\$25.00	\$25.00	n/c
Bin Hitch	\$20.00	\$20.00	n/c

### Rubbish bag prices

We propose that **the retail price of WDC refuse bags be increased from \$3.30 to \$3.60** owing to an increase in bag supply costs, disposal charges and collection costs.

Refuse bag prices sold at the Council Service Centres (GST inclusive) to increase as follows:

#### **Retail:**

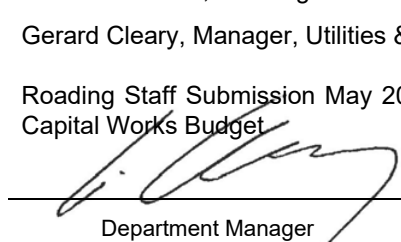
- **\$3.50** per bag for bulk sales (**Bags sold for \$87.50 in pre-packed bags of 25**)
- **\$3.60** per bag, if purchased singly
- **\$18.00** if purchased in bundles of 5
- **\$36.00** if purchased in bundles of 10

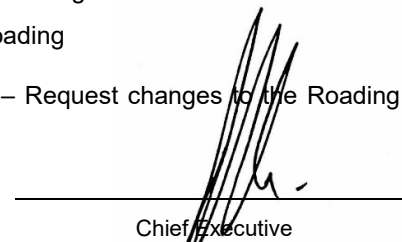
**Wholesale:** **\$3.40** per bag (*generally purchased by owners of retail outlets, in bulk packs*)

**Kerbside Collection Rates and Fees**

<b>Rate Description</b>	<b>Current annual rate 21/22</b>	<b>Proposed Annual Rate 22/23</b>	<b>Change</b>
Kerbside Collection Rate (for recycling)	\$105.00	<b>\$110.00</b>	<b>+\$5.00 (+5%)</b>
Rural Kerbside Recycling Collection Rate (applies to the extended Ohoka Collection Area)	\$95.00	<b>\$100.00</b>	<b>+\$5.00 (+5%)</b>
Refuse Collection 80 litre bin	\$99.62	<b>\$102.62</b>	<b>+\$3.00 (+3%)</b>
Refuse Collection 14 litre bin	\$131.37	<b>\$135.37</b>	<b>+\$4.00 (+3%)</b>
Organics Collection 80 litre bin	\$84.00	<b>\$86.00</b>	<b>+\$2.00 (+2.4%)</b>
Organics Collection 140 litre bin	\$114.00	<b>\$117.00</b>	<b>+\$3.00 (+2.6%)</b>
Organics Collection 240 litre bin	\$164.00	<b>\$168.00</b>	<b>+\$4.00 (+2.4%)</b>

<b>Wheelie Bin Fees</b>	<b>Current Fees 21/22</b>	<b>Proposed Fees 22/23</b>	<b>Change</b>
Delivery Charge (per bin delivered)	\$18.00	\$18.00	n/c
Maximum delivery charge	\$36.00	\$36.00	n/c
Replacement bin – 80 litre	\$109.25	<b>\$117.00</b>	<b>+7.75 (+7%)</b>
Replacement bin – 140 litre	\$120.75	<b>\$129.00</b>	<b>+8.25 (+7%)</b>
Replacement bin – 240 litre	\$132.25	<b>\$142.00</b>	<b>+9.75 (+7%)</b>
Return of Confiscated Bin	\$132.25	<b>\$142.00</b>	<b>+9.75 (+7%)</b>
Bin Swap – upsize 80 to 140L rubbish	\$31.75	<b>\$32.75</b>	<b>+\$1.00 (+3%)</b>
Bin Swap – upsize 80 to 140L organics	\$30.00	<b>\$31.00</b>	<b>+\$1.00 (+3%)</b>
Bin Swap – upsize 80 to 240L organics	\$80.00	<b>\$82.00</b>	<b>+\$2.00 (+2.5%)</b>
Bin Swap – upsize 140 to 240L organics	\$50.00	<b>\$51.00</b>	<b>+\$1.00 (+2%)</b>
Bin Swap – downsize	\$0.00	\$0.00	n/c
Extra Recycling Bin (annual fee)	\$62.00	<b>\$67.00</b>	<b>+\$5.00 (+8%)</b>
Extra 240L Organics Bin (annual rate)	\$164.00	<b>\$168.00</b>	<b>+\$4.00 (+2.4%)</b>
Extra 140L Rubbish Bin (annual rate) for Education Centres only	\$131.37	<b>\$135.37</b>	<b>+\$4.00 (+3%)</b>
240L Rubbish Bin	N/A	N/A	

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-11, LTC-03-18 / 220504069967**REPORT TO:** COUNCIL**DATE OF MEETING:** 24 & 25 May 2022**AUTHOR(S):** Joanne McBride, Roading & Transport Manager  
Gerard Cleary, Manager, Utilities & Roading**SUBJECT:** Roading Staff Submission May 2022 – Request changes to the Roading Capital Works Budget**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

  
Department Manager


  
Chief Executive
**1. SUMMARY**

- 1.1. This report is to request changes to the Roading Capital Works budgets.
- 1.2. The programme of works has been reviewed in terms of the ability to be able to deliver works, considering the budget allocation in relation to current market rate and Waka Kotahi funding allocations, as well as and considering timing given that Waka Kotahi funding has not been secured for some capital works projects as previously reported to Council.
- 1.3. Table One of the report below details the proposed budget changes.
- 1.4. The following is a summary of the recommended budget changes to the draft Annual Plan:
  - Support for Mixed Use Business Area (MUBA) budget moved to 2023/24 and 2024/25
  - Lees Valley Willow Walls partially deferred out to 2024/25
  - West Rangiora ODP funding moved out to 2024/25
  - Ravenswood Park & Ride funding moved out to 2023/24
  - Swannanoa Rd / Johns Rd budget moved to 2023/24
  - Walking & cycling budget moved out as Waka Kotahi funding was declined
  - Land - Blake St Extension budget moved to 2022/23 and 2023/24
  - Durham Land Purchase for Car parking budget moved to 2023/24
  - Flaxton Rd/Johns Rd/Plasketts Rd Intersection Improvements moved to 2024/25
  - Skewbridge Active Warning Signs delayed therefore carry over required
  - Travel Demand Management / Modelling delayed therefore carry over required
  - Land Purchase 19 Cones Road delayed therefore carry over required
  - Woodend East ODP budget moved out to 2024/25
  - Southbrook Road Future Improvements budget brought forward from 2025/26 to 2022/23
  - Townsend Rd culvert design only in 2022/23 with construction budget moved to 2023/24
  - Town Centre Upgrades unallocated budget moved to 2023/24
  - Kippenberger Ave / MacPhail Roundabout funding split over two years

- 1.5. Where Waka Kotahi funding had been sought but was declined, staff will continue to seek opportunities for funding should it become available and report back to Council.

Attachments:

- i. Roothing Capital Projects Urgency Review Table (TRIM No. 220505071042)
- ii. Report to Council - Waka Kotahi Low Cost Low Risk Funding Endorsement 2021-24 NLTP - with attachments (TRIM No. 211021170637)

**2. RECOMMENDATION**

THAT the Council:

- (a) **Receives** Report No. 220504069967;
- (b) **Approves** the budget changes as shown in **Table One** below:

Table One: Budget Changes			
Project	Draft Annual Plan 2022/23 (\$000)	Updated Annual Plan 2022/23 (\$000)	Comment
Support for Mixed Use Business Area (adjacent to Kaiapoi Town Centre)	375	125	Carry over budget from 2021/22. Move budget of \$375,000 out to 2023/24 and 2024/25
Lees Valley Willow Walls	80	30	Carry over budget from 2021/22. Move budget of \$50,000 out to 2024/25.
West Rangiora Route	1,279	949	Carry over design budget for Mulcocks Rd. Design only for Townsend Rd Culvert with construction moved to 2023/24
West Rangiora ODP	404.9	0	No planned works. Move budget out to 2024/25
Ohoka / Island Rd Intersection - Physical Works	1,200	0	Waka Kotahi declined funding. Move budget to 2023/24
Ravenswood Park & Ride	400	0	Move budget out to 2023/24. Budget for land purchase only
Town Centre Upgrades	135	20	Carry over remaining budget for EV charging stations. Push remaining budget out to 2023/24
Swannanoa Rd / Johns Rd	165	0	Waka Kotahi declined funding. Move budget to 2023/24
Tram Rd safety improvements including McHughes Rd	330	0	Move budget out to 2023/24. Design only in 2023/24
Walking and Cycling Strategy Implementation	1,150	490	Tuahiwi footpath to proceed. Budget for design only for future paths. Reduced spend due to no Waka Kotahi subsidy for remaining budget (WDC share only)
Land - Blake St Extension	1,100	200	Majority of budget moved to 2023/24
Durham Land Purchase for Carparking	3,000	0	Move out to the 2023/24 financial year
Flaxton / Johns / Plasketts - Intersection improvement	165	0	Currently no Waka Kotahi funding. Move budget out to 2024/25
Kippenberger Ave / MacPhail Ave Roundabout	1,248.7	624.3	Timing dependent on developer. Move half of the budget to 2023/24
Skew Bridge Active Warning/Safety Improvements	0	330	Carry over from 2021/22
Travel Demand MGMT/Modelling	0	309.6	Carry over from 2021/22
Land Purchase 19 Cones Road	0	107.5	Carry over from 2021/22
Woodend East ODP	400	0	Driven by development. Unlikely to be required in the next two years therefore move budget out to 2024/25.
Southbrook Rd Future Improvements	0	50	Bring forward from 2025/26 to allow longer term strategic planning

Smarts Road Drainage Improvements (NEW PROJECT)	0	80	Post February flood event drainage improvements as per report
Butchers Rd Culvert Replacement (NEW PROJECT)	0	360	Post February flood event repairs as per report
<b>Total (\$000)</b>	<b>\$11,432.6</b>	<b>\$3,675.4</b>	

- (c) **Approves** bringing forward budget of \$50,000 from 2025/26 for Southbrook Rd Future Improvements, to allow for staff to progress with the working group and investigations;
- (d) **Approves** the inclusion of two new projects within Rooding budgets, being Smarts Road Drainage Improvements (\$80,000) and Butchers Rd Culvert Replacement (\$360,000) which has the impact of an additional \$0.89 added to rates and would be funded from the Rooding Strategic account which is funded by loans;
- (e) **Notes** that the budget of \$9.11M is to be deferred to future years, including Rangiora Town Centre Parking projects as was proposed at the Annual Plan meetings;
- (f) **Notes** that carry over projects from 2021/22 have been included in the updated budgets;
- (g) **Notes** that where Waka Kotahi funding for capital projects has been declined these projects have largely been moved out;
- (h) **Notes** that budget may need to be brought forward should Waka Kotahi funding become available within the Low Cost Low Risk work category, for projects that have previously been declined;
- (i) **Circulates** this report to the Community Boards and the Utilities & Rooding Committee for information.

### 3. **BACKGROUND**

- 3.1. Changes are required to the Rooding Capital Works Budgets beyond that detailed in the draft Annual Plan which reflect changed to the timing of delivery of projects.
- 3.2. There are a number of factors including external controls, timing of anticipated development, Waka Kotahi co-funding levels and internal factors which can affect the delivery of projects.
- 3.3. Adjustments to the budgets are proposed as detailed in the table below:

Project	Draft Annual Plan 2022/23 (\$000)	Updated Annual Plan 2022/23 (\$000)	Comment
Support for Mixed Use Business Area (adjacent to Kaiapoi Town Centre)	375	125	Carry over budget from 2021/22. Move budget of \$375,000 out to 2023/24 and 2024/25.
Lees Valley Willow Walls	80	30	Carry over budget from 2021/22. Move budget of \$50,000 out to 2024/25.
West Rangiora Route	1,279	949	Carry over design budget for Mulcocks Rd. Design only for Townsend Rd Culvert with construction moved to 2023/24
West Rangiora ODP	404.9	0	No planned works. Move budget out to 2024/25.
Ohoka / Island Rd Intersection - Physical Works	1,200	0	Waka Kotahi declined funding. Move budget to 2023/24.
Ravenswood Park & Ride	400	0	Move budget out to 2023/24. Budget for land purchase only
Town Centre Upgrades	135	20	Carry over remaining budget for EV charging stations. Push remaining budget out to 2023/24
Swannanoa Rd / Johns Rd	165	0	Waka Kotahi declined funding. Move budget to 2023/24.

Tram Rd safety improvements including McHughes Rd	330	0	Move budget out to 2023/24. Design only in 2023/24.
Walking and Cycling Strategy Implementation	1,150	490	Tuahiwi footpath to proceed. Budget for design only for future paths. Reduced spend due to no Waka Kotahi subsidy for remaining budget (WDC share only)
Land - Blake St Extension	1,100	200	Majority of budget moved to 2023/24
Durham Land Purchase for Carparking	3,000	0	Move out to the 2023/24 financial year.
Flaxton / Johns / Plasketts - Intersection Improvement	165	0	Currently no Waka Kotahi funding. Move budget out to 2024/25.
Kippenberger Ave / MacPhail Ave Roundabout	1,248.7	624.3	Timing dependent on developer. Move half of the budget to 2023/24
Skew Bridge Active Warning/Safety Improvements	0	330	Carry over from 2021/22
Travel Demand MGMT/Modelling	0	309.6	Carry over from 2021/22
Land Purchase 19 Cones Road	0	107.5	Carry over from 2021/22
Woodend East ODP	400,000	0	Driven by development. Unlikely to be required in the next two years therefore move budget out to 2024/25.
Southbrook Rd Future Improvements	0	50	Bring forward from 2025/26 to allow longer term strategic planning
Smarts Road Drainage Improvements (NEW PROJECT)	0	80	Post February flood event drainage improvements as per report
Butchers Rd Culvert Replacement (NEW PROJECT)	0	360	Post February flood event repairs as per report
<b>Total (\$000)</b>	<b>\$11,432.6</b>	<b>\$3,675.4</b>	

- 3.4. Funding will be required for Southbrook Rd Future Improvements in 2022/23 to help progress the Working Group and any investigations required to support decision making and as such budget has been signalled to allow this to proceed.
- 3.5. It has also been agreed that funding for car parking in Rangiora Town Centre is to be moved out until such time as work can be carried out on a wider Transportation Strategy to help inform decision making around future transport and parking needs.
- 3.6. The table above also includes carry overs from the 2021/22 year, where projects have been delayed due to various reasons.

#### 4. **ISSUES AND OPTIONS**

- 4.1. A number of projects have recommended changes and the reason for these are as follows:

Project	Reason for change being proposed
Support for Mixed Use Business Area (adjacent to Kaiapoi Town Centre)	Move out budget as development is not likely to occur in the short term and as such budget is to be moved out.
Lees Valley Willow Walls	Only a small portion of funding is likely to be approved by Waka Kotahi and as funding is to be moved out.
West Rangiora Route	Townsend Rd Culvert will require design & consenting before construction can proceed.
West Rangiora ODP	There are currently no planned works associated with this area therefore funding is to be moved out
Ohoka / Island Rd Intersection - Physical Works	Waka Kotahi declined funding through the low cost low risk programme. The design only has continued from Council share of the budget however cofounding is still being sought.
Ravenswood Park & Ride	Budget for land purchase only however a suitable site has not yet been identified and is a lower priority therefore funding is to be moved out



Town Centre Upgrades	The only committed work at this stage is completing the EV charging stations therefore budget is to be moved out.
Swannanoa Rd / Johns Rd	Waka Kotahi declined funding through the low cost low risk programme and recent works have been undertaken at this location. Therefore the intersection will be monitored and funding is to be moved.
Tram Rd safety improvements including McHughs Rd	Waka Kotahi declined funding through the low cost low risk programme for intersection improvements, and design of McHughs intersection is due to be undertaken in 2023/24.
Walking and Cycling Strategy Implementation	Tuahiwi footpath is to proceed as previously approved by Council. Some budget retained for design with the remaining budget been moved out. There is no Waka Kotahi funding share for any projects other than Tuahiwi.
Land - Blake St Extension	Funding for car parking in Rangiora Town Centre is to be moved out until such time as work can be carried out on a wider Transportation Strategy to help inform decision making around future transport and parking needs.
Durham Land Purchase for Carparking	
Flaxton / Johns / Plasketts - Intersection improvement	Waka Kotahi declined funding through the low cost low risk programme therefore the intersection will be monitored and funding is to be moved.
Kippenberger Ave / MacPhail Ave Roundabout	Timing is dependent on the developer and unlikely to be complete in 2022/23 therefore half of the budget is to be moved out to 2023/24.
Skew Bridge Active Warning/Safety Improvements	Project approved in 2021/22 and tenders awarded but will not be completed within the 2021/22 financial year therefore a carryover is required.
Travel Demand MGMT/Modelling	This is a Greater Christchurch commitment. While some work has been underway this has been slower to progress that planned therefore a carryover is required.
Land Purchase 19 Cones Road	Land purchase is progressing and an agreement is in place therefore a carryover is required.
Woodend East ODP	Budget for North-South Collector Road is not currently required as development in this area has not yet progressed.
Southbrook Rd Future Improvements	This budget is signalled to be brought forward from 2025/26 to allow progress with the working group and investigations to inform longer term strategic planning.
Smarts Road Drainage Improvements	This budget has been requested post flood to address ongoing drainage issues in the Smarts Road area.
Butchers Rd Culvert Replacement	Due to the culvert failure following the February flood event. This allows for the culvert to be repaired as per the report to Council.

4.2. The options available for Council with regards to budget changes are to retain the status quo as per the approved Long Term Plan funding or to accept the proposed budget changes as part of the Annual Plan process:

4.3. Option One – Retain the status quo:  
This is not recommended because circumstances have changed since the Long Term Plan was adopted and projects would not be able to be completed.

4.4. Option Two - Accept proposed changes as detailed in Table One:  
This is the recommended option as it will allow projects to continue and work to be completed with the three year NZTA funding cycle. This will also allow timing of projects to be managed to meet external requirements.

#### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Moving out infrastructure projects will mean that known safety issues may not be addressed or there may be delays which can create safety risks for pedestrians, cyclists and road users.

4.5. The Management Team has reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to have any specific interest in the subject matter of this report.

## 5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report however no specific consultation has been undertaken to date.

## 5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Should projects be delayed then this could cause negative feedback from the Community.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. This budget is included in the Annual Plan or Long Term Plan however this report proposes changes to the year of delivery for some projects.

There are two new projects which have previously been reported to Council seeking budget in the 2022/23 year and these are as follows:

- Smarts Road Drainage Improvements - \$80,000
- Butchers Rd Culvert Replacement - \$360,000

These two projects would need to be funded from the Rooding Strategic account which is funded by loans, results in an additional \$0.89 added to general rates.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. Deteriorating assets affect vehicle efficiency and this can increase carbon emissions. Also reducing levels of service on assets such as footpaths and cycle ways can result in less utilisation of these facilities.

### 6.3. **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

The primary risk to be considered is the risk of increasing safety issues on the network should assets deteriorate below current levels of service. This could result in negative community feedback.

### 6.3. **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report, as decreased investment in network improvements could result in increasing safety issues on the network.

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

### 7.2. **Authorising Legislation**

Not applicable.

### 7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

***Transport is accessible, convenient, reliable and sustainable***

- The standard of our District's roads is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes

***There are wide ranging opportunities for people to contribute to the decision making that effects our District:***

- The Council makes information about its plans and activities readily available.
- The Council takes account of the views across the community including mana whenua.
- The Council makes known its views on significant proposals by others affecting the District's wellbeing.
- Opportunities for collaboration and partnerships are actively pursued.

***There is a safe environment for all***

- Harm to people from natural and man-made hazards is minimised.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

**7.4. Authorising Delegations**

This matter is for consideration by Council as it has financial implications.

Roading 2022/23 Capex Programme Review			DRIVERS			OTHER MATTERS			BENEFITS					FINANCIAL			ANNUAL PLAN REVIEW				ANNUAL PLAN REVIEW COMMENTS
			STATUTORY	GROWTH	LOS/RISK/RENEWALS	Stakeholder Expectation	Current progress	External Funding	ECONOMIC	SOCIAL	ENVIRONMENTAL	Carryover Expenditure	Annual Plan Budget	Total Budget (including design, fees, construction, staff costs and ancillary costs)	Revised Budget with any allowance (if any) for cost increase	Revised Staff Assessment of Urgency	Deferred Works	Revised Total Budget for 2022/23	Review Comments		
Urgency	Original Staff assessment of Urgency	A/B/C	A/B/C	A/B/C	Commentary	Commentary	Commentary	%	\$	%	\$	%	\$	\$	\$	\$	\$	\$	\$	\$	\$
A	Must do this year	A	C	B		Annual Budget	Unsubsidised	-	50%	7,211	50%	7,210.50	-	14,421	14,421	14,421	A	0	14,421	Professional services	
B	Should do this year - could delay a year	A	C	A	High community expectation	Annual Budget	NZTA Subsidised	-	100%	510,001	-	-	-	510,001	510,001	510,001	A	0	510,001	Programme to match budget	
C	Could do this year - could delay longer	A	C	A		Annual Budget	NZTA Subsidised	50%	133,704	50%	133,704	-	-	267,407	267,407	267,407	A	0	267,407	Programme to match budget	
D	Has been or to be deferred	A	C	B		Annual Budget	NZTA Subsidised	-	100%	515,192	-	-	141,000	374,192	515,192	515,192	A	0	515,192	Carry over remaining budget. Programme to match budget	
		A	C	A	Developers	Dependant on developers	NZTA Subsidised	-	100%	318,608	-	-	-	318,608	318,608	318,608	A	0	318,608	Work by Developers - to be determined	
		A	C	A	Developers	Dependant on developers	NZTA Subsidised	-	100%	41,860	-	-	-	41,860	41,860	41,860	A	0	41,860	Work by Developers - to be determined	
		A	C	B	Developers	Dependant on developers	Unsubsidised	-	100%	418,608	-	-	-	418,608	418,608	418,608	A	0	418,608	Work by Developers - to be determined	
		A	C	A		Annual Budget	NZTA Subsidised	50%	46,900	50%	46,900	-	-	93,800	93,800	93,800	A	0	93,800	Programme to match budget	
		A	C	A		Annual Budget	NZTA Subsidised	50%	1,001,754	50%	1,001,754	-	-	1,833,507	2,003,507	2,003,507	A	0	2,003,507	Carry over remaining budget. Programme to match budget	
		A	C	C	Discussions W Developer	Unsubsidised	Unsubsidised	80%	400,000	20%	100,000	-	-	375,000	500,000	500,000	D	375,000	125,000	Carry over budget from 2021/22 to 2022/23. Move budget of \$375,000 out to 2023/24 and 2024/25. Work to be done by developer with payment by WDC	
		A	C	A		Annual Budget	NZTA Subsidised	-	100%	325,083	-	-	-	325,083	325,083	325,083	A	0	325,083	Programme to match budget	
		A	C	A	High community expectation	Annual Budget	NZTA Subsidised	80%	1,201,312	20%	300,328	-	-	1,081,640	1,501,640	1,501,640	A	0	1,501,640	Carry over remaining budget. Programme to match budget	
		A	C	A		Planning & Prioritisation	NZTA Subsidised	80%	161,000	20%	40,250	-	-	126,250	201,250	201,250	A	0	201,250	Carry over remaining budget. Programme to match budget	
		A	C	A		Planning & Prioritisation	NZTA Subsidised	80%	400,000	20%	100,000	-	-	250,000	500,000	500,000	A	0	500,000	Carry over remaining budget. Programme to match budget	
		A	C	A		Annual Budget	Unsubsidised	20%	34,853	60%	104,560	20%	34,853.20	174,266	174,266	174,266	A	0	174,266	Programme to match budget	
		A	C	A		Annual Budget	NZTA Subsidised	80%	452,157	20%	113,039	-	-	565,196	565,196	565,196	A	0	565,196	Programme to match budget	
		A	C	A		Annual Budget	NZTA Subsidised	20%	166,513	80%	666,053	-	-	691,566	832,566	832,566	A	0	832,566	Carry over budget for Otaki St (two sections). Remaining programme to match budget	
		A	C	A		Annual Budget	NZTA Subsidised	-	100%	837,346	-	-	247,971	589,375	837,346	837,346	A	0	837,346	Carry over delayed works. Remaining programme to match budget	
		A	C	A	GCP commitment	Planning & Prioritisation	Ecan Subsidised	-	50%	62,500	50%	62,500.00	-	125,000	125,000	125,000	A	0	125,000	Bus Shelter Infrastructure - Programme to match budget	
		A	C	B	Schools have high interest	Scheme Design Underway	NZTA Subsidised	-	100%	1,760,762	-	-	10,762	1,750,000	1,760,762	1,760,762	A	0	1,760,762	Carry over remaining budget. Assume PDU fees at 10% and external consultant also required. Scoped to match budget.	
		C	C	A	Network resilience	None	NZTA Subsidised	40%	32,000	40%	32,000	20%	16,000.00	50,000	30,000	80,000	C	50,000	30,000	Limited funded by Waka Kotahi as part of the flood works. Move remaining budget of \$50,000 out to 2024/25.	
		A	C	A	High community expectation	None	NZTA Subsidised	-	100%	50,000	-	-	-	50,000	50,000	50,000	A	0	50,000	Investigation and modelling required. Programme to match budget	
		A	C	A		Annual Budget	NZTA Subsidised	50%	20,175	-	-	50%	20,174.50	40,349	40,349	40,349	A	0	40,349	Programme to match budget	
		A	C	B		Scheme Design Underway	NZTA Subsidised	-	100%	1,279,000	-	-	85,000	1,194,000	1,279,000	1,279,000	A	330,000	949,000	Carry over design budget for Mulcocks Rd. Design only for Townsend Rd Culvert with construction moved to 2023/24.	
		A	C	B		Discussions W Transport	Unsubsidised	-	100%	404,888	-	-	-	404,888	404,888	404,888	D	404,888	0	No planned works. Move budget out to 2024/25.	
		B	C	B		Scheme Design Underway	NZTA Subsidised	-	100%	1,300,000	-	-	100,000	1,200,000	1,300,000	1,300,000	D	1,200,000	100,000	No Waka Kotahi budget for construction. Complete design from carry over budget and move construction funding to 2023/24.	
		B	C	B		None	Ecan Subsidised	-	50%	200,000	50%	200,000.00	-	400,000	400,000	400,000	D	400,000	0	Move budget out to 2023/24. Budget for land purchase only	
		B	C	B	Community driven	None	NZTA Subsidised	-	100%	40,000	-	-	-	40,000	40,000	40,000	B	0	40,000	Design only in 2022/23	
		B	C	B		None	Unsubsidised	80%	108,186	20%	27,046	-	-	35,232	100,000	135,232	B	115,000	20,232	Carry over remaining budget for EV charging stations. Push remaining budget out to 2023/24	
		B	C	B		None	Unsubsidised	-	100%	100,000	-	-	-	100,000	100,000	100,000	B	0	100,000	Programme to match budget	
		B	C	B		None	NZTA Subsidised	-	100%	165,000	-	-	-	165,000	165,000	165,000	D	165,000	0	Move budget to 2023/24.	
		B	C	B		Scheme Design Underway	NZTA Subsidised	-	100%	330,000	-	-	-	330,000	330,000	330,000	B	330,000	0	Move budget to 2023/24 as this is for design only and construction would not be until 2024/25.	
		B	C	B		Consultation underway	NZTA Subsidised	-	70%	805,000	30%	345,000.00	-	1,150,000	1,150,000	1,150,000	B	660,000	490,000	Proceed with Tuahiwi Gritted Path \$450,000 and allow \$40,000 for design facilities for construction in 2023/24. Reduced spend as Waka Kotahi funding was declined.	

Urgency		DRIVERS			OTHER MATTERS			BENEFITS						FINANCIAL			ANNUAL PLAN REVIEW				ANNUAL PLAN REVIEW COMMENTS	
		STATUTORY	GROWTH	LOS/RISK/RENEWALS	Stakeholder Expectation	Current progress	External Funding	ECONOMIC		SOCIAL		ENVIRONMENTAL		Carryover Expenditure	Annual Plan Budget	Total Budget (including design, fees, construction, staff costs and ancillary costs)	Revised Budget with any allowance (if any) for cost increase	Revised Staff Assessment of Urgency	Deferred Works	Revised Total Budget for 2022/23		
A	Must do this year	B	Should do this year - could delay a year	C	Could do this year - could delay longer	D	Has been or to be deferred	%	\$	%	\$	%	\$	\$	\$	\$	\$	\$	\$	\$		
Scheme	Project	Original Staff assessment of Urgency	A/B/C	A/B/C	A/B/C	Commentary	Commentary	Commentary										Updated Urgency			Review Comments	
	Land - Blake St Extension	C	C	B	C		None	Unsubsidised		-	100%	1,100,000		-	1,100,000	-	1,100,000	1,100,000	D	900,000	200,000	\$200,000 in the 2022/23 year for development of a District Transportation Plan. Carry over budget from 2021/22 and move the remainder out to the 2023/24 financial year as discussed at the February AP meeting.
	Land Purchases - Growth	C	C	B	C		None	Unsubsidised		-	100%	180,000		-	180,000	-	180,000	180,000	B	0	180,000	Carry over from 2021/22
	Durham Land Purchase for Carparking	C	C	B	C		None	Unsubsidised	20%	600,000	80%	2,400,000		-	3,000,000	3,000,000	3,000,000	D	3000000	0	Move out to the 2023/24 financial year. As discussed at the February AP Meeting.	
	Cenotaph Corner Walking Connections	C	C	B	C		None	Unsubsidised		-	100%	37,500		-	37,500	37,500	37,500	C	0	37,500	Design only in 2022/23	
	Flaxton/Johns/Plasketts - Intersection improvement	D	C	C	B		None	NZTA Subsidised		-	100%	165,000		-	165,000	165,000	165,000	D	165,000	0	Currently no Waka Kotahi funding. Move budget out to 2024/25.	
	Kippenberger Ave / MacPhail Ave Roundabout	A	B	A	B	Developers	Discussions W Developer	Unsubsidised		-	100%	1,248,750		-	1,248,750	1,248,750	1,248,750	A	624,375	624,375	Project led and delivered by the Developer.	
	Land Purchases - Improved LOS	B	B	A	B	Developers	Discussions W Developer	Unsubsidised		-	100%	100,000		-	100,000	100,000	100,000	B	0	100,000	Work by Developers - to be determined	
	Old Waimakariri Bridge Handrail Replacement	A	C	B	A	Christchurch City Council	None	NZTA Subsidised	80%	98,000	20%	24,500		-	122,500	122,500	122,500	A	0	122,500	Project planned and delivered by CCC with WDC financial contribution only included within the allocated budget.	
	Woodend East ODP	C	C	A	C	Developers	None	Unsubsidised		-	100%	400,000		-	400,000	400,000	400,000	D	400,000	0	Driven by development. Unlikely to be required in the next two years therefore move budget out to 2024/25.	
	Rangiora Airfield / Priors Rd Upgrade	A	C	A	C	Developers	None	Unsubsidised		-	100%	200,000		-	200,000	200,000	200,000	A	0	200,000	Work to coincide with planned development. Upgrade to be led by Council. Design only in 2022/23 to be undertaken by Consultant.	
	Skew Bridge Active Warning/Safety Improvements	A	C	A	A		Underway	NZTA Subsidised		-	100%	330,000		-	330,000	-	330,000	330,000	A	0	330,000	Carry over from 2021/22
	Travel Demand MGMT/Modelling	A	B	A	A	GCP	Ongoing	Unsubsidised	33%	102,168	34%	105,264	33%	102,168.00	309,600	-	309,600	309,600	A	0	309,600	Carry over from 2021/22
	Land Purchase 19 Cones Road	A	B	A	A		Ongoing	Unsubsidised		-	100%	107,500		-	107,500	-	107,500	107,500	A	0	107,500	Carry over from 2021/22
	Southbrook Road Future Improvements	A	B	A	A		Ongoing	Unsubsidised	20%	10,000	60%	30,000	20%	10,000.00	-	-	50,000	50,000	A	0	50,000	Bring funding forward from 2025/26 to allow investigations to progress in conjunction with the working group.
	K&C Renewal - Otaki Street (with Shovel Ready)	A	C	C	A		Annual Budget	NZTA Subsidised	80%	120,800	20%	30,200		-	151,000	-	151,000	151,000	A	0	151,000	Work is already committed as part of the Shovel Ready package of works and is due to start in July. Complete end of September.
	Footpath Reconstruction - Otaki Street (with Shovel Ready)	A	C	C	A		Annual Budget	NZTA Subsidised	20%	13,800	80%	55,200		-	69,000	-	69,000	69,000	A	0	69,000	Work is already committed as part of the Shovel Ready package of works and is due to start in July. Complete end of September.
	Smarts Road Drainage Improvements	A	B	A	A		Ongoing	Unsubsidised		-	60%	48,000	40%	32,000.00	-	-	80,000	80,000	A	0	80,000	Budget as requested through the Annual Plan (Report 21110417706)
	Butchers Rd Culvert Replacement (Emergency Works)	A	C	C	A		Underway	NZTA Subsidised	20%	72,000	50%	180,000	30%	108,000.00	-	-	360,000	360,000	A	0	360,000	New project following floods as requested to Council (Report 220410053852)
									21%		76%		4%		4,098,065	20,403,767						
									5,175,320		18,878,606		937,906		Roadings		24,991,832	24,991,832		9,119,263	15,872,569	

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-11, RDG-29 / 211021170332

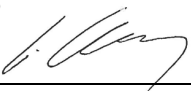
**REPORT TO:** COUNCIL


**DATE OF MEETING:** 2 November 2021

**AUTHOR(S):** Joanne McBride, Roading and Transport Manager  
Gerard Cleary, Manager Utilities & Roading

**SUBJECT:** Waka Kotahi Low Cost Low Risk Programme Funding Endorsement 2021-24 NLTP

**ENDORSED BY:**  
(for Reports to Council, Committees or Boards)

  
\_\_\_\_\_  
Department Manager

  
\_\_\_\_\_  
Chief Executive

**1. SUMMARY**

- 1.1. This report is to update Council on the 2021-24 National Land Transport Programme (NLTP) specifically in regard to the Low Cost Low Risk (LCLR) Programme and funding endorsed by Waka Kotahi.
- 1.2. The Low Cost Low Risk funding category is for activities or projects where improvements are need to ensure that the Transport network can operate safely and efficiently, and includes the following activity classes:
  - Road to Zero
  - Walking & Cycling Improvements
  - Local Road Improvements
  - State Highway Improvements
  - Public Transport Services
  - Public Transport Infrastructure
- 1.3. The Low Cost Low Risk work category provides for the construction / implementation of low-cost, low-risk improvements to a maximum total approved cost per project of \$2 million. The implementation cost cap limit is inclusive of all costs such as professional services, administration and related overheads, property and construction/implementation costs
- 1.4. Waimakariri District Council submitted a funding bid of \$13.2 million to Waka Kotahi for the 2021-24 NLTP.
- 1.5. Waka Kotahi has endorsed funding to the value of \$6.6 million for the three year period, which is below the Council allocated budget, leaving a gap in funding of \$6.6 million for the period.
- 1.6. For this funding gap, the WDC share at 49% has already been budgeted for meaning the shortfall amount to be funded would be the 51% requested from Waka Kotahi which equates to **\$3,366,000** over the three year period.
- 1.7. Consideration has been given to the option of reducing capital project spending to balance the shortfall and it is recommended a multi-layered approach be taken to progressing these projects.
- 1.8. This approach would include work continue on the design of a number of declined projects utilising Council allocated share of funding where possible, so that if funding does become

available over the next two years, then Council will be well positioned to seek this funding from Waka Kotahi and progress projects quickly.

- 1.9. It is noted that the allocation from Waka Kotahi does include a “top up” to reach 50% of the WDC funding bid application. This means there is approximately \$960,000 of approved funding which can be assigned to a project(s) which are of a high priority to Council, subject to being within the correct activity class and gaining Waka Kotahi approval.
- 1.10. It is recommended that Council give consideration to progressing the Tuahiwi Footpath and Townsend Rd Culvert Extension projects, subject to Waka Kotahi approval.

Attachments:

- i. Waimakariri District Council - 2021-24 NLTP Funding Decision from Waka Kotahi (TRIM No. 211020169759)
- ii. Low Cost Low Risk Projects Options Outline for Council Report November 2021 (TRIM No. 211021170332)

## 2. RECOMMENDATION

**THAT** the Council:

- (a) **Receives** Report No. 211021170332;
- (b) **Approves** staff progressing Option Two as outlined in this report which includes the allocation of additional budget of **\$445,650** over years two and three of the 2021-24 NLTP period, to cover a shortfall in funding in the Low Cost Low Risk area to allow the Minor Safety Programme to continue in full as planned, subject to consultation through the Annual Plan process;
- (c) **Notes** that the Minor Safety Programme includes a number of small safety projects which provide a high value to the community at a relatively low cost:
  - Minor Safety – Small walking & cycling initiatives
  - Minor Safety – Intersection Improvements
  - Minor Safety – Roadside Hazard Removal
  - Minor Safety – Minor Works
  - Minor Safety – School Safety Projects
  - Minor Safety – Minor Lighting Upgrades
- (d) **Notes** that the following projects will be progressed to design stage only with the Council share of funding already allocated:
  - Fernside Rd / Todds Rd Intersection - Safety Improvement
  - Oxford Rd / Charles Upham Dr Roundabout
  - Walking & Cycling Programme
  - Lees Valley Willow Walls
  - Island Rd / Ohoka Rd Intersection Improvements
- (e) **Notes** that the following projects will not be progressed and Council share of funding will be reallocated to the Minor Safety Programme:
  - North Eyre Rd / No. 10 Rd Intersection - Safety Improvements
  - Plasketts Rd / Johns Rd Intersection - Safety Improvements
  - Minor Improvements Programme - Stock Underpasses
- (f) **Notes** that the following projects will be delayed and not progressed unless further funding can be secured:
  - South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
  - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
  - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
  - Rangiora Woodend Rd – Traffic Calming
  - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs

- (g) **Notes** that the New Footpath programme is able to continue as planned, as Council budgets had assumed funding would not be received from Waka Kotahi;
- (h) **Notes** that there is also a strong possibility funding may become available during the three year period, therefore it is recommended design work continues where possible to ensure projects can progress at short notice should this funding become available.

### 3. **BACKGROUND**

- 3.1. Low Cost Low Risk funding category provides for the construction / implementation of low-cost, low-risk improvements to a maximum total approved cost per project of \$2 million.
- 3.2. The \$2 million implementation approved cost limit is inclusive of all costs such as professional services, administration and related overheads, property and construction/implementation costs
- 3.3. Waka Kotahi expects low cost, low risk programmes to be firmly linked to activity management planning documents (e.g. activity management plans (AMPs), road safety action plans (RSAPs) and regional land transport plans (RLTPs)) as well as long term plans (LTPs).
- 3.4. Key principles for low cost, low risk programmes include:
- 3.4.1. The activities in these programmes will be optimised by following a straightforward process to reflect the government's priorities. Investment partners can apply their own assessment framework during their programme prioritisation, but there is a clear expectation they will assess an individual project's alignment with the appropriate activity class results alignment criteria.
- 3.4.2. Walking and cycling activities that form part of an investment partner's low cost, low risk programme will be cross-checked for alignment with activities in the walking and cycling activity class.
- 3.4.3. It is particularly important to have flexibility to adjust the programme over the three year NLTP period, particularly where parts of the programme are not well developed at the time the NLTP is adopted.
- 3.4.4. Projects within a low cost, low risk programme will not need to calculate a benefit-cost ratio. RCA's will need to identify the principal benefit the project is seeking to achieve.
- 3.5. As part of the 2021-24 NLTP funding bid, Waimakariri District Council requested funding of \$13.2 million for Low Cost Low Risk activities. This included a number of safety improvements, intersection upgrades, cycling improvements and infrastructure upgrades.
- 3.6. Waka Kotahi has endorsed funding to the value of \$6.6 million for the three year period which is below the Council allocated budget, leaving a funding gap of \$6.6 million for the NLTP period. While Council share is available the Waka Kotahi share has not been approved.
- 3.7. The Low Cost Low Risk Programme put forward went through a vigorous process to consider the impacts of Covid and what was a high priority for Council, and as such funding requests have been kept to a minimum to maintain a safe network and continuing to slowly build on the Districts walking & cycling network. The Long Term Plan (LTP) has been adopted based on these funding assumptions.
- 3.8. Activities which have been approved by Waka Kotahi include:
- Skew Bridge Active Warning Signs
  - Island Rd / Tram Rd Active Warning Signs
  - Flaxton Rd / Fernside Rd Speed Management



- Swannanoa Rd / Johns Rd Intersection
- Bradleys Rd / Tram Rd / McHughs Rd roundabout (design only)
- Skewbridge Rd / Mulcocks Rd Right Turn Bay
- River Road Upgrade in conjunction with Park & Ride
- Mulcocks & Fernside Rail Crossing Investigation
- Wrights Rd / Iain North Rd Intersection Improvements
- Southbrook Rd / Coronation St / Torlesse St

3.9. Activities which have not been approved include:

- Minor Safety Programme
- Fernside / Todds Rd Intersection Improvement
- Tram Rd / South Eyre / Giles Rd Active Warning Signs
- Tram Rd / Two Chain Rd Active Warning Signs
- Townsend Rd Culvert Extension
- Tram Rd / Earlys Rd Active Warning Signs
- Oxford Rd / Charles Upham Dr roundabout
- Plasketts Rd / Johns Rd Intersection Improvement
- Rangiora Woodend Rd Safety Improvements
- Oxford Rd / Tram Rd Active Warning Signs
- Walking & Cycling Implementation
- Tuahiwi Footpath
- Lees Valley Willow Walls
- Island Rd / Ohoka Rd Roundabout

3.10. Councils that did not receive approval for 50% of our LCLR bid projects. Waka Kotahi have advised that where Councils did not reach the 50% approval level, the Low Cost Low Risk area has been 'topped up' to reach this 50% funding. This is an approach Waka Kotahi has taken across the country.

3.11. Council received a 'top up' of approximately \$960,000 in the Low Cost Low Risk area under two separate activities:

- Low Cost Low Risk: Road to Zero Activity - \$480,000
- Low Cost Low Risk: Local Road Improvements Activity - \$482,000

This means this funding can be allocated to projects which were declined within the specific Low Cost Low Risk activity area, however this is subject to Waka Kotahi approval of the specific projects put forward for inclusion.

3.12. This means there is an opportunity to seek approval for a project(s) to be included which have not been approved to date.

#### 4. **ISSUES AND OPTIONS**

4.1. Consideration has been given to the options for progressing the capital projects as approved in the Long Term Plan. The following options are available to Council:

4.2. **Option One – Fund the shortfall up to the full LTP Programme of works**

This options would see Council fully fund the shortfall over the three year period between the budgets approved in the LTP and the Waka Kotahi endorsed funding.

Waka Kotahi has endorsed funding to the value of \$6.6 million for the three year period which is below the Council allocated budget. This results in a funding difference of \$6.6 million for the period (51% Waka Kotahi and 49% WDC).

Of this funding shortfall, the WDC share at 49% has already been budgeted in the LTP meaning the amount to be funded would be the 51% requested but not approved by Waka Kotahi. This 51% equates to \$3.366 million over the three year period.

The shortfall of \$3.366 million could be loan funded over a 25 year period from 2022/23 with an increase to the Roding rate of 0.5 to 0.6% over the years from 2022/23 to 2024/25.

The rating impact to the general rate results in an increase of between 0.1% and 0.11% over the years from 2022/23 to 2024/25.

This is not the recommended option as there is a reasonable likelihood that further funding may become available through this NLTP from Waka Kotahi. If this does not eventuate that further consideration can be given as part of a future Annual Plan process on allocating funding.

4.3. **Option Two – Advance key projects and continue to seek additional funding**

This options would take a strategic approach to the delivery of projects based on Council priorities and benefit to the Community. Projects which are already approved would continue as planned and the following approach would be undertaken with projects which have been declined:

- The following projects which have not been funded would be taken through design stage which the budgeted Council share of funding and be ready for progressing should funding become available:
  - Fernside Rd / Todds Rd Intersection - Safety Improvement
  - Oxford Rd / Charles Upham Dr Roundabout
  - Walking & Cycling Programme
  - Lees Valley Willow Walls
  - Island Rd / Ohoka Rd Intersection Improvements
  
- The Minor Safety Programme is very important to continue as it delivers a large number of small safety projects which provide a high value to the community at a relatively low cost.
  - Minor Safety – Small walking & cycling initiatives
  - Minor Safety – Intersection Improvements
  - Minor Safety – Roadside Hazard Removal
  - Minor Safety – Minor Works
  - Minor Safety – School Safety Projects
  - Minor Safety – Minor Lighting Upgrades

This option would allow for this programme to continue to be fully delivered as planned in year one, with additional funding being required in years two and three to fully fund this programme.

- The following projects being a lower priority would not be progressed and Council share of funding reallocated to the Minor Safety Programme:
  - North Eyre Rd / No. 10 Rd Intersection - Safety Improvements
  - Plasketts Rd / Johns Rd Intersection - Safety Improvements
  - Minor Improvements Programme - Stock Underpasses
  
- The following projects would be delayed and not progressed unless further funding was secured from Waka Kotahi:
  - South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
  - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
  - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
  - Rangiora Woodend Rd – Traffic Calming
  - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs

Option Two is the recommended option as it allows Council to continue its higher priority projects and to be positioned such that should funding become available then Council would be able to respond quickly.

The rating impact of funding the shortfall in the Minor Safety Programme of **\$445,650** over years two and three of the 2021-24 NLTP period is a 0.2% increase to the general rate in the 2023/24 and 2024/25 years and an increase to the Roding rate of 0.1% over the same period as outlined under item 6.1.

- 4.4. It is noted that staff are continuing to work with our Waka Kotahi Investment Adviser to see whether additional information can be provided to progress any further projects. This process will continue in the short term and should any additional funding be secured then this would be reported to Council.

#### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Reduced investment in safety and infrastructure projects will mean that known safety issues may not be addressed or there may be delays which can create safety risks for pedestrians, cyclists and road users.

- 4.5. The Management Team has reviewed this report and support the recommendations.

### **5. COMMUNITY VIEWS**

#### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to have any specific interest in the subject matter of this report, specifically the Tuahiwi Footpath project which has been requested for a number of years.

#### **5.2. Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report however no specific consultation has been undertaken to date.

#### **5.3. Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Should projects be delayed then this could cause negative feedback from the Community.

### **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

#### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report.

**Option Two** as recommended would see Council fund a shortfall to allow the Minor Safety Programme portion of the Low Cost Low Risk Programme continue in Years Two and Three of the NLTP. This will result in additional budget of **\$445,650** needing to be allocated over years two and three of the NLTP period.

This would result in an increase to the general rate in 2023/24 and 2024/25 of 0.02% and an increase to the Roothing rate of 0.1% in the same years and as outlined in the tables below. For the general rate this equates to a rating increase of \$0.68 per rate payer in 2023/24 year and \$1.36 per rate payer in the 2024/25 year.

<b>Average District Rate % Increase</b>	<b>2021/22</b> (Year 1 NLTP)	<b>2022/23</b> (Year 2 NLTP)	<b>2023/24</b> (Year 3 NLTP)	<b>2024/25</b> (Next NLTP)
Per LTP	4.31%	4.17%	4.18%	4.17%
With unsubsidised Minor Safety Programme 2021-24 impact	4.31%	4.17%	4.20%	4.19%
<b>Increase</b>	<b>0%</b>	<b>0%</b>	<b>0.02%</b>	<b>0.02%</b>

<b>Roothing Rate % Increase</b>	<b>2021/22</b> (Year 1 NLTP)	<b>2022/23</b> (Year 2 NLTP)	<b>2023/24</b> (Year 3 NLTP)	<b>2024/25</b> (Next NLTP)
Per LTP	4.3%	6.0%	3.7%	3.9%
With unsubsidised Minor Safety Programme 2021-24 impact	4.3%	6.0%	3.8%	4.0%
<b>Increase</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>0.1%</b>

It is noted that staff are continuing to work with Waka Kotahi Investment Advisors to explore other options for additional funding. There is also a reasonable possibility that funding may become available during the three year period and it is therefore recommended that Council continue with design work where possible ensure it is in a strong position to progress projects at short notice should this funding become available.

#### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. Deteriorating assets affect vehicle efficiency and this can increase carbon emissions. Also reducing levels of service on assets such as footpaths and cycle ways can result in less utilisation of these facilities.

#### 6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

The primary risk to be considered is the risk of increasing safety issues on the network should assets deteriorate below current levels of service. This could result in negative community feedback.

#### 6.3 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report, as decreased investment in network improvements could result in increasing safety issues on the network.

### 7. **CONTEXT**

#### 7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

#### 7.2. **Authorising Legislation**

Not applicable.

#### 7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

##### ***Transport is accessible, convenient, reliable and sustainable***

- The standard of our District's roads is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes

##### ***There are wide ranging opportunities for people to contribute to the decision making that effects our District:***

- The Council makes information about its plans and activities readily available.
- The Council takes account of the views across the community including mana whenua.
- The Council makes known its views on significant proposals by others affecting the District's wellbeing.
- Opportunities for collaboration and partnerships are actively pursued.

##### ***There is a safe environment for all***

- Harm to people from natural and man-made hazards is minimised.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.

- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

7.4. **Authorising Delegations**

This matter is for consideration by Council as it has financial implications.

## Appendix: Approved investment for 2021-24 NLTP – Waimakariri District Council

### Continuous programme allocation

Revised allocations for your continuous programmes are outlined below.

Activity class	2021-24 programme with indicative funding approval (Gross \$)	2021-24 programme with funding approval (Gross \$)
Local roads maintenance	\$34,611,000	\$35,537,000
Road safety promotion	\$615,000	\$615,000

### Low cost low risk programme allocation

The approved funding level for the low cost low risk programme was set following the Waka Kotahi moderation process and discussions with your staff since the start of the 2021-24 NLTP development. The level of investment represents an affordable programme that could practically be co-funded and delivered over the 2021-24 NLTP period.

Approved low cost low risk allocations by activity class are outlined below.

Activity class	2021-24 programme with funding approval (Gross \$)
Local roads improvements	\$3,332,000
Public transport infrastructure	\$400,000
Public transport services	\$281,000
Road to zero	\$2,604,000
Walking and cycling improvements	\$50,000

While all care has been taken to ensure all the figures are correct, with the tight timeframes there may be some minor errors or omissions in the detail provided here.




For conditions relating to this funding, please see [National Land Transport Fund investment claims and obligations policy](#).

Low cost / low risk improvements 2021-24											
Activity name	Activity class	Intervention type	Requested Funding for NLTP 2021-24	WDC Share 49%	Waka Kotahi Requested Share 51%	NZTA status	NZTA comment	PROPOSED TO PROGRESS	SAVINGS	EXTRA COST TO FULLY FUND	Comments
<b>Approved Projects</b>											
Skew Bridge Active Warning Signage	Road to Zero	Activated Warning Signs	\$ 330,000	\$ 161,700	\$ 168,300	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (Skewbridge_325_m1)	\$ 330,000	\$ -	\$ -	Planned for 2021/22
Flaxton Rd / Fernside Rd Speed Management	Road to Zero	Speed Management	\$ 330,000	\$ 161,700	\$ 168,300	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period	\$ 330,000	\$ -	\$ -	Planned for 2022/23
Swannanoa Rd / Johns Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_8652)	\$ 165,000	\$ -	\$ -	Options to reallocate funding with Waka Kotahi approval. Safety improvements carried out here last year. Continue to monitor.
Minor Improvements Programme - Speed Management	Road to Zero	Speed Management	\$ 255,000	\$ 124,950	\$ 130,050	Approved	VERY HIGH Speed limit changes reduce operating speed in corridor by >10 km/h	\$ 255,000	\$ -	\$ -	Funding for speed limit changes implementation across 3 years.
Bradleys Rd / McHughes Rd / Tram Rd Intersection - Rural Roundabout - Design	Road to Zero	Intersection improvements	\$ 200,000	\$ 98,000	\$ 102,000	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_6238)	\$ 200,000	\$ -	\$ -	Design phase only in 2023/24
Tram Rd Speed Management - SH1 to Two Chain Rd	Road to Zero	Speed Management	\$ 330,000	\$ 161,700	\$ 168,300	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_61672)	\$ 330,000	\$ -	\$ -	No WDC budget allocation. Discuss with Council.
Skewbridge Rd / Mulcocks Rd Intersection - Safety Improvement	Road to Zero	Intersection improvements	\$ 514,000	\$ 251,860	\$ 262,140	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_7857)	\$ 514,000	\$ -	\$ -	Design & construction of a right turn bay at Mulcocks Rd.
GCP TDM Programme	Public transport services	Other, as agreed with NZTA	\$ 281,000	\$ 137,690	\$ 143,310	Approved	High >3 and up to 6% change in share of private passenger vehicle-based trips to other modes*	\$ 281,000	\$ -	\$ -	Greater Christchurch commitment. PT Futures TDM not included. Discussed with Waka Kotahi staff and funding is being allocated.
River Rd Upgrade in conjunction with Park & Ride	Public transport infrastructure	pedestrian and cycle access to public transport facilities - new / improved	\$ 400,000	\$ 196,000	\$ 204,000	Approved	HIGH >3 and up to 6% change in share of private passenger vehicle-based trips to other modes* (PT Futures)	\$ 400,000	\$ -	\$ -	Construction planned for 2023/24
Southbrook Rd / Torlesse St / Coronation St Intersection Improvements - Traffic Signals	Local road improvements	Intersection improvements	\$ 1,800,000	\$ 882,000	\$ 918,000	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period	\$ 1,800,000	\$ -	\$ -	Consultation progressing. Construction planned for 2022/23.
Mulcocks Rd & Fernside Rd Rail Crossings in conjunction with Waka Kotahi & KiwiRail	Local road improvements	Intersection improvements	\$ 50,000	\$ 24,500	\$ 25,500	Approved	HIGH Target medium-high or high collective risk corridors or intersections to achieve a death and serious injuries reduction of 25-39% over a 5- year period	\$ 50,000	\$ -	\$ -	Investigation planned for 2021/22
Main North Rd / Wrights Rd Intersection in conjunction with Park & Ride	Local road improvements	Intersection improvements	\$ 600,000	\$ 294,000	\$ 306,000	Approved	HIGH 6-7% change in number of jobs accessed within 45 minutes by a given mode or modes (public transport, walking, cycling, driving) in the morning peak	\$ 600,000	\$ -	\$ -	Construction planned for 2021/22
Completion of the Peraki St / Vickery St Greenway	Walking & Cycling	Cycle ways: incl. new or improved cycleways and shared paths, lanes, signage and markings, bicycle parking/rack, shared bridges and structures, targeted education & promotion; excl. all off-road and mountain biking trails	\$ 50,000	\$ 24,500	\$ 25,500	Approved	N/A - Completion of project	\$ 50,000	\$ -	\$ -	Completion of project
Public Transport Infrastructure (Bus Shelters)	Public transport services	Other, as agreed with NZTA	\$ 400,000	\$ 196,000	\$ 204,000	Approved	High >3 and up to 6% change in share of private passenger vehicle-based trips to other modes*	\$ 400,000	\$ -	\$ -	Installation of bus shelters on PT routes
Road to Zero Top Up	Road to Zero	Other, as agreed with NZTA	\$ -	\$ -	\$ -	Approved		\$ 480,000	\$ -	\$ -	Can be used to help fund other projects with Waka Kotahi approval
Local Road Improvements Top Up	Local road improvements	Other, as agreed with NZTA	\$ -	\$ -	\$ -	Approved		\$ 482,000	\$ -	\$ -	Can be used to help fund other projects with Waka Kotahi approval
<b>Subtotal for Projects Approved</b>			<b>\$ 5,705,000</b>	<b>\$ 2,795,450</b>	<b>\$ 2,909,550</b>			<b>\$ 6,667,000</b>	<b>\$ -</b>	<b>\$ -</b>	
Activity name	Activity class	Intervention type	Requested Funding for NLTP 2021-24	WDC Share 49%	Waka Kotahi Requested Share 51%	NZTA status	NZTA comment	PROPOSED TO PROGRESS	SAVINGS	EXTRA COST TO FULLY FUND	Comments
<b>Declined Projects</b>											
Fernside Rd / Todds Rd Intersection - Safety Improvement	Road to Zero	Intersection improvements	\$ 514,000	\$ 251,860	\$ 262,140	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_4679)	\$ 251,860	\$ -	\$ -	Right turn bay. Carry on with design from WDC funding. Re-apply if more funding becomes available.
South Eyre Rd / Giles Rd / Tram Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 330,000	\$ 161,700	\$ 168,300	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (complex_1130)	\$ -	\$ -	\$ -	Within proposed speed limit reduction area. Hold but re-apply should further funding become available. Rural Active Warning Signs.

Two Chain Rd / Tram Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_61672)	\$ -	\$ -	\$ -	Hold and re-apply should funding become available. Rural Active Warning Signs.
Townsend Rd Culvert Widening	Road to Zero	Other, as agreed with NZTA	\$ 350,000	\$ 171,500	\$ 178,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (Townsend_5240_m1)	\$ 350,000	\$ -	\$ -	Culvert widening 2022/23. Progress as a Road to Zero Top Up Project
Earllys Rd / Tram Rd - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_60991)	\$ -	\$ -	\$ -	Hold and re-apply should funding become available. Rural Active Warning Signs.
North Eyre Rd / No. 10 Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (complex_1135)	\$ -	\$ 80,850	\$ -	Safety improvements carried out here last year. Remove project and continue to monitor.
Charles/Upham Intersection	Road to Zero	Intersection improvements	\$ 700,000	\$ 343,000	\$ 357,000	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_3754)	\$ 343,000	\$ -	\$ -	Progress the design from WDC share of funding. Hold and re-apply should funding become available.
Plasketts Rd / Johns Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_23661)	\$ -	\$ 80,850	\$ -	Active warning signs in place. Speed is currently being consulted upon. Remove project and continue to monitor.
Rangiora Woodend Rd - Traffic Calming / Safety Improvements	Road to Zero	Traffic Calming	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ -	\$ -	Increased growth along the corridor. Hold and re-apply if funding becomes available.
Oxford Rd / Tram Rd Intersection - Safety Improvement	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ -	\$ -	Hold and re-apply should funding become available.
Walking & Cycling Implementation	Walking and cycling improvements	Cycle ways: incl. new or improved cycleways and shared paths, lanes, signage and markings, bicycle parking/rack, shared bridges and structures, targeted education & promotion; excl. all off-road and mountain biking trails	\$ 1,500,000	\$ 735,000	\$ 765,000	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ 735,000	\$ -	\$ -	This is a very important area of funding for us and will impact on the further development of our cycle network which is key to providing alternate transport options. Carry on with design from WDC funding. Re-apply if more funding becomes available.
New Footpaths	Walking and cycling improvements	Walking improvements: incl. new or improved footpaths, pedestrian crossings, pedestrian refuges, crossing controls, all signage and markings, pedestrian overbridges and underpasses, targeted education & promotion; excl. footpath maintenance	\$ 300,000	\$ 147,000	\$ 153,000	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ -	\$ -	\$ -	Carry on unsubsidised as has been done in the past. No financial impact.
Minor Improvements Programme - Walking & Cycling	Walking and cycling improvements	Walking improvements: incl. new or improved footpaths, pedestrian crossings, pedestrian refuges, crossing controls, all signage and markings, pedestrian overbridges and underpasses, targeted education & promotion; excl. footpath maintenance	\$ 150,000	\$ 73,500	\$ 76,500	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ 150,000	\$ -	\$ 76,500	This is very important funding used to deliver minor safety improvements in the area of walking & cycling, and key to us being able to address safety issues as identified. Low cost with good safety outcomes.
Tuahiwi Footpath from Greens Rd to Bramleys Rd, including housing, marae, and cemetery.	Walking and cycling improvements	Walking improvements: incl. new or improved footpaths, pedestrian crossings, pedestrian refuges, crossing controls, all signage and markings, pedestrian overbridges and underpasses, targeted education & promotion; excl. footpath maintenance	\$ 450,000	\$ 220,500	\$ 229,500	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ 450,000	\$ -	\$ -	This is a very important area of funding for us to promote walking in the Tuahiwi township and to link to the Marae, School, Preschool, Sports facilities, Church and the Urupa, all of which are within a short distance of each other. Progress as a Local Road Improvement Top Up project, subject to Waka Kotahi approval.
Lees Valley Willow Walls	Local road improvements	Bridges and structures	\$ 80,000	\$ 39,200	\$ 40,800	Declined	LOW Target medium-high or high collective risk corridors or intersections to achieve a death and serious injuries reduction of 25-39% over a 5-year period	\$ 39,200	\$ -	\$ -	Hold project. Discuss with Waka Kotahi further and consider whether this can be funded for resilience. In the mean time proceed within Council share of funding already allocated.
Minor Improvements Programme - Intersection Improvements	Local road improvements	Intersection improvements	\$ 495,000	\$ 242,550	\$ 252,450	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 495,000	\$ -	\$ 252,450	This is very important funding used to deliver minor intersection improvements and key to us being able to address safety issues as identified. Lower cost interventions with good safety outcomes.
Minor Improvements Programme - Roadside Hazards	Local road improvements	Clear zone improvements	\$ 300,000	\$ 147,000	\$ 153,000	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 300,000	\$ -	\$ 153,000	This is very important funding used to address roadside hazards. Lower cost interventions with good safety outcomes.
Minor Improvements Programme - Minor Works	Local road improvements	Traffic calming	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 150,000	\$ -	\$ 76,500	This is very important funding used to deliver minor works with a safety outcome. Lower cost interventions with good safety outcomes. Recommend Council fund the shortfall.
Island Rd/Ohoka Rd intersection	Local road improvements	Intersection improvements	\$ 1,300,000	\$ 637,000	\$ 663,000	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 637,000	\$ -	\$ -	Carry on with design from WDC funding. Re-apply if more funding becomes available. Following up with Waka Kotahi staff as this has been assessed under the wrong category.
Minor Improvements Programme - School Safety	Local road improvements	Traffic calming	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 150,000	\$ -	\$ 76,500	This is very important funding used to deliver school safety initiatives. Lower cost interventions with good safety outcomes. Progress as a top up project subject to Waka Kotahi approval.
Tuahiwi speed management completion	Local road improvements	Traffic calming	\$ 15,000	\$ 7,350	\$ 7,650	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ -	\$ -	This funding is not required.



Minor Improvements Programme - Lighting improvements	Local road improvements	Lighting improvements	\$ 90,000	\$ 44,100	\$ 45,900	Not actioned	LOW No evidence at a project level	\$ 90,000	\$ -	\$ 45,900	This is very important funding used to minor lighting improvements which have a safety outcome. Eg. Rural intersection with crash history, bus stops with no lighting, areas with deficient lighting etc. Further evidence to be provided. Progress as a top up project subject to Waka Kotahi approval.
Minor Improvements Programme - Stock Underpasses	Local road improvements	Stock underpasses/crossing	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ 73,500	\$ -	Funding where stock underpasses are requested. Can be address with Council and Waka Kotahi on a case by case basis and as requests for underpasses arise.
<b>Subtotal for Projects Declined</b>			<b>\$ 7,999,000</b>	<b>\$ 3,919,510</b>	<b>\$ 4,079,490</b>			<b>\$ 4,141,060</b>	<b>\$ 235,200</b>	<b>\$ 680,850</b>	<b>Therefore shortfall for Council to fund</b>
<b>Grand total</b>			<b>\$ 13,704,000</b>	<b>\$ 6,714,960</b>	<b>\$ 6,989,040</b>			<b>\$ 10,808,060</b>	<b>\$ 235,200</b>	<b>\$ 680,850</b>	<b>\$ 445,650</b>

KEY:		Recommended top up project - Local Road improvements
		Recommended top up project -Road to Zero
		Recommend fully funded by Council

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** FIN-01 / GOV-01-11 / 220503068966**REPORT TO:** COUNCIL**DATE OF MEETING:** 24 - 25 May 2022**AUTHOR:** Paul Christensen, Finance Manager**SUBJECT:** Budgeted carryovers from 2021-22 to 2022-23 financial year**SIGNED BY:**  
(for Reports to Council,  
Committees or Boards)  
Department Manager  
Chief Executive**1. SUMMARY**

This report contains a list of projects and capital works which have either not commenced or will not be completed this financial year. Approval is required to include these projects into the 2022-23 budget (second year of the 2021-31 Long Term Plan). The cost of completing the projects listed will be met either by credit balances carried forward, reserve fund transfers or by loan funding.

It is intended that the budget carryovers be approved as part of the 2022-23 Annual Plan process, but the actual carryover will be made after the 30 June 2022 accounts have been completed and the actual expenditure situation for each project is known.

**Attachments:**

- i. Schedule of Proposed Carryovers from 2021-22 to 2022-23 (220503068968)

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** report No. 220503068966.
- (b) **Adopts** the carryovers as listed (\$41.3m) for inclusion in the 2022-23 budget.
- (c) **Notes** this report compiles the full list of projects contained in the individual reports that are presented to the Council Annual Plan deliberation meeting. Any changes in consideration to those reports will be reflected within these budgets.
- (d) **Notes** the rate effect of the carryovers is minimal. There will be a 0.1% rate increase which will take the average rate increase to 4.4%. The rating effect of carryovers will be smoothed over future years.

**3. BACKGROUND**

- 3.1 Not applicable

**4. ISSUES AND OPTIONS**

- 4.1. This report identifies the projects included in the 2021-22 budget which will not be completed by 30 June 2022.

Remarks have been provided for each project explaining the reason why the carryover has been requested.

- 4.2. Rates may be affected in outer years to a minor extent, due to the expenditure relating to loan repayments. The cost of completing the projects listed will be met either by credit balances carried forward, reserve fund transfers or by loan funding.
- 4.3. A project is normally capitalised when it is fully completed. Therefore in most cases the full budget needs to be carried over together with the actual amount that has been spent to 30 June. Projects that will be partially capitalised as at 30 June 2022 will only have unspent portion carried over. If a project is overspent but still continues into the next financial year, only the Council approved budget will be carried over. Capital projects that have already been included/re-budgeted in the 2022-23 Annual Plan will not be included on the carry over list.
- 4.4. Operational expenditure will only be carried over if there is sufficient operational expenditure surplus in the account. If there is not, a separate report is required to be approved by Council. The carry over requirements for operational budgets this year are \$266,510 in total. \$10,000 relates to investigations into Kaiapoi Town Centre Mixed Use Business Areas. \$113,600 is for Rangiora and Kaiapoi building maintenance. \$87,910 is for Community Development operational projects not spent. The remaining \$55,000 is for Wastewater operational projects delayed due to Covid-19.
- 4.5. Council's projected expenditure on capital as at 30 June 2022 is expected to be \$57.5m.
- 4.6. Additional carryovers requested (capital projects) for the current year are summarised below (budget overspent in negative):

Category	Budget for Projects to carryover \$mill	Anticipated expenditure to 30 June 2022 \$mill	Anticipated capitalised /expensed portion \$mill	Unspent portion \$mill	Amount to be carried over \$mill	Number of Projects
Water	2.1	0.4	0.0	1.7	2.1	11
Wastewater	1.5	0.5	0.0	0.9	1.5	4
Drainage	16.7	12.5	1.3	4.2	15.3	19
Roading	8.6	4.2	4.0	4.4	4.4	20
Recreation	10.1	1.8	1.0	8.3	9.1	28
Solid Waste	0.7	0.2	0.0	0.5	0.7	10
Earthquake	5.1	0.8	0.1	4.3	5.0	14
Others	4.3	1.0	1.0	3.3	3.2	17
<b>Totals</b>	<b>49.0</b>	<b>21.4</b>	<b>7.4</b>	<b>27.6</b>	<b>41.3</b>	<b>123</b>

- 4.7. Some projects carried over are not funded by loans. They are funded by renewal fund, reserves, subsidies or external income. As a result the relevant carry overs will not have any impact on rates.
- 4.8. The \$12.6m drainage new carryovers relate to shovel ready projects which do not impact rates.

- 4.9. The Draft Annual Plan already contained \$13.9m worth of carryovers identified earlier when the draft 2022-23 Annual Plan was prepared.
- Water - \$0.9m
  - Wastewater excluding Stimulus Funding Projects - \$1.1m
  - Drainage excluding Shovel Ready Projects - \$0.9m
  - Roading - \$1.1m
  - Recreation - \$7.3m (i.e. \$6.1m – land purchases for community centres)
  - Earthquake - \$2.6m
- Total - \$13.9m
- 4.10. Therefore, the \$13.2m worth of carryovers (\$13.9m - \$0.7m) plus the additional \$28.1m provide a combined total of carryovers into 2021-22 worth \$41.3m.
- 4.11. The \$13.9m carryovers and the rating impact were discussed when the Draft Annual Plan was prepared. Thus the existing carryovers are not discussed/covered again in this report.

- 4.12. Refer to Memo 220505071041 (Agenda Item 5.1) for more information on reprioritisation of capital works programme from Draft Annual Plan.

	Roading	Water	Wastewater	Drainage	Recreation	Others	Total
21/22 programme	14,316	6,170	13,311	20,423	17,157	12,807	84,184
21/22 completion	9,881	4,049	11,816	5,108	8,974	3,066	42,894
21/22 carryovers	4,435	2,121	1,495	15,315	8,183	9,741	41,290
22/23 capex (draft AP) *	17,482	4,306	696	10,921	6,951	6,906	47,262
<b>Total Capex</b>	<b>21,917</b>	<b>6,427</b>	<b>2,191</b>	<b>26,236</b>	<b>15,134</b>	<b>16,647</b>	<b>88,552</b>
Deferred capex	(4,747)	(460)	(150)	(1,404)	(6,745)	(1,327)	(14,833)
Cost escalations	-	833	41	675	422	-	1,971
Budgets brought forward	50	-	-	(100)	-	-	(50)
New capex	360	400	-	370	-	-	1,130
<b>Total 22/23 Revised Capex</b>	<b>17,580</b>	<b>7,200</b>	<b>2,082</b>	<b>25,777</b>	<b>8,811</b>	<b>15,320</b>	<b>76,770</b>

\*22/23 capex (draft AP) is excluding carryovers identified in draft AP

- 4.13. Significant new carryovers of each category are summarised below:

### Capital budget

#### 4.13.1. Roading

*Bridge Renewals - Budget \$0.4m Anticipated Expenditure \$0.0m*

No expenditure expected this FY, and works to be complete by April 2023.

**4.13.2. Water**

*Mandeville Storage Upgrade - Budget \$0.9m Anticipated Expenditure \$0.0m*

Tender has been awarded. A contractor was not able to be found to complete the works within the current financial year, so the project is marked as delayed into 2022/23.

*Oxford Urban Pipeline Replacements – Budget \$0.4m Anticipated Expenditure \$0.1*

Design process has been delayed. Project is now likely to be delayed.

**4.13.3. Wastewater**

*Rangiora Pipeline Replacement – Budget \$0.4m Anticipated Expenditure \$0.0m*

Sewer renewals Rata Street and Edwards Street - now referred to as Rga Central Stage 7A and 7B respectively. Rata Street construction will not be undertaken this year as landowner discussions have not been undertaken. Project plan completed, further investigations and design now delayed. Construction of Edward Street not likely to commence 21/22 and won't be completed until the end of 2022 - anticipated open trench and lay methodology.

**4.13.4. Drainage**

*Whiltshire Green Pipework Upgrade - Budget \$1.0m Anticipated Expenditure \$0.7m*

Works have been tendered. Works to be undertaken over two financial years.

*Mill Road SMA - Budget \$0.4m Anticipated Expenditure \$0.2m*

Includes design, landowner agreement and consenting in 2021/22. Tendering and construction to be undertaken in 2022/23. This has been included in the Drainage and Wastewater Reticulation Package for professional services. Design is underway.

*Shovel Ready Programme - Budget \$13.9m Anticipated Expenditure \$11.2m*

Carry forward to 23/24. Large amount of work should be able to be capitalized in August 2022.

**4.13.5. Recreation**

*Waikuku Camping Ground projects - Budget \$0.5m Anticipated Expenditure \$0.0m*

Projects will not be completed before end of FY. Carry forward into 22/23.

**4.13.6. Solid Waste**

*Design of New Shop and Education Centre for Southbrook - Budget \$0.4m Anticipated Expenditure \$0.1m*

WSP engaged to undertake design work - commencing initial concept designs February 2022, plans to go through Solid & Hazardous Waste Working Party before finalise preferred option. Project delayed 1 year.

#### **4.13.7. Computer Services**

*Various Business Improvement Projects - Budget \$2.0m Anticipated Expenditure \$0.5m*

Projects (including GIS, Asset Management System etc.) not completed.

#### **4.13.8. Property**

*FENZ/Go Bus Improvement – Budget \$0.5m Anticipated Expenditure \$0.0m*

Staff is working on project plan. Project costs will be recovered by rents over years.

#### **4.13.9. Libraries**

*Resource Purchases – Budget \$0.6m Anticipated Expenditure \$0.2m*

Carry over unspent to 22/23. Significant underspend due to supply times.

#### **4.13.10. Miscellaneous**

*Motor Vehicles Purchases – Budget \$0.4m Anticipated Expenditure \$0.0m*

Carry over unspent to 22/23. Significant underspend.

#### **4.13.11. Earthquake Recovery**

*Rangiora Car Park Building – Budget \$1.6m Anticipated Expenditure \$0.3m*

Land purchases budget for new car parking building north of High Street.

*Kaiapoi Town Centre Renewal – Budget \$0.5m Anticipated Expenditure \$0.0m*

Planned 2021/22 projects include: \$50k on bridge balustrade, \$175k pedestrian connectivity Williams - South MUBA (& also RFCP process), and start on street light review and upgrade (with balance in 2022/23). KTC amenity features & decorations (incl feature lighting / landscaping) budget now reallocated by Board to new Bridge balustrade.

#### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.14. The Management Team have reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

## 5.2. **Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

## 5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

## **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report.

This budget is not included in the Annual Plan/Long Term Plan.

Total capital budget on infrastructural services for 2021-22 is \$73.1m including budgets carried over from previous year. Per the Capital Works Programme Quarterly Report December 2021, the expected capital expenditure to 30 June 22 is \$57.5m (79% of total budget).

The budget for 2022-23 will be adjusted to include the approved carryovers.

The loan adjustments on the additional carryovers requested will be smoothed over 2023/24 onwards.

**6.1.1.** For each project, the Council may approve that the project is carried over to the 2022-23 Annual Plan.

OR

**6.1.2.** The Council may amend the work.

OR

**6.1.3.** The Council may decide not to proceed with the particular project.

Rates may be affected in outer years to a minor extent, due to the expenditure relating to loan repayments. The cost of completing the projects listed will be met either by credit balances carried forward, reserve fund transfers or by loan funding.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts.

### 6.3. **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

Risk is associated with the delay of projects with the main consequences being:

- Necessary work not being completed could result in not achieving levels of service.
- Price fluctuations due to the current economic environment.
- Availability and amount of government funding.



There are \$2 million of cost escalations to projects and \$1.1 million of new work has been recommended within budgets. It is considered that these amount do not breach our Significance and Engagement policy, given the amounts reflect the current market and the movements is in the lower dollar range when compared to the draft Annual Plan that was consulted.

#### 6.4. **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

For all projects with physical works, the Councils Health and Safety policies must be followed.

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

This matter is a matter of significance in terms of the Council's Significance and Engagement Policy.

This matter is a matter of significance in terms of the Council's Significance and Engagement Policy as the cost of some projects, or in total, exceed \$1m, however the original approval was done in conjunction to a special consultative procedure and is requested for approval due to the timing of the projects. The expected completion dates (if known) are provided on the schedule attached.

### 7.2. **Authorising Legislation**

The Local Government Act 2002 section 95 requires that the Long Term Plan for 2021-31 must be completed and adopted by 30 June 2021. The Draft Long Term Plan must be subject to consultation using the Special Consultative Procedure outlined in s 83 of the Local Government Act 2002.

### 7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

The Long Term Plan process contributes to the following community outcomes:

"There are wide ranging opportunities for people to contribute to the decision-making by public organisations that affects our District

- The Council makes information about its plans and activities readily available.
- The Council takes account of the views across the community including mana whenua."

### 7.4. **Authorising Delegations**

The Council must adopt its Annual Plan by 30 June 2022.

**Carry-over schedule 2021/22**  
**Capital work requested to be carried over from 2021/22 to 2022/2023**  
**Negative amount in "unspent" column stands for project overspend comparing to its current year budget.**

Description	Category (Single Year or Multi-Year or Developer Driven or Ongoing)	Full year revised budget	Anticipated Expenditure to 30 June 2022	Anticipated Capitalization/Capital expended	Projected Completion Date (mth/yr)	Unspent	Amount to be carried over	Carried over at Draft LTP (Y/N)	Comments
<b>Capital Budgets</b>									
<b>ROADS</b>									
<b>Subsidised Roading</b>									
Bridge Component Replacement	Single	125,000	50,000	50,000	Apr-23	75,000	75,000	N	Prioritisation of repairs completed. Remaining budget to be carried over to 2022/23.
Bridge Renewals Catchup	Single	250,000	20,000		Apr-23	230,000	250,000	N	No expenditure enacted this FY, and works to be completed by April 2023.
Minor Improvements	Single	584,250	338,280	336,280	Aug-22	247,970	247,970	N	Delays due to Waka Kotahi late confirmation of funding and Covid.
Signs Renewal	Single	369,764	228,764	228,764	Jun-23	141,000	141,000	N	Will be combined with next year's renewal budget.
Routine Reseals and Resurfacing	Single	1,882,755	1,712,755	1,712,755	Mar-23	170,000	170,000	N	Will be combined with next year's renewal budget.
Pavement Rehabilitation	Single	1,070,608	650,608	650,608	Mar-23	420,000	420,000	N	Rangiora Woodend Rd delayed due to Covid.
Drainage Renewals - K & C	Single	473,392	322,392	322,392	Sep-22	151,000	151,000	N	Otaia St completed in conjunction with shovel ready works which have been delayed.
Footpath Reconstruction	Single	684,719	474,719	474,719	Jun-23	210,000	210,000	N	Otaia St completed in conjunction with shovel ready works which have been delayed. Remaining will be combined with next year's renewal budget.
<b>Unsubsidised Roading</b>									
Town area developments	Single	38,476	3,244	3,244	Aug-22	35,232	35,232	N	EV charging stations in Woodend & Oxford. Meridians proposed installation timing was March / April, however contracts yet to be signed. Installation expected to take up to three months after this.
Land purchase 19 Cones Road	Single	107,500	36,715	-	Nov-22	70,785	107,500	N	Project delays continue.
Land - Blake St Extension	Single	825,000	1,000	-	TBC	824,000	825,000	Y	No progress at this stage, due to parking building on hold. Timing unknown.
Support for MUBA	Single	31,250	-	-	Jun-23	31,250	31,250	N	No progress at this stage. Timing dependant on developer.
<b>ODP Devpt Contrib Funded Projects</b>									
West Rangiora ODP	Developer Driven	456,592	10,000	10,000	TBC	446,592	446,592	N	Discussion held with Transpower regarding location of new road, and impacts on transpower pylons. No property purchase planned for this year. Carryover to 26/27, not required in the short term.
Support for MUBA	Developer Driven	93,750	-	-	TBC	93,750	93,750	N	No progress at this stage. Timing dependant on developer.
<b>Roading District Development</b>									
West Rangiora Route Improvement	Single	300,000	85,000	-	May-23	215,000	85,000	N	No works proceeding on Townsend Rd. Mulcocks right turn bay design to progress. Only anticipated spend to be carried over to be combine with 22/23 construction budget. Remaining budget not required.
Travel Demand MGMT/Modelling	Single	329,600	20,000	20,000	TBC	309,600	309,600	N	Dependant on greater CHC partners
Land Purchases - Growth	Single	200,000	20,000	20,000	Ongoing	180,000	180,000	N	No required land purchases identified yet.
Ohoka / Island Rd Implementation	Multi-future	100,000	36,000	-	May-23	64,000	100,000	N	Waka Kotahi Funding Declined. Council agree to proceed with funding design from Council share. Effective budget \$50,000. Design unlikely to be completed this year.
Skew Bridge Active Warning / Safety Improvements	Single	330,000	110,000	110,000	Sep-22	220,000	220,000	N	Seeking price from Corde for line marking, existing contractors for kerb works and yet to confirm electronic signage configuration.
Southbrook Rd/Trafalgar St/Coronation St Intersection Imps	Multi-future	66,190	39,240	-	Jun-23	16,190	10,790	N	Design unlikely to be completed this year, focus expanding to include wider Southbrook route improvements and school travel plans.
Land - Blake St Extension	Single	275,000	10,000	-	TBC	265,000	275,000	Y	No progress at this stage, due to parking building on hold. Timing unknown.
Lees Valley Willow Walls	Single	50,000	25,000	-	Dec-22	25,000	50,000	N	Waka Kotahi funding declined. Project on hold but wanting to proceed with protect and secure funding to complete next year.
<b>Roading Subtotal</b>		<b>8,627,666</b>	<b>4,216,967</b>	<b>3,978,002</b>		<b>4,406,699</b>	<b>4,434,664</b>		
<b>WATER</b>									
<b>Rangiora Water Scheme</b>									
Rangiora Reticulation Water Quality Monitoring Equipment	Multi-future	5,000	5,000	-	Jan-23	-	5,000	Y	Design to be finalised in early April, resourcing being sought to consolidate into a contract for tendering.
Ayers St Headworks Generator Installation	Multi-future	10,000	2,000	-	Jan-23	8,000	10,000	Y	Design underway by external consultant.
<b>Woodend-Pegasus Water Scheme</b>									
Woodend-Pegasus Water Reticulation Quality Monitoring Equipment	Multi-future	5,000	5,000	-	Jan-23	-	5,000	Y	Design to be finalised in early April, resourcing being sought to consolidate into a contract for tendering.
<b>Kaipoi Water Scheme</b>									
Kaipoi Water Reticulation Quality Monitoring Equipment	Multi-future	5,000	5,000	-	Jan-23	-	5,000	Y	Design to be finalised in early April, resourcing being sought to consolidate into a contract for tendering.
<b>Waikuku Beach Water Scheme</b>									
Pipeline Renewals	Multi-future	15,000	15,000	-	Oct-22	-	15,000	Y	Design underway. Construction in 2022/23
<b>Mandeville Water Scheme</b>									
Mandeville Storage Upgrade	Multi-current	1,010,000	300,000	-	Mar-23	710,000	1,010,000	N	Tender has been awarded. A contractor was not able to be found to complete the works within the current financial year, so the project is marked as delayed into 2022/23.
<b>Oxford Rural No. 2 Water Scheme</b>									
Pipeline replacements	Single	143,750	60,000	-	Sep-22	83,750	143,750	N	This budget is to part-fund the Sales / Powells upgrade, see notes below.
Sales Rd/Powells Rd Main Upgrade	Single	280,000	10,000	-	Sep-22	270,000	280,000	Y	Construction is scheduled towards the end of the financial year, however is likely to carry over into 2022/23 given overall resourcing constraints.
<b>West Eyreton Water Scheme</b>									
Pipeline replacement	Multi-future	5,000	5,000	-	Sep-22	-	5,000	Y	Currently being designed, on track to get to tender stage by the end of the financial year.
<b>Oxford Urban Water Scheme</b>									
Pipeline replacements	Single	442,000	50,000	-	Sep-22	392,000	442,000	N	Design process has been delayed. Project is now likely to be delayed.
Gammans Back-up Source	Single	200,000	10,000	-	Mar-23	190,000	200,000	Y	This project is considered delayed due to time lost at the start of the financial year and resourcing challenges.
<b>Water Subtotal</b>		<b>2,120,760</b>	<b>467,000</b>	<b>-</b>		<b>1,653,760</b>	<b>2,120,760</b>		
<b>WASTEWATER</b>									
<b>Rangiora Wastewater Scheme</b>									
Septage Facility - Design	Multi-current	1,020,000	400,000	-	May-22	620,000	1,020,000	Y	Design to be finalised and the civil works tendered in October 2022. Long lead time plant was to be ordered September (22 weeks plus lead time), however we are still waiting on information from a fourth supplier. Noted there is also a need to replace an mixer with an aerator in the aeration basin - to be addressed by 3 Waters. Septage facility will be ordered in 21/22 and design progressed, however construction will now not occur until 22/23.
Central Rangiora Capacity Upgrade Stage 8	Multi-future	50,000	50,000	-	Mar-23	-	50,000	Y	Design works in 2021/22 year. Will require consultation with impacted businesses and school along the route. Construction has been pushed out to the 23/24 financial year.
Pipeline Replacement	Single	375,000	50,000	-	Dec-22	325,000	375,000	N	Sewer renewals Rata Street and Edwards Street - now referred to as Rga Central Stage 7A and 7B respectively. Rata Street construction will not be undertaken this year as landowner discussions have not been undertaken. Project plan completed, further investigations and design now delayed. Construction of Edward Street not likely to commence 21/22 and wont be completed until the end of 2022 - anticipated open trench and lay methodology.
<b>Woodend Wastewater Scheme</b>									
Woodend WWTP Landscape Planting	Single	50,000	5,000	-	Jun-23	45,000	50,000	N	Landscaping works and planting at Wastewater Treatment plant margins. Tree removal to be undertaken by Laurie Forestry in next few months. Delay to construction works due to consenting delay on Mill Road SMA where the bund material was to be sourced from. Works have therefore been delayed by one year, with planting in Autumn 2023.
<b>Wastewater Subtotal</b>		<b>1,495,000</b>	<b>885,000</b>	<b>-</b>		<b>990,000</b>	<b>1,495,000</b>		

Description	Category (Single Year or Multi-Year or Developer Driven or Ongoing)	Full year revised budget	Anticipated Expenditure to 30 June 2022	Anticipated Capitalization/Capital expended	Projected Completion Date (mth/yr)	Unspent	Amount to be carried over	Carried over at Draft LTP (Y/N)	Comments
<b>DRAINAGE</b>									
<b>Rangiora Drainage Scheme</b>									
Whitshire Green Pipework Upgrade	Single	975,000	700,000	-	Feb-23	275,000	975,000	N	Works have been tendered. Works to be undertaken over two financial years.
Ashley St Pipe Upgrades	Single	120,000	10,000	-	Jun-23	110,000	120,000	Y	No resource available to progress in 2021/22.
Eastbelt Rain Gardens & Sinks	Multi-future	150,000	80,000	-	Jun-23	70,000	150,000	Y	Currently getting input from a stormwater specialist, prior to commencing the detailed design.
Lineside Rd Drainage Upgrade Stage 2	Multi-future	40,000	40,000	-	Jun-23	-	40,000	Y	Design only. To be undertaken in the new year. New project manager has recently been assigned to progress this design. Construction works have been pushed out to the 23/24 financial year, but may be brought forward to align with the Southbrook Road Roading works in 22/23.
Stormwater Minor Improvements	Single	30,000	4,000	-	Jun-23	26,000	30,000	N	Goodwin Special Management Area culvert will not be completed this FY.
North Brook - Janelle to White	Single	315,750	30,000	105,750	Jun-23	285,750	210,000	N	Culvert work will not be completed this FY, but retaining wall will be capitalised.
Southbrook Pipeline - Southern Cross to Flaxton	Single	178,650	10,000	-	Jun-24	178,650	178,650	N	Carry forward to 23/24
Oxford Rd Drainage Modifications	Single	50,000	5,000	-	Jun-24	40,000	50,000	N	Carry forward to 23/24
<b>Coastal Urban Drainage Scheme</b>									
School Road Drainage Upgrade	Multi-future	65,000	15,000	-	Jun-24	50,000	65,000	Y	Design of upgrades on School Road. Tendering and construction next financial year to be integrated with Box Drain Improvements project. Construction works have been pushed out to 23/24.
Norton Place Drainage Upgrade	Multi-future	35,000	44,000	-	Jun-23	9,000	35,000	Y	Design of upgrades at Norton Place, including consultation with Greenspace team and adjacent landowners. Engagement with landowners has commenced.
East Woodend Detention Pond 2.Sha	Multi-future	20,000	20,000	-	Jun-23	-	20,000	Y	Potentially convert first flush basin to a wetland. Need to assess impact on existing consent. To be undertaken in new year.
Box Drain Improvements	Multi-future	20,000	5,000	-	Jun-24	15,000	20,000	Y	Options assessment and design of quality and quantity upgrades for Box Drain. Construction works have been pushed out to 23/24.
<b>Kaipoi Drainage Scheme</b>									
Beswick SW Pump Station Modification	Multi-future	20,000	20,000	-	Jun-23	-	20,000	Y	Investigation and design of modifications to the Beswick Street SWPS.
<b>Oxford Drainage Scheme</b>									
York Street Diversion	Multi-future	50,000	50,000	-	Jun-23	-	50,000	Y	Includes design, landowner agreement and consenting in 2021/22. Tendering and construction to be undertaken in 2022/23. This has been included in the Drainage and Wastewater Retention Package for professional services. Design is underway.
<b>Ohoka Drainage Scheme</b>									
Mill Road SMA	Multi-current	416,500	150,000	-	Jun-23	266,500	416,500	N	Includes design, landowner agreement and consenting in 2021/22. Tendering and construction to be undertaken in 2022/23. This has been included in the Drainage and Wastewater Retention Package for professional services. Design is underway.
<b>District Drainage Scheme</b>									
Mandeville Resurgence Channel Diversion/Upgrade	Multi-future	70,000	60,000	-	Jun-24	10,000	70,000	Y	Beca have completed the concept design development work. Value engineering workshop to be undertaken. Consultation and consenting work still to be scoped.
Cones Road Land Purchase	Multi-current	107,500	60,000	-	Jun-24	47,500	107,500	N	Land purchase may be finalised but not the ancillary works.
Cones Road Drain Upgrade	Single	100,000	-	-	Jun-24	100,000	100,000	N	Delayed due to land purchase
<b>Shovel Road Programme</b>									
Shovel Ready Programme	Multi-future	13,888,200	11,198,100	1,230,900	Jun-23	2,690,100	12,657,300	N	Carry forward to 22/23. Large amount of work should be able to be capitalised in August 2022.
<b>Drainage Subtotal</b>		<b>16,651,600</b>	<b>12,496,100</b>	<b>1,336,800</b>		<b>4,156,500</b>	<b>16,314,950</b>		
<b>RECREATION</b>									
<b>Camping Grounds (Cost Center funded by rental income, no rating impact)</b>									
Waikuku Camp Demolitions	Single	35,440	-	-	Mar-22	35,440	35,440	N	
Waikuku Camp Ablutions Block Replacement	Single	309,490	-	-	Mar-22	309,490	309,490	N	
Kairaki Camp Ablutions Block Replacement	Single	94,900	6,600	6,600	Mar-22	88,300	88,300	N	
Waikuku Camp Renewals & Refurbishments	Single	180,420	-	-	Mar-22	180,420	180,420	N	Projects will not be completed before end of FY. Carry forward into 22/23.
Ashley Camp Renewals & Strengthening	Single	171,130	-	-	Mar-22	171,130	171,130	N	
Woodend Camp Renewals & Strengthening	Single	128,350	-	-	Mar-22	128,350	128,350	N	
<b>Camping Grounds Subtotal</b>		<b>919,730</b>	<b>6,600</b>	<b>6,600</b>		<b>913,130</b>	<b>913,130</b>		
<b>Aquatic Centres</b>									
Dudley Pool Aquatics	Multi-future	151,070	40,000	40,000	Ongoing	111,070	111,070	N	Delayed due to Covid.
<b>Aquatic Centres Subtotal</b>		<b>151,070</b>	<b>40,000</b>	<b>40,000</b>		<b>111,070</b>	<b>111,070</b>		
<b>Public Conveniences</b>									
Toilet Renewals	Single	247,150	120,000	-	Aug-22	127,150	247,150	N	To be carried over based on procurement process taking longer than expected and now will no longer be constructed during this financial year. This is for Maria Andrews Public Toilet
<b>Public Conveniences Subtotal</b>		<b>247,150</b>	<b>120,000</b>	<b>-</b>		<b>127,150</b>	<b>247,150</b>		
<b>Reserves General</b>									
<b>District Reserves</b>									
Roads & Carparks	Multi-future	399,960	399,960	280,000	Ongoing	-	119,960	N	Maria Andrews Carpark surfacing only received one tender and a decision has been made to retender in the new financial year.
Play Safety Surface/Equipment	Multi-future	393,960	295,470	250,000	Ongoing	98,490	143,960	Y	Staff are currently exploring options around the redevelopment of playgrounds in eastern Kaipoi (Currie Park and Grey Crescent) as well as NCF Park with the Kaipoi Tuahiwi Community Board.
Non-specified Reserve Enhancement	Multi-future	491,650	250,000	250,000	Ongoing	241,650	241,650	Y	Budget used to top up other budgets to bridge the gap between renewals and LOS requirements. This is being used for the upgrade of the playgrounds within this years renewal programme. Based on the updated timing of the playground budget, some of this budget will need to be carried over.
Arohata te awa (Cam River Walkway)	Multi-future	285,300	256,770	100,000	Ongoing	28,530	185,300	Y (was \$135,300)	Delayed due to resourcing constraints.
District Security Cameras	Multi-future	31,000	16,000	16,000	Ongoing	15,000	15,000	N	Staff are continuing to work through the identified implementation plan taken to Council at the LTP. A camera has already been installed at the Rangiora Airfield.
Town Centres Feature Lighting and Decorations	Multi-future	30,900	5,000	5,000	Ongoing	25,900	25,900	N	This project continues to be worked through and design for lighting and decorations for the Town Centres.
<b>Rangiora Ashley Reserves</b>									
Northbrook Studios Sewer Replacement	Single	6,200	-	-	Jun-24	6,200	6,200	N	Prices received for this work were significantly over budget. Carry this budget over to 2023/24 and replace in the future.
Good Street Development	Single	296,200	88,500	-	Nov-22	207,700	296,200	Y	Good Street upgrade project - the EQ Recovery budget component. Tender process now delayed due to poor market response. Works to complete next FY.
<b>Kaipoi Tuahiwi Reserves</b>									
Kaipoi Tuahiwi General Landscaping Development	Ongoing	59,010	-	-	Ongoing	59,010	59,010	N	Staff continue to work through the General Landscaping budget with the board and allocate projects to separate codes as they are identified.
Town Entrance Development	Multi-future	30,000	-	-	Ongoing	30,000	30,000	N	Currently no formal plan for this to be implemented. The Board have requested designs for the three main entrances to be brought back to the Board for consideration and possible further budget allocation.
Tuahiwi Reserve Development	Single	25,000	-	-	TBC	25,000	25,000	N	Currently awaiting response from Tuahiwi runanga on how they want to approach this project. It will not be completed this financial year given the timeframe to develop the area once consultation is completed and currently no progress has been made.
Support for MUBA	Developer Driven	125,000	-	-	TBC	125,000	125,000	N	No progress at this stage. Timing dependant on developer
Kaipoi Community Hub	Single	171,350	137,080	-	Jun-23	34,270	171,350	Y	Design and consenting 2021/22 and enabling works construction. Design underway, community consultation complete.

Description	Category (Single Year or Multi-Year or Developer Driven or Ongoing)	Full year revised budget	Anticipated Expenditure to 30 June 2022	Anticipated Capitalization/Capital expended	Projected Completion Date (mth/yr)	Unspent	Amount to be carried over	Carried over at Draft LTP (Y/N)	Comments
<b>Oxford Ohoka Reserves</b>									
Pearson Park	Multi-future	56,290	7,699	7,699	Ongoing	48,591	48,591	Y (was \$56,290)	Annual budget for Pearson Park. Staff will work with the Pearson Park Advisory Group on how this budget will be spent. It remains unlikely that this will be spent this financial year as the group are still deciding on how the funds will be used.
<b>Woodend Sefton Reserves</b>									
Woodend Beach Entrance Sign	Single	5,330	-	-	Jun-23	5,330	5,330	N	The entrance sign to Woodend Beach has been tied into the renewal of the toilet and playground in this area. All three of these items will be designed and consulted on during the next financial year.
Welcome to Woodend Signs	Single	12,810	-	-	Jun-23	12,810	12,810	N	Ongoing discussions around the design of these signs has resulted in a rethink requiring consultation with the Woodend Community. At time of allocation the Board were notified that this would not likely be completed before the end of the financial year.
Skate Board Facility	Single	160,430	80,215	-	TBC	80,215	160,430	Y	This project is reliant on the purchase of the land in Pegasus from another project. Until the land is purchased this project is unable to proceed.
Pegasus Beach Surf Lifesaving Tower	Single	53,480	53,480	-	Oct-22	-	53,480	N	Surf Lifesaving have indicated that this is part of a larger review and it is expected that this will be completed over the coming months. It is expected that this will not be able to be constructed before end of financial year.
<b>Reserves Subtotal</b>		<b>2,633,870</b>	<b>1,590,174</b>	<b>908,699</b>		<b>1,043,696</b>	<b>1,725,171</b>		
<b>Buildings</b>									
Land Purchase Pegasus Community Centre	Single	1,800,000	-	-	TBC	1,800,000	1,800,000	Y	Staff are starting conversation with the developer around the availability of land within Pegasus that would be suitable for the community facility. This is an ongoing process to complete the land purchase. Based on current process this budget will need to be carried over.
Land Purchase Ravenswood Community Centre	Single	4,300,000	-	-	TBC	4,300,000	4,300,000	Y	Staff are starting conversation with the developer around the availability of land within Ravenswood that would be suitable for the community facility. This is an ongoing process to complete the land purchase. Based on current process this budget will need to be carried over.
<b>Buildings Subtotal</b>		<b>6,100,000</b>	<b>-</b>	<b>-</b>		<b>6,100,000</b>	<b>6,100,000</b>		
<b>Recreation Subtotal</b>		<b>10,051,820</b>	<b>1,756,774</b>	<b>955,299</b>		<b>8,295,046</b>	<b>9,096,521</b>		
<b>SOLID WASTE</b>									
Southbrook Minor Improvements	Single	124,000	56,000	35,740	Apr-23	68,000	88,260	N	Construct stormwater management system at pit entrance to ensure consent compliance. Delayed: WSP engaged, unlikely to progress preliminary plan design before end of FY.
Southbrook Disposal Pit Upgrade & road realignment	Multi-future	154,600	80,000	-	Apr-25	74,600	154,600	N	WSP engaged to undertake design work - commencing initial concept designs Feb 2022, plans to go through Solid & Hazardous Waste Working Party before finalise preferred option. Project delayed 1 year.
Oxford - Fencing	Multi-future	1,819	-	-	Apr-23	1,819	1,819	N	Delay as undertaking LOS review.
Southbrook - Storage Containers and Shelter	Multi-current	6,000	-	-	Apr-23	6,000	6,000	N	WSP engaged to undertake design work - commencing initial concept designs Feb 2022, plans to go through Solid & Hazardous Waste Working Party before finalise preferred option. Project delayed 1 year.
Cleanfill Sites - Fences	Multi-future	2,500	-	-	Apr-23	2,500	2,500	N	Finalise site-costs & gate Sutherland's Pit - will seek price from fencing contractor. Likely to delay work until 22/23.
Southbrook - Weirbridge Rec Compactor Efficiencies	Multi-future	9,000	-	-	Apr-23	9,000	9,000	N	WSP engaged to undertake design work - commencing initial concept designs Feb 2022, plans to go through Solid & Hazardous Waste Working Party before finalise preferred option. Project delayed 1 year.
Oxford - Pit Wall Alterations	Single	12,000	1,000	-	Apr-23	11,000	12,000	N	Raise level of pit wall (Use of 2.4m concrete interlocking blocks 'tied' into top of existing fence). Delayed as seeking external consultant assistance.
Land Purchase for future upgrades	Multi-future	20,000	-	-	Apr-23	20,000	20,000	N	Budget for valuation of property, negotiations impacted by original owners ill-health and change of property owners. No progress in negotiations to date. Do not anticipate we will be at a point of obtaining a valuation by end of this year.
Southbrook - Design of New Shop and Education Centre	Multi-current	380,000	67,105	-	Apr-23	312,895	380,000	N	WSP engaged to undertake design work - commencing initial concept designs Feb 2022, plans to go through Solid & Hazardous Waste Working Party before finalise preferred option. Project delayed 1 year.
Marsh Rd Storage	Multi-future	14,138	-	-	Apr-23	14,138	14,138	N	Replacement of storage container currently in use at Marsh Rd - place at SRRP. Delayed and unlikely to be completed this year.
<b>Solid Waste Subtotal</b>		<b>724,057</b>	<b>204,105</b>	<b>35,740</b>		<b>519,952</b>	<b>688,317</b>		
<b>COMPUTER SERVICES</b>									
High Speed Scanners	Single	12,250	-	-	TBC	12,250	5,750	N	Budget required for asset refresh.
Business Improvement Projects	Multi-year	1,989,543	546,226	546,226	Ongoing	1,422,317	1,289,739	N	Carry over unspent to 22/23. Various projects to be carried over to 22/23.
<b>Computer Services Subtotal</b>		<b>1,989,793</b>	<b>546,226</b>	<b>546,226</b>		<b>1,434,567</b>	<b>1,289,739</b>		
<b>PENSIONER HOUSING</b>									
Capital - Asset Management Plan	Ongoing	406,060	200,060	200,060	Ongoing	206,000	206,000	N	Carry over unspent to 22/23.
<b>Pensioner Housing Subtotal</b>		<b>406,060</b>	<b>200,060</b>	<b>200,060</b>		<b>206,000</b>	<b>206,000</b>		
<b>COMMERCIAL BUILDINGS</b>									
FENZ/Go Bus Improvement	Multi-year	500,000	25,000	-	Mar-23	475,000	500,000	N	Project budget was approved in 20/21. The project and project related financing costs will be covered by rent.
<b>Commercial Buildings Subtotal</b>		<b>500,000</b>	<b>25,000</b>	<b>-</b>		<b>475,000</b>	<b>500,000</b>		
<b>LIBRARIES</b>									
Resource Purchase	Single	598,950	205,000	205,000	Ongoing	393,950	393,950	N	Carry over unspent to 22/23. Significant underspend due to supply times.
Lost Book Purchases	Single	19,030	-	-	Ongoing	19,030	19,030	N	Carry over unspent to 22/23. Significant underspend due to supply times.
Rangiora Library Fan Installation	Single	20,000	-	-	TBC	20,000	20,000	N	Carry over unspent to 22/23. Significant underspend due to supply times.
Rangiora Library Furniture & Fittings Renewals	Single	107,700	-	-	TBC	107,700	107,700	N	Carry over unspent to 22/23. Tender process to begin May 2022.
Libraries Kiosk Renewals	Single	105,000	-	-	TBC	105,000	105,000	N	Carry over unspent to 22/23. Tender process to begin May 2022.
Citizens Advice Bureau Fitout	Single	81,000	13,800	13,800	TBC	67,200	67,200	N	Carry over unspent to 22/23.
<b>Libraries Subtotal</b>		<b>931,680</b>	<b>218,800</b>	<b>218,800</b>		<b>712,880</b>	<b>712,880</b>		
<b>CIVIL DEFENCE</b>									
Generator Wiring of C/D Centres	Single	7,490	-	-	Dec-22	7,490	7,490	N	Community Facilities Coordinator will effect the works this calendar year and use these funds.
Trailer - mounted Generator 10KVA	Single	15,330	-	-	Dec-22	15,330	15,330	N	Cost increases and supply issues due to COVID and awaiting construction of garage.
Replacement Flood Sandbags	Single	11,420	-	-	Dec-22	11,420	11,420	N	Supply issues due to COVID.
CEM Garage	Single	30,690	-	-	Feb-23	30,690	30,690	N	Cost increases and supply issues due to COVID.
<b>Civil Defence Subtotal</b>		<b>64,930</b>	<b>-</b>	<b>-</b>		<b>64,930</b>	<b>64,930</b>		
<b>ENVIRONMENTAL SERVICES</b>									
Portable Electronic Parking Devices	Single	5,000	-	-	TBC	5,000	5,000	N	Carry over unspent to 22/23.
Environmental Services Equipment	Single	10,000	-	-	TBC	10,000	10,000	N	Carry over unspent to 22/23.
<b>Environmental Services Subtotal</b>		<b>15,000</b>	<b>-</b>	<b>-</b>		<b>15,000</b>	<b>15,000</b>		
<b>VEHICLES RENEWAL</b>									
Motor Vehicles purchases	Single	382,270	-	-	Ongoing	382,270	382,270	N	Carry over unspent to 22/23.
<b>Vehicles Renewal Subtotal</b>		<b>382,270</b>	<b>-</b>	<b>-</b>		<b>382,270</b>	<b>382,270</b>		
<b>Total Capital Budgets (None Earthquake)</b>		<b>38,511,128</b>	<b>16,842,214</b>	<b>3,495,259</b>		<b>21,668,914</b>	<b>34,636,041</b>		

Description	Category (Single Year or Multi-Year or Developer Driven or Ongoing)	Full year revised budget	Anticipated Expenditure to 30 June 2022	Anticipated Capitalization/Capital expended	Projected Completion Date (mth/yr)	Unspent	Amount to be carried over	Carried over at Draft LTP (Y/N)	Comments
<b>Earthquake Recovery Budgets</b>									
<b>DRAINAGE EARTHQUAKE</b>									
Feldwick SMA	Multi-current	1,170,570	-	-	Jun-24	1,170,570	1,170,570	Y (to 23/24)	Was to be used for landscaping & reserve elements associated with Kaipoi Stormwater and Flooding Improvements projects. Now used (approved by Council) for land purchase of 213 Beach Road, for Showal-ready construction and space for future SMA (subject to new budget in future years).
<b>Drainage Earthquake Subtotal</b>		<b>1,170,570</b>	<b>-</b>	<b>-</b>		<b>1,170,570</b>	<b>1,170,570</b>		
<b>ROADING EARTHQUAKE</b>									
Rangiora Car Park Building	Multi-future	1,637,500	250,000	-	TBC	1,387,500	1,637,500	N	Land purchases budget for new carparking building north of High Street.
<b>Drainage Earthquake Subtotal</b>		<b>1,637,500</b>	<b>250,000</b>	<b>-</b>		<b>1,387,500</b>	<b>1,637,500</b>		
<b>EARTHQUAKE General</b>									
Kaipoi Town Centre Renewal	Multi-future	499,500	40,000	-	Jun-23	459,500	499,500	N	Planned 2021/22 projects include: \$50k on bridge balustrade, \$175k pedestrian connectivity Williams - South MUBA (& also RFCP process), and start on street light review and upgrade (with balance in 2022/23). KTC amenity features & decorations (incl feature lighting / landscaping) budget now reallocated by Board to new Bridge balustrade.
Rangiora Town centre Revitalisation	Multi-current	374,400	-	-	Jun-23	374,400	374,400	Y	Good Street upgrade project - the EQ Recovery budget component. Tender process now delayed due to poor market response. Works to complete next FY.
<b>Drainage Earthquake Subtotal</b>		<b>873,900</b>	<b>40,000</b>	<b>-</b>		<b>833,900</b>	<b>873,900</b>		
<b>RECREATION EARTHQUAKE</b>									
Kaipoi Riverbanks Rowing Precinct	Multi-future	50,000	40,000	-	Jun-23	10,000	50,000	Y	New rowing precinct development at Murphy Park, design and (pontoon) tender stage 21/22. Design works underway. Scope change due to pontoon affordability.
Murphy Park	Multi-future	54,400	5,000	-	Jun-24	49,400	54,400	Y	Murphy Park reinstatement / redevelopment budget - master planning works in 21/22 with remedial works east of Revell Street, mainly starting after Croquet shifted off-site to Hub.
Kaipoi Riverbanks SW Bridge Corner (War Memorial)	Single	135,000	5,000	-	Jun-24	130,000	135,000	Y	Riverbanks landscaping project at SW corner Williams St bridge around Memorial reserve. To combine also with feature lighting/amenity projects under KTC tender, and roading and ocview updates. Project now deliberately deferred to future year. Carryover to 23/24 year.
<b>Recreation Earthquake Subtotal</b>		<b>239,400</b>	<b>50,000</b>	<b>-</b>		<b>189,400</b>	<b>239,400</b>		
<b>RED ZONE REGENERATION EARTHQUAKE</b>									
Redzone Heritage & Mahinga Kai	Multi-future	437,360	179,305	36,550	Jun-26	258,055	400,810	Y	Planning, design and development of the Heritage & Mahinga Kai area (multi-year). Currently establishing co-governance arrangements via TKTT. Working Group commenced meetings in October. Report to Council running late, now May, to formalise lease and trust deed. Carryover split over 22/23 and 23/24 years.
Public Viewing Platform	Multi-current	100,000	-	-	Jun-25	100,000	100,000	Y	Preliminary design works in progress from previous years. Resource consent application underway. Works now been deferred due to low priority. Carryover to 23/24 year.
Honda Forest	Multi-current	83,510	43,510	43,510	Jun-23	40,000	40,000	Y	This was to be final year of the programme - 4 main public planting days to complete this year, with enrichment planting also. Planting progress delayed by Covid. Final enrichment planting now to occur in 22/23 year.
Kaipoi East Rural	Multi-future	56,000	-	-	Jun-24	56,000	56,000	Y (to 23/24)	Design on hold until decisions made regarding Waiho Aquapark, and pocket forests. Unlikely to start this year. Carryover to 23/24 year.
Courtenay Esplanade	Single	110,000	55,000	-	Jun-23	55,000	110,000	N	For development of rec and eco linkage walkways along Courtenay stream and adjacent Heritage & Mahinga Kai area. Some design decisions and construction timing dependant on Mahinga Kai timeframes.
Croquet and Community Studios Spaces	Multi-future	350,500	130,000	-	Jun-23	220,500	350,500	Y	Design and consenting 2021/22 and enabling works construction. Design underway, community consultation complete.
Courtenay River Accessway Reserve Upgrade	Single	10,000	5,000	-	Jun-23	5,000	10,000	N	For development of rec and eco linkage walkways along Courtenay stream and adjacent Heritage & Mahinga Kai area. Some design decisions and construction timing dependant on Mahinga Kai timeframes.
<b>Red Zone Regeneration Earthquake Subtotal</b>		<b>1,147,370</b>	<b>412,815</b>	<b>80,060</b>		<b>734,555</b>	<b>1,067,310</b>		
<b>Total Earthquake Recovery Budgets</b>		<b>5,068,740</b>	<b>752,815</b>	<b>80,060</b>		<b>4,315,925</b>	<b>4,988,680</b>		
<b>TOTAL CAPITAL TO CARRY OVER</b>		<b>49,020,356</b>	<b>21,390,547</b>	<b>7,350,837</b>		<b>27,629,809</b>	<b>41,289,691</b>		

## Carry-over schedule 2021-22

## Operational budget to be carried over from 2021/2022 to 2022/2023

GL	GL description	Full year revised budget	Anticipated Expenditure to 30 June 2022	Unspent	Amount to be carried over	Comments
<b>Wastewater</b>						
101858.280.2543	Rangiora WWTP Future Upgrade	35,000	-	35,000	35,000	Work has been delayed.
101860.280.2543	Clearance of pines trees	20,000	-	20,000	20,000	Work has been delayed.
<b>Library</b>						
10.495.636.2332	Maintenance - Buildings	88,960	35,000	53,960	53,960	Spending of these budgets has been impact by COVID.
10.495.637.2332	Maintenance - Buildings	93,640	34,000	59,640	59,640	
<b>Community Development</b>						
10.480.670.2465	Project Delivery	117,600	87,600	30,000	30,000	Spending of these budgets has been impact by COVID. Revenue to also be carried over, will not be received this FY.
10.481.670.2465	Project Delivery	41,820	4,820	37,000	37,000	
10.485.670.2465	Project Delivery	20,910	-	20,910	20,910	
<b>Computer Services</b>						
10.243.360.2570	Investigation into KTC MUBA	50,000	40,000	10,000	10,000	Carryover of unspent budget.
<b>Total Operational Budgets to Carry Over</b>		<b>467,930</b>	<b>201,420</b>	<b>266,510</b>	<b>266,510</b>	