

Year 8 Loburn School Student  
79 Hodgsons Road  
Loburn, 7472

Mayor Dan Gordon  
215 High Street  
Rangiora, 7400

28.06.22

Dear Mayor Dan Gordon,

I am writing to insist that you put a cycle path from Leigh's Camp to Loburn School. At the moment students do not feel safe walking and biking to school. With a cycle track we can change this for the better. My reasons are simple and clear, a cycle track would make biking to school safer, better for the environment and could be used by all the community.

Firstly, a cycle track would make biking to school safer. As evidence, once I was biking to school and as I was crossing the culvert a big truck came past and did not move over. It barely missed me and after that I have felt uncertain about biking to school. Are we supposed to keep walking and biking to school in fear of being hit? With a cycle track I would not need to bike on the road and there would be less risk of trucks and cars hitting me and near misses would not occur. In 2019, 269 children were hospitalized for traffic-related injuries. It would be a tragedy if one of Loburn School's students were hit by a truck or car while traveling to school on a bike. Most parents do not want their kids biking or walking to school because of the risk involved but with a cycle track parents would feel secure about their kids biking to school.

Secondly, a cycle track would be better for the environment. At the moment lots of cars are the mode of transportation to schools. If we had a cycle track more students would bike to school. This means that less Greenhouse gasses emissions would be in the air. For instance cars produce about 4.6 metric tons of carbon dioxide per year, a cycle track would cut down on our schools Greenhouse gas emissions, on a whole, making our schools carbon footprint dramatically decline. I am sure you have noticed that the environment is dying because of cars and Global Warming, with the addition of a cycle track we can reduce Loburn School's harm to the environment.

Lastly, a cycle track could be used by the whole community. Many people in the Loburn school community go for walks and go for bike rides. A cycle track would help those people keep safe and encourage more people to keep active. Thankfully there have not been any accidents in the Loburn community and we would like to keep it that way. With a cycle track we can keep safe while keeping active not just students on the way to school but people in the community too.

In conclusion, building a cycle track would reduce risk, be much better for the environment, and allow the community to stay active while keeping safe. The addition of a cycle track would make biking to school safer and more parents would let their children bike to school if they knew they would be safe. If more students biked to school our environment would benefit greatly. The Loburn School community would be safe and keep active if a bike track was built. The whole Loburn area would be extremely grateful if a cycle track were built. Be the person that keeps our community safe.

Yours Sincerely,

A

Yr 8 Loburn school student  
79 Hodgson road  
Loburn 7472

Mayor Dan Gordon  
215 High street  
Rangiora 7400  
27th of June 2022

**Dear Mayor Dan Gordon,**

I am writing to insist that you put a bike lane from the Fishers road and Barkers road intersection past Loburn school to lees camp. Our school also needs better signs trucks rush past our school and don't slow down at all.

Firstly, a bike lane would make the road so much safer for cyclists. According to the Waka Kotahi Nz transport agency, hazards like parked vehicles, potholes, glass, litter and opening vehicle doors may cause cyclists to veer off-line and move into your path. Because of this, give cyclists plenty of room when passing them. Ideally, allow at least 1.5 metres between you and the cyclist. I know that the trucks by the school don't follow this code, and that puts the cyclists in danger of getting run over or knocked off the road.

Secondly, there are too many accidents involving trucks and cyclists according to Te Manatū waka ministry of transport. In 2020 **61** people died, **166** people were seriously injured, **631** people suffered minor injuries. All of these deaths and injuries are from the cause of trucks.

Lastly, our school needs better signs. One of the signs we have is a solar powered light up 60, so the trucks know to slow down. 1: they never follow that and 2: it's in the shade so it hardly ever lights up. We need these signs because trucks and cars go way too fast past our school, if someone tripped up the trucks would not be able to stop fast enough.

In conclusion, if this doesn't happen we might see a decrease in the students at Loburn School.

Yours Sincerely,

Yr 8 Loburn School Student  
79 Hodgsons Road,  
Loburn 7472

**Mayor Dan Gordon**

215 High Street  
Rangiora 7400

27.06.2022

**Dear Mayor Dan Gordon,**

I am writing to insist you put a push bike path starting at Fishers Rd then going up Barkers Rd before cutting onto Swamp Rd and heading all the way up to Loburn School. My reasons are simple:

Firstly, is to keep the bikers and walkers off the road because cars and trucks might not see them and not give them some space making them either get run over or causing them to crash, which isn't good. In the last few months there have been a few near misses and cyclist crashes. It would be a tragedy if somebody was hit by a car.

Secondly, my next reason is to have a faster travel to school so bikers don't have to deal with all the cars and weird gravel and rocks, another reason is it would be better to keep people biking all over the place and going on plants and maybe destroying wildlife but if there was a path then they could stay on the place and know where they have to go.

Thirdly, my reason is its good for the environment to build a bike path because as I said before, people wouldn't be running over plants and wildlife and if there was a bike path more people would want to bike meaning less pollution in the air, less traffic allows for more parking spots and isn't loud riding around different roads. I'm sure you have noticed people in their loud sports cars versus a few kids on their push bikes, there is a big difference in noise. In addition the cars are polluting gas fumes into the air while the kids biking is not.

In conclusion there should be a bike path to keep safe, to make travel faster and to help save the environment. Thank you.

Yours faithfully,

Yr 8 Loburn School Student  
79 Hodgsons road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I am writing to insist that you make the roads wider for pedestrians to be able to walk to school safely instead of walking on the grass.

My reasons are that students wouldn't get soggy and wet shoes when walking to school, they would be a lot safer and children would have somewhere to walk instead of on the road.

Firstly, widening the road would make it safer for students to walk or bike to school because they wouldn't be walking or biking on the road where trucks drive past. Trucks and cars wouldn't be giving people biking or walking frights and injuries wouldn't happen. Over the past years the number of preventable deaths from cyclist incidents increased 16% in 2020 and have increased 44% in the last 10 years, from 873 in 2011 to 1,260 in 2020. At the same time, the number of preventable nonfatal injuries has declined 39%, from 536,412 in 2011 to 325,173 in 2020. If we were to add a path it would help to stop increasing this data.

Secondly, children would have somewhere to walk instead of on the road. Without a walking or biking track there could be accidents and injuries which would be a tragedy. I'm sure that the Loburn School students would be happy, excited and feel a lot safer to use the new path if it were to happen.

Lastly, Loburn School students wouldn't have to deal with having wet and soggy shoes all day and cold feet if they had a path to walk on, I'm sure nobody would like to have wet shoes.

So please help us by putting a pathway for Loburn school students to walk to and from school.

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Yr 8 Loburn School Student  
79 Hodgsons Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

27/06/2022

Dear Mayor Dan Gordon,

I am writing to insist that you make the path outside of Loburn School wider and longer. I want the path where we cross the road next to the school to be wider, so my principal doesn't make us bike in the muddy grass and get all dirty. In addition, when we get dirty we bring all of the mud into the classroom and spread it around dirt. We also bring the mud into our houses.

I would also like you to make the path longer so we don't get hit by coming traffic or little rocks. For example I have bruises from a rock that got flicked up and hit while we were biking on the road. Make the path go from our school to swamp, hodgsons, fishers road so we don't get hurt.

Furthermore, when the road is wet water cars come past and cover us in water and then we go into the class drenched so making ditches or water drains on the side of the road would help take some of the water off the road.

We would be really happy if you could make the path longer for all of the kids who walk or bike.

Yours sincerely,

|  
Yr 7 Loburn School Student  
79 Hodgsons Road Loburn  
Loburn 7472

Mayor Dan Gordon  
215 High street  
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I am writing to insist that you build a bike track from Loburn School all the way to the start of Round Hill Road because I think it would be much better and safer not only for the bikers but the cars and trucks too. This will also result in more people riding their bikes to places which is better for the environment.

This is will be safer for the bikers as well because sometimes the truckers don't slow down and when it gets wet it gets slippery and that can cause disasters and problems very fast. I think you could build it from here to Round Hill road because most of the people that bike to school are in that area.

This will also be helpful and less dangerous for all of the drivers because they won't have to worry about kids biking along the road which will result in almost no accidents with bikers in this area.

Yours Sincerely,

Yr8 Loburn School Student  
73 Hodgsons Road  
Loburn, 7472

Mayor Dan Gordon  
215 High Street  
Rangiora7400

28/06/2022

Dear Mayor Dan Gordon,

I am writing to insist that you allow our school to have a bike lane for the students that bike to school and walk to school so that we feel safe biking and walking to school and home from school because I don't feel safe until I get to the footpath because there are a lot of trucks that go by me on my way to and from school.

I have had some bad experiences on the road but this one is the one I will never forget. I was on my way to school and a truck nearly knocked me off my bike. It came past 115 KM and I just about fell off my bike. It gave me such a fright I jumped out of my skin. That is why we need a bike lane. A bike lane will make a lot of students want to bike to school which is better for the environment. I would like to see a lot more people biking. I hope you take this letter into consideration. I don't feel safe on the road. 130,000 people get injured a year. That's insane, it should be at most 30,000.

Yours Sincerely,

Yr 7 Loburn School Student  
73 Hodgsons Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7472

27.06.2022

Dear Mayor Dan Gordon,

I am writing to insist on a path for biker's and walker's from Leigh's camp to Loburn School.

Firstly, it is better for the environment because of all the gasses from cars. Even though not everyone will bike it will encourage kids to bike and not use cars as much to travel to and from school every day. So I think it is a great idea and many more students will start biking and walking to school. Without a doubt biking is way better than driving. Students will also feel safe biking to school because they are not biking and walking on the main road next to busy traffic and fast trucks.

Secondly it is safer for people to walk and bike to school, lots of people are killed riding bikes and walking because of motor vehicles and how many families are ruined. What if one of your kids were walking to school and they got hit by a car or truck and that is why I think that you should put in a bike track so many kids can bike and walk to school.

Lastly, even if you aren't using it to get to school , a lot of people can use it on a day to day basis. If you want to walk over the Makerikeri bridge then you could be stuck on one side for hours but with a path you don't have to wait.

Yours sincerely,

**Yr 8 Loburn School  
79 Hodgsons road  
Loburn 7472**

**Mayor Dan Gordon  
215 High Street  
Rangiora 7400**

**27.06.22**

**Dear Mayor Dan Gordon,**

I am writing to insist that you put in a pedestrian crossing right outside our school. My reasons for this are: the cars will stop, it makes teachers jobs easier and students don't have to wait that long and the cars will slow down and take care when driving past our school.

**Firstly**, we need a pedestrian crossing because the cars will have to stop, when they stop it slows them down and they take more care driving past our school which means the students and parents are safer when crossing the road.

The cars driving past our school go pretty fast and if one of the students didn't look properly and a car was speeding through, they would get killed or really badly hurt.

**Secondly**, we have teachers that stand out at the front of school in the mornings and after school. When the teachers stand out there after school they have to walk back and forth crossing children over the road and making sure they are safe. When we have a pedestrian crossing there would still be someone out there just making sure they are safe crossing and that the cars are definitely stopping. It would make their job be over and done with quicker because the cars stop to let them across which means everyone goes home quicker and the teachers don't have to stand out there for ages. Especially since it's winter it's really cold and wet.

**Thirdly**, The cars driving past will see the pedestrian crossing and take more care. They will slow down and not speed past. The students and teachers will be safer when crossing the road. When someone slips over on the road I think having a pedestrian crossing would help because the cars would have already stopped and slowed down so the student that had fallen over would be safe and not killed or injured even more. When we have a pedestrian crossing, students and parents get home faster and don't have to wait that long to cross the road.

**Mayor Dan Gordon, loburn School is already an amazing school.**

**Please make it even more so by making a pedestrian crossing right out front of school and students and teachers will be safer when coming to and from school!!**

**Yours sincerely,**

Yr 8 Loburn school  
79 Hodgsons Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400  
27/06/22

Dear Mayor Dan Gordon,

I am writing to insist that you put a pedestrian crossing right in front of Loburn School. My reasons for this are: we need a pedestrian crossing because it will make it much safer for pedestrians to cross, with a pedestrian crossing cars and trucks will have to stop, it will make cars and trucks drive slower as they pass the school. We also need to add a bike/walking track at the side of the road. Then people can safely bike and walk to school. With a track people won't have to worry about getting run over and they won't have to bike/walk on the road. If we were to add a bike/walking track it would be more environmentally friendly.

Firstly, we need a pedestrian crossing because it will make it much safer for pedestrians to cross. According to pedestrian profile 65 pedestrians on average are killed each year in NZ and 1,000 are seriously injured. With a pedestrian crossing, cars and trucks will have to stop. Cars and trucks are always speeding past and not reading the signs. Furthermore, if someone was crossing the road and a car was speeding past they would not be able to stop in time. My last reason for why we need a pedestrian crossing is that cars and trucks would drive slower because there would be a sign telling them to approach slowly and the metal bars at the pedestrian crossing would swing across so cars and trucks would have to stop. The cars and trucks would drive slowly therefore making it much safer because they would be able to see where they are going and be able to stop.

It is certain that we need a bike/walking track leading from Leighs Camp, past the school and down to the intersection at Barkers and Fishers Road. It would be much safer to bike and walk to school. Another reason why we need a bike/walking track is that we If we were to add a bike/walking track, People would not have to worry about going on the road and It would encourage more people to bike and walk to school more. It would be more environmentally friendly because less people will use their cars.

In conclusion, we are in need of a pedestrian crossing and a bike/walking track. It would make the school zone area a whole lot safer and it would prevent the risk of injuries and deaths.

Yours Faithfully,

Yr 8 Loburn School  
79 Hodgsons Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

28/6/2022

Dear Mayor Dan Gordon,

I am writing to insist that you put a pedestrian crossing right outside our school. My reasons for this are: Cars slow down when they come to a pedestrian crossing, cars will take more care when driving and students and teachers are safer and get home quicker.

**Firstly**, when we have a pedestrian crossing cars will slow down. When the cars slow down the students can safely walk across without rushing before a car comes round the corner. Cars speed past our school without thinking to go slow because anyone could just walk out onto the road and get hit and probably get killed and injured.

**Secondly**, when driving past our school and seeing a pedestrian crossing cars will slow down and take more care and drive slowly. When they stop at the pedestrian crossing it slows them down and they can't speed past. Having a pedestrian crossing would really help the school because students and teachers will be safer crossing the road.

**Thirdly**, after school we have teachers that stand out at the front of school and go back and forth crossing children over the road safely. I think having a pedestrian crossing would mean teachers' jobs would be over quicker and students and their parents would get home quicker and safer. It would also mean that the teacher would have to cross students over; they would just have to make sure the car had fully stopped.

**Mayor Dan Gordon, our school is already great, but to make it even better we would love to have a pedestrian crossing at the front of our school to make it safer for the teachers and students to cross.**

Your Sincerely,

Year 8 Loburn School  
79 Hodgsons Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

27/06/2022

Dear Mayor Dan Gordon,

I am reaching you about tar sealing the gravel roads like Barkers Road and Yaxleys Road or even Stoney Flat Road. This would benefit me and the rest of the people who use the road, not just for biking to school but it's even good for cars because the cars spray rocks up and chip the paint which isn't good and even pop some tires and that can be deadly.

With tar seal there are way less potholes and potholes can pop your tires if you hit them. Tar seal roads are very good for the cars and you can go faster on your bike. With gravel if you go too fast you will slide from side to side and even off the road which wouldn't be good.

In conclusion, make the road tar seal and you will have less people in hospital with broken legs, arms or even nearly dead.

Yours Sincerely,



Yr 7 Loburn School  
79 Hodgsons Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

28/06/2022

Dear Mayor Dan Gordon

I am writing now to insist that you make a bigger walkway and a bike track from Loburn School to Loburn Whiterock Road.

My reasons are:

Firstly, If you are biking on the grass, and it is raining and wet, someone could slip on the road and that could cause an accident and that is not good.

Secondly, If there is a bike track it can save petrol and more people would do it, because petrol kills the environment, bikes do not use petrol therefore the trees shall live and so shall we.

Finally, If you have a bigger side walk it is less likely that a car will hit you so you can walk further from the cars.

Yours sincerely,

Year 8 Loburn School Student  
79 Hodgsons Road  
Loburn, 7472

Mayor Dan Gordon  
Waimakariri District Council  
215 High Street  
Rangiora, 7400

28.06.2022

Dear Mayor Dan Gordon,

I am writing to you to insist that you put a speed bump outside of our school to make cars and trucks slow down, to make it safer for school students getting to and from school. My reasons are that trucks and cars don't slow down and find it hard to stop. It's dangerous for students to cross if there are cars and trucks whizzing past and having a speed bump slows down cars and then they are more aware of their surroundings.

Firstly, I think we need a speed bump because cars and trucks do not slow down for students crossing, they have to wait a long time for all the cars to go whizzing past. It is unfair that students have to wait so long just to get to school. Putting speed bumps in would slow them down and give the students more opportunities to cross, making it quicker and safer.

Secondly, It is very dangerous for students going to and from school because if a big truck comes past at speed then students will get pulled onto the road and could get run over or hit which is not safe. By placing a speed bump there it would make it less dangerous. In 2019, 269 children were hospitalized for injuries occurring from road incidents in NZ. It is sad that this is happening in our country and it would be terrible if that happened at Loburn. With a speed bump you could lower the chance of that happening here, which I'm sure you could.

Lastly, having a speed bump would force cars to slow down and be more wary of their surroundings, which could be students crossing the road. When you go slow it is easier to stop or slow down. Therefore if a child is crossing the road if you go slower they have more time to cross, especially the younger students.

In conclusion, I think having a speed bump would be very effective for creating a safer environment when going to and from school, something we have the right to do safely. I beg that you consider this and make a change for the better of the community. Be the person that helps our students feel secure. On the whole, putting a speed bump in would make our school a safer place. And all the students would feel so much better, much safer and secure. This is a simple and easy solution.

Yours Sincerely,

Year 8 at Loburn School  
79 Hodgsons road  
Loburn school 7474

Waimakariri District Council  
215 High Street.  
Rangiora 7400

27/06/2022

Dear Mayor Dan Gordon,

I am writing to insist that you put in a pedestrian crossing outside the Loburn School gate. My reasons are that people who are crossing the children over the road have to stop the cars to allow the children to cross the road, the drivers have to slow because they are going way over the speed limit and because they are going over the speed limit, there is not enough time to let students cross the road.

Firstly, the current road means that the teacher or parents might get run over on the road because the drivers are going over the speed limit. Even though there is a sixty sign down the road the drivers don't listen to the sign even though it says School Zone and the sign flashes 60.

Secondly If you could put a pedestrian crossing we can help put in some road patrol stations outside the school to make the crossing safer. Then even though there are trucks going past we can let them pass. But when there are just cars we can let a few past but stop some of them to let people cross the road more safely, we could also provide the road patrol teams. This needs to happen now because there could be more injuries on the road. If they see these signs they will know that there is a pedestrian crossing coming up so if there is a child crossing they will know to stop because they know there is a pedestrian crossing.

Finally, **This needs to happen now otherwise there will be a decrease in children around Loburn School and more injuries.**

**Your's sincerely,**

Yr 7 Loburn School Student  
79 Hodgsons Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I am informing you about something that we need to do in the front of the school to make our school safer, which is a pedestrian crossing. My reasons are: it takes way too long to wait for all the cars to pass just to get across the road, if we get a pedestrian crossing, cars, trucks and other vehicles will have to stop and cars will have to slow down, kid cross the road without looking witch is a big problem

Furthermore, if we get a pedestrian crossing, cars will have to stop,slow down, making cars do the speed limit at 60 instead of 80 so the roads are safer for the school and the community also if they stop and slow down they will watch where they're going and what's happening in front of them, say if a kid fell down on the road the stopped car will see and then the kid would not be killed. To add on when kids cross the road without looking causing the cars to slam on the brakes but if we get a pedestrian crossing then cars won't have to say I'm on a break because I would already be stopped.

In conclusion, I think that putting in a pedestrian crossing should be considered for the front of Loburn School because it will make the road safer, we can get to and from each side of the road easily without any hassle, also it will slow down the speed of cars and it needs to happen.

Yours Sincerely,

Yr7 Loburn School Student  
73 Hodgsons Road  
Loburn, 7472

Mayor Dan Gordon  
215 High street  
Rangiora 7400

28/06/2022

Dear Mayor Dan Gordon,

I am writing now to insist that you build a bike/walking path to Loburn School. My reasons are easy, simple and true, here are three points on why you should make a biking path.

Firstly, we need a bike track because biking on the road as a Loburn School student living close to the school I sometimes bike to school on a good day. I had a scary moment once, when a large truck shot past me and the wind pushed me around a bit and I had to try extremely hard to stay upright.

Secondly, look at this 932 bicyclists were killed in crashes with motor vehicles in 2020. How do their families feel, that is 932 families ruined. How would you feel if your child got hit by a truck? think about that for a while.

Lastly, your community is dying, put an end to it, help schools out, someday soon if there is not a biking path someone is not going to turn up to school, people will phone their parents and they will come and find a broken body mangled by a truck's wheels, All that's left of their child, their friends and family, broken with grief will never be the same again. Just think on that.

Yours sincerely,

Yr 8 Loburn School Student  
74 Hodgson Road  
Loburn 7472

Dear Mayor Dan Gordon  
215 High Street  
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I insist that in front of Loburn School we should have better drainage out on the current biking path outside the school.

We should have better drainage outside of the school because every time I leave the school my principal tells me to bike on the muddy grass so the people can walk on the path and my bike will be all muddy and we would be muddy before I got home and I would have to take the mud everywhere through the house to get to the shower than I have to clean the house which takes a long time.

My second reason is when I'm biking in the morning, the path outside of school is all iced up because of the water on the path and I can't come to a complete stop which I almost went on the road and crashed into a car and that was scary and if we had the drain I wouldn't be a problem.

My third reason is when the path is covered up in water I have to bike on the road and the cars go past and cover me in water from their tires and trucks go past and the wind almost knocks me over which was scary because I could have got killed.

Finally can you please put it in a drain because these experiences have been frightening and to think I could have been killed or badly hurt and it is not just me that has had these experiences.

Yours sincerely,

Yr 7 Loburn School student  
79 Hodgsons road  
Loburn 7472

**Mayor Dan Gordon**

215 High Street  
Rangiora 7400

27.06.2022

Dear **Mayor Dan Gordon**,

I am writing to you to insist that you put a pedestrian crossing outside Loburn School. My reasons are simple firstly: If we have a pedestrian crossing it would help with the speed of cars along the road because they will have to stop at the pedestrian crossing.

Secondly: It would also help with getting to school quicker and you will be late waiting if you're waiting for cars to pass, and as the Mayor I believe that you know how much some kids need education.

Thirdly: It would help cars be more aware of students and teachers coming in and out of school because some cars go over the speed limit and that is a safety hazard. It is not hard to do it is just little but it is to a big cause. Some little things can go along way into helping the community and there could be an accident without the pedestrian crossing and we do not want kids seeing violence and death like that.

So please help keep us safe and putting in a pedestrian crossing outside loburn school will do exactly that.

Yours sincerely,

Student Yr 7  
Loburn School  
73 Hodgsons road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

Dear Mayor Dan Gordon,

I am writing to you to interest you in tar sealing Wallers Road. I could name three people off the bat who live on it that goes to Loburn School. The point is that tar sealing Wallers Road will stop probably hundreds of cracked windows per year. Just a few weeks ago we got a giant crack in our windscreen. Almost a month had passed and the window company still hadn't fixed it. It was only a few weeks ago they actually fixed it

The point is that Wallers Road isn't safe. Our family has almost crashed around one of the corners. Please help this road and tarseal it. The amount of potholes are herrendous especially when you are going to the brige side of the road, not the Carrs side.

So here are the factors: potholes galor, the corners are blocked so you cant see and you can get a crack in your windscreen so easily. It would be so good for every single home on Wallers Road if you tarseal it for all the people that live near the road.

Also Wallers Road is the one of the only ways I can get to school so please tarseal the road and make everyone happy.

Yours Sincerely,



Yr 8 Loburn School Student  
79 Hodgson Road  
Loburn 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

28/6/2022

Dear Mayor Dan Gordon,

I am writing to insist that you widen the road along Hodgsons Road by Loburn School. My reasons are: if a truck is coming and can't slow down they can hit pedestrians and bikers. My second reason is if a car or truck comes around the corner fast and can't see the bikers/ walkers they could hit them off their bikes and hurt them. That's why we need to widen the road. Reason three is because cars go faster then what they're supposed to along the road. Plus there are also no signs to warn you that there is a place that we use to cross the road.

I know that since pedestraings can get really hurt from tracks, how we have tracks zooming down a school zone and how pedestraings walk, run and bike on the road in the school zone, that it would be a good idea to widen the road for the pedestraings and tracks so they were safer on our roads.

If you didn't know that since a lot of tracks go past Loburn School and they seem to not be following the speed limit and speeding up which can end up with some of our pedestraings getting hurt. This is because cars can't see the speed limit sign so if you can please move it out of the bush.

Yours Sincerely,

Yr 7 Loburn School Student  
79 Hodgsons Road  
Loburn, 7472

Mayor Dan Gordon  
215 High Street  
Rangiora 7400

27,6,2022.

Dear Mayor Dan Gordon,

I am writing to you to ask you to think about adding a crossing to the road out near Loburn School. Most people from this school walk over to the school after they get dropped off but It's not safe. In this letter I am going to state four reasons why we should have a crossing.

The first reason is because some drivers never stop so kids have to wait in the freezing cold in the mornings and stay there until a nice person comes along and stops and then it takes 5-10 minutes to get warm again and they might have caught a sickness in the cold winter breeze.

The second reason is because some kids do not feel safe without a crossing because they feel they are in danger and afraid of being hit by a vehicle and if there is no teacher on duty to keep kids safe because they are early the little kids wont know when to go or when to stop.

The third reason cars slow down when they see a sign which says crossing coming up. It lets the car, truck, van and other cars know that kids are crossing and they need to stop so the kids could cross and go to school safely and that means the school is 10% safer.

The fourth reason is because I am sure you have noticed that cars have gone above the speed limit. For example, say a car was going 80km but the speed limit was 60km there was not a crossing so kids were crossing the road and the driver did not see the kids trying to stop and then the kids got injured. Now if there was a crossing the car would have stopped and that would be much much safer.

In conclusion, I beg you for a crossing on the road outside Loburn School to make the school a safer place and to make the school have less injuries because it would be a tragedy if there were injuries.

Yours sincerely,

Yr 8 Loburn School Student  
79 Hodgson Road  
Loburn 7472

**Mayor Dan Gordon**

143 High Street  
Rangiora  
7400

**27.06.2022**

Dear Mayor Dan Gordon,

My name is Matthew Monk. I am writing to persuade you to make a pathway next to the main road to Loburn school. A small path is already there but it cuts off when it hits the main road. I have three points to support this. My first point is safety, making a pathway for the kids would make the risk of the people going to school in the morning and coming home way less dangerous. For my second point I will be talking about the benefits for how it would be useful and used for us. And lastly for my third point I will talk about how biking and walking ect is better for the environment.

Firstly, picture this; you're biking alone in the frosty weather in the morning, you are so cold it isn't funny. You forgot your jacket in the morning so we're colder than ever. How would you feel when a massive truck comes zooming past you at 80km making you scream and nearly fall off of your bike, this happens to many of the kids that bike to school (including me). Making a bike pathway would eliminate the risk of someone really getting hurt by these fast moving vehicles. And make us feel way safer.

Secondly, this bike path will not just be used for going to and from school, it can be used for numerous ways for people who may just want to walk their dog or go on a run for fitness, maybe putting it in might encourage more people to get on the path and run. There are many more reasons for why a path would be an amazing way for fitness and going to school.

Finally, going back to my point where I said it might encourage people to go outside, maybe more kids will feel safer rather than get a ride in a car that uses petrol and is bad for the environment, and would want to bike to school with their friends on the new path. I'm sure many people would love to bike or walk to school knowing that they are safe from moving vehicles. And even more parents would want to know that their child is getting fitness and is safe from harm.

I have made many different reasons why making a path would be an incredible extension to Loburn School, it would make biking and walking to and from school so much safer and help

lots of people just walking around for something to do. Many people in the school would enjoy and respect this path. Thank you.

Yours Faithfully,

Print Out No. 3

## **Suggested Links from Consultation for the Walking and Cycling Network Plan**

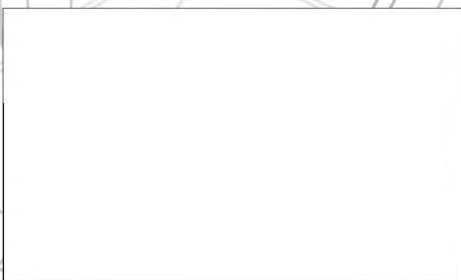
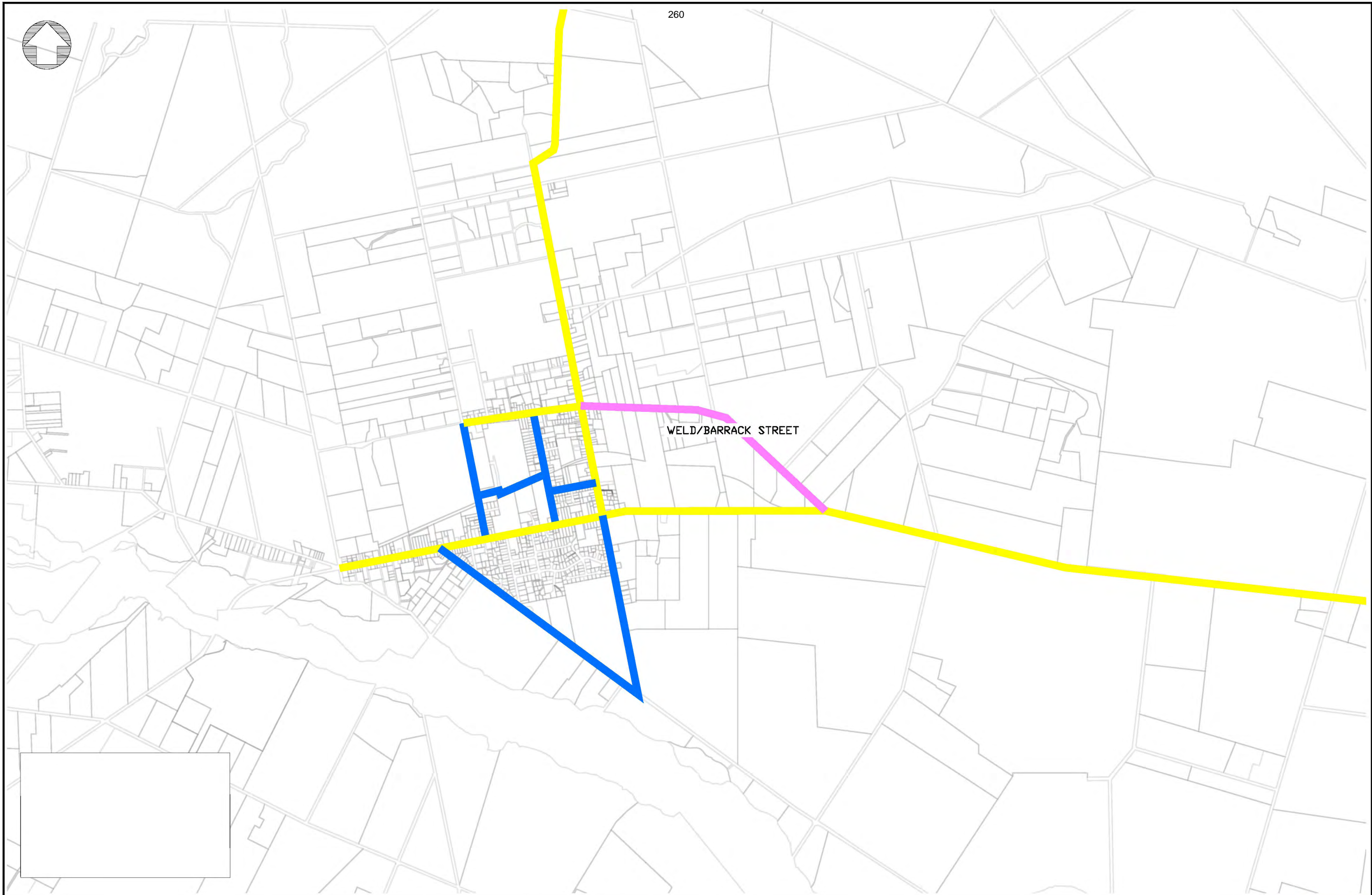
These maps show specific named links which were suggested from consultation for the Walking and Cycling Network Plan. These were considered by staff and either included or excluded from the Walking and Cycling Network Plan

The specific routes are included within the maps based on the number of requests received for the link, described in the table below:

	Priority Links
<b>Purple</b>	- More than two requests for the link
<b>Pink</b>	- One or two requests for the link



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REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	--	

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	

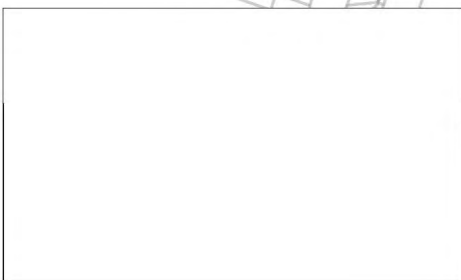
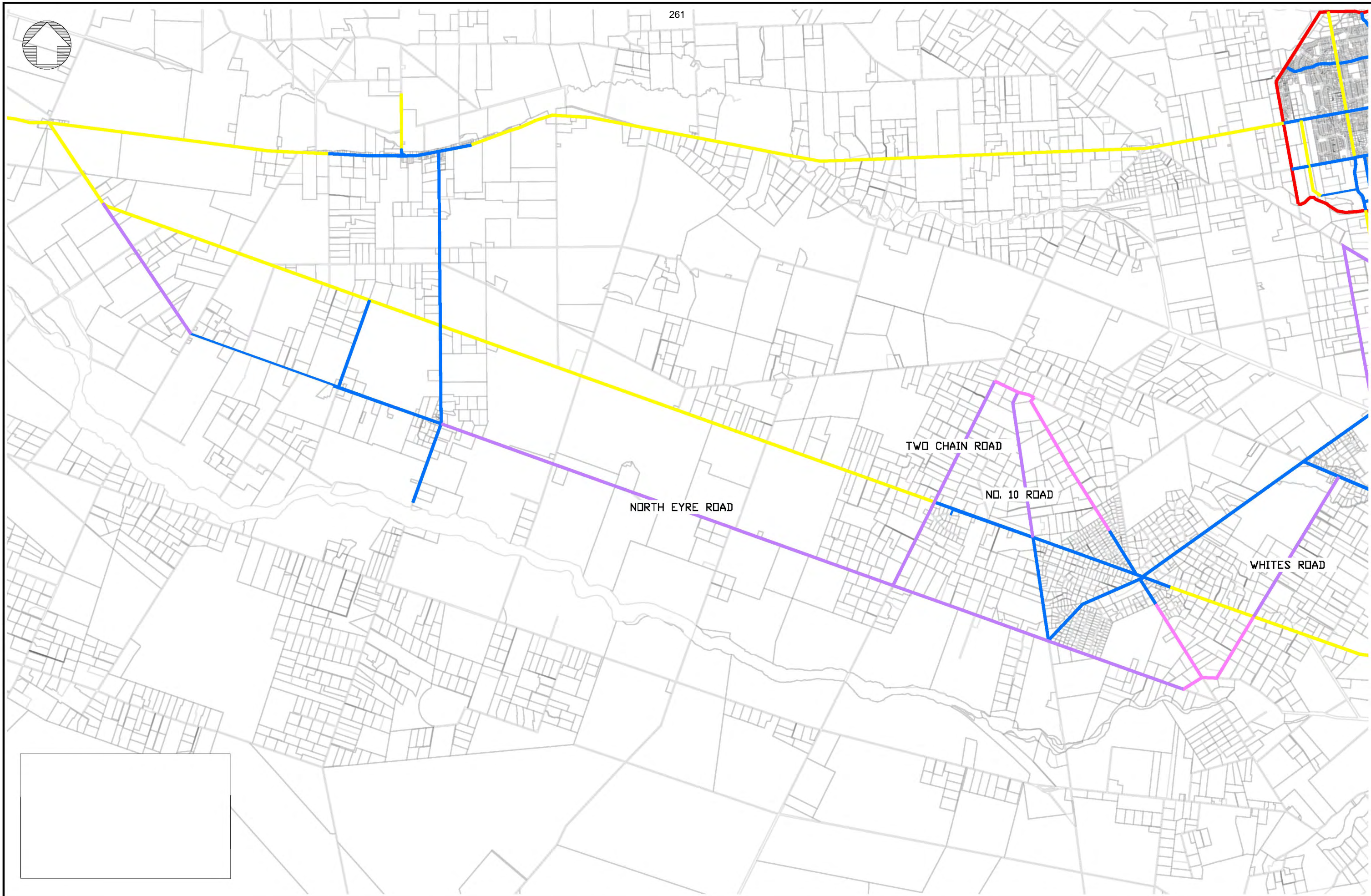


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OXFORD
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
	A





REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	--	

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3)	NOT TO SCALE
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DESIGNED CHKD		HORIZONTAL	NZTM GD2000
APPROVED		VERTICAL	

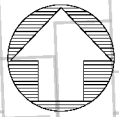


PROJECT	WALKING AND CYCLING NETWORK PLAN
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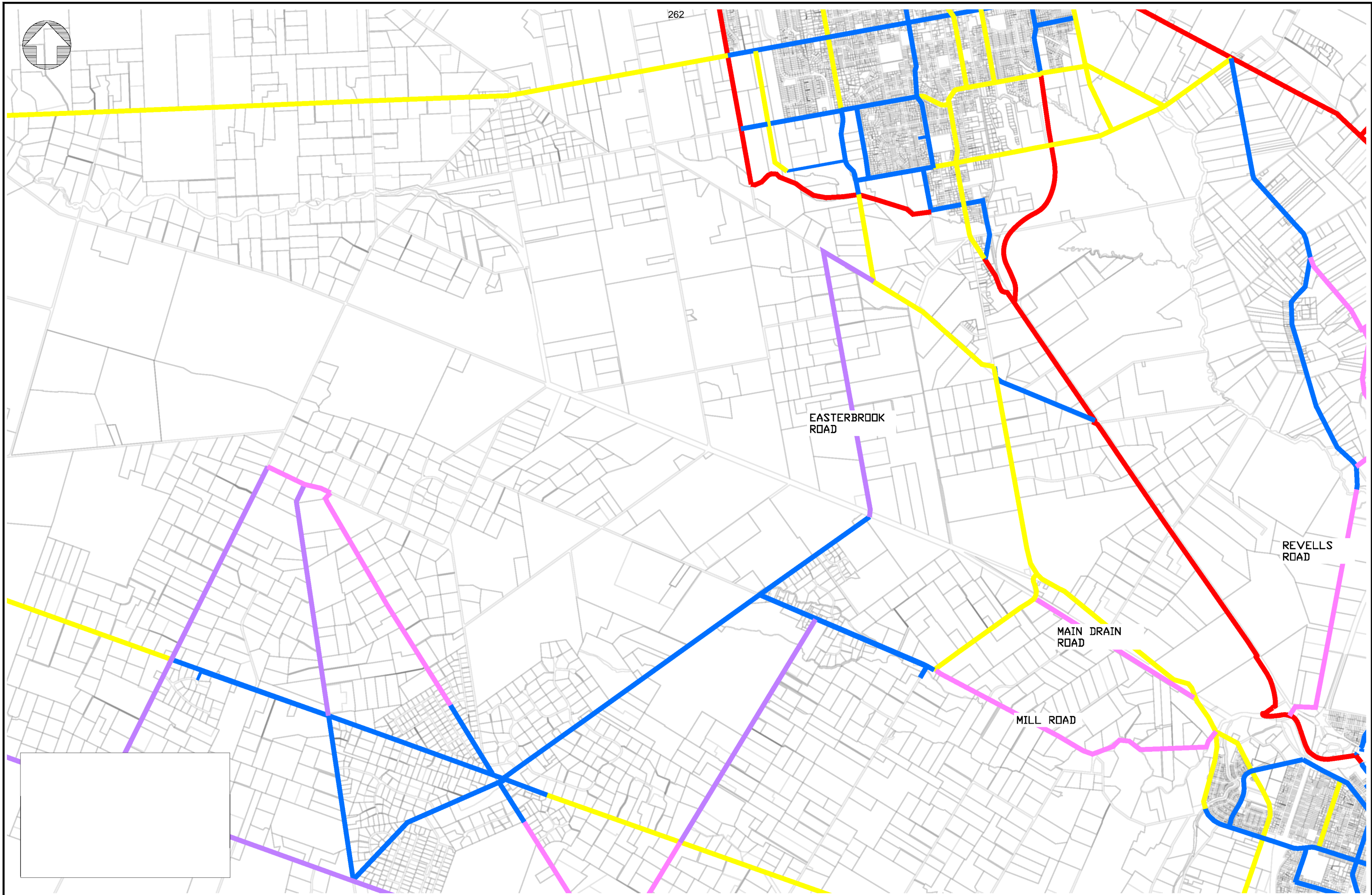
SHEET TITLE	MANDEVILLE/SWANNANOVA
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
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SHEET	REVISION
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
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DRAWN	MB	CON No	
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	

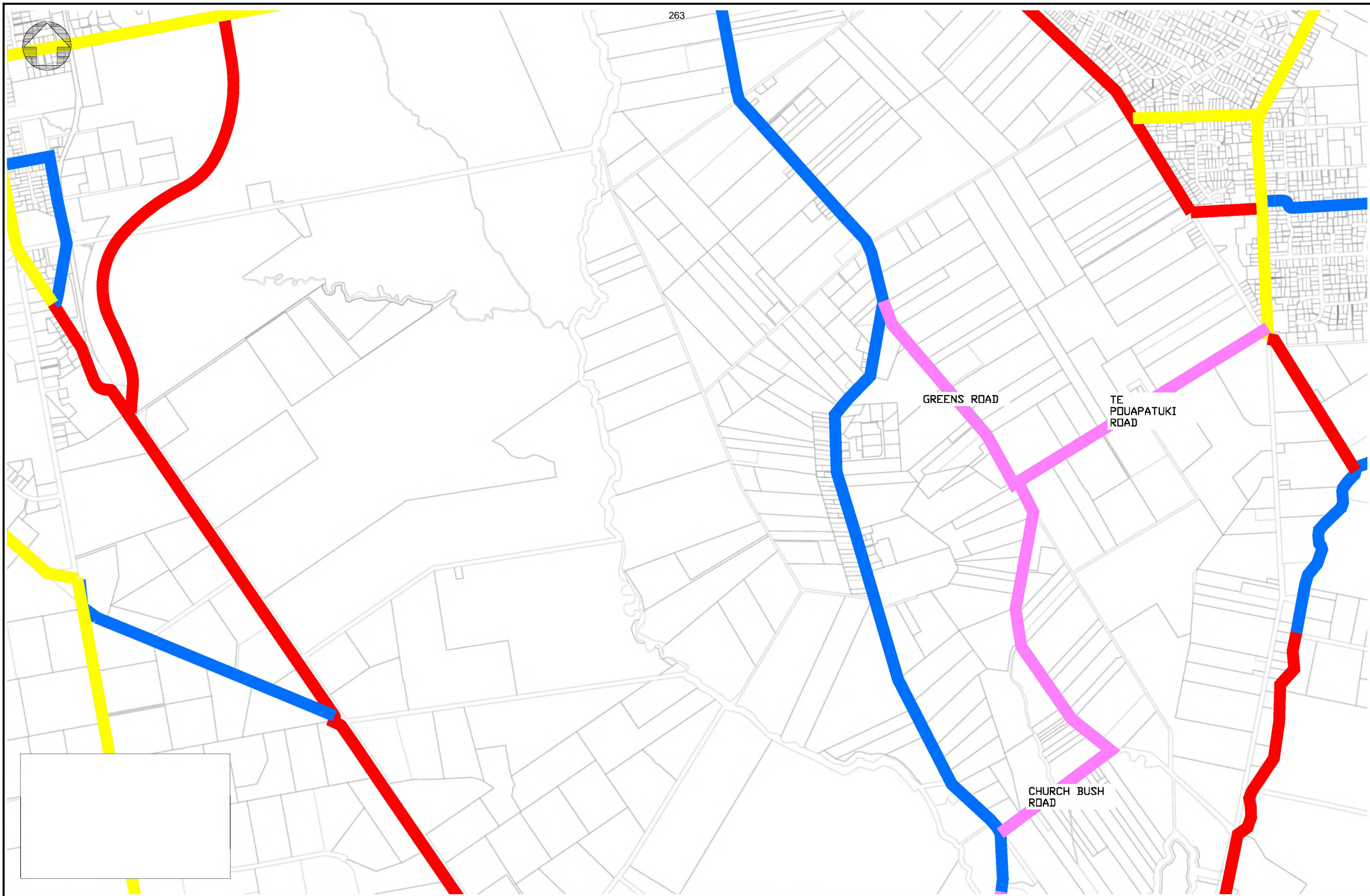


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	--	

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
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DESIGNED CHKD		HORIZONTAL	NZTM GD2000
APPROVED		VERTICAL	

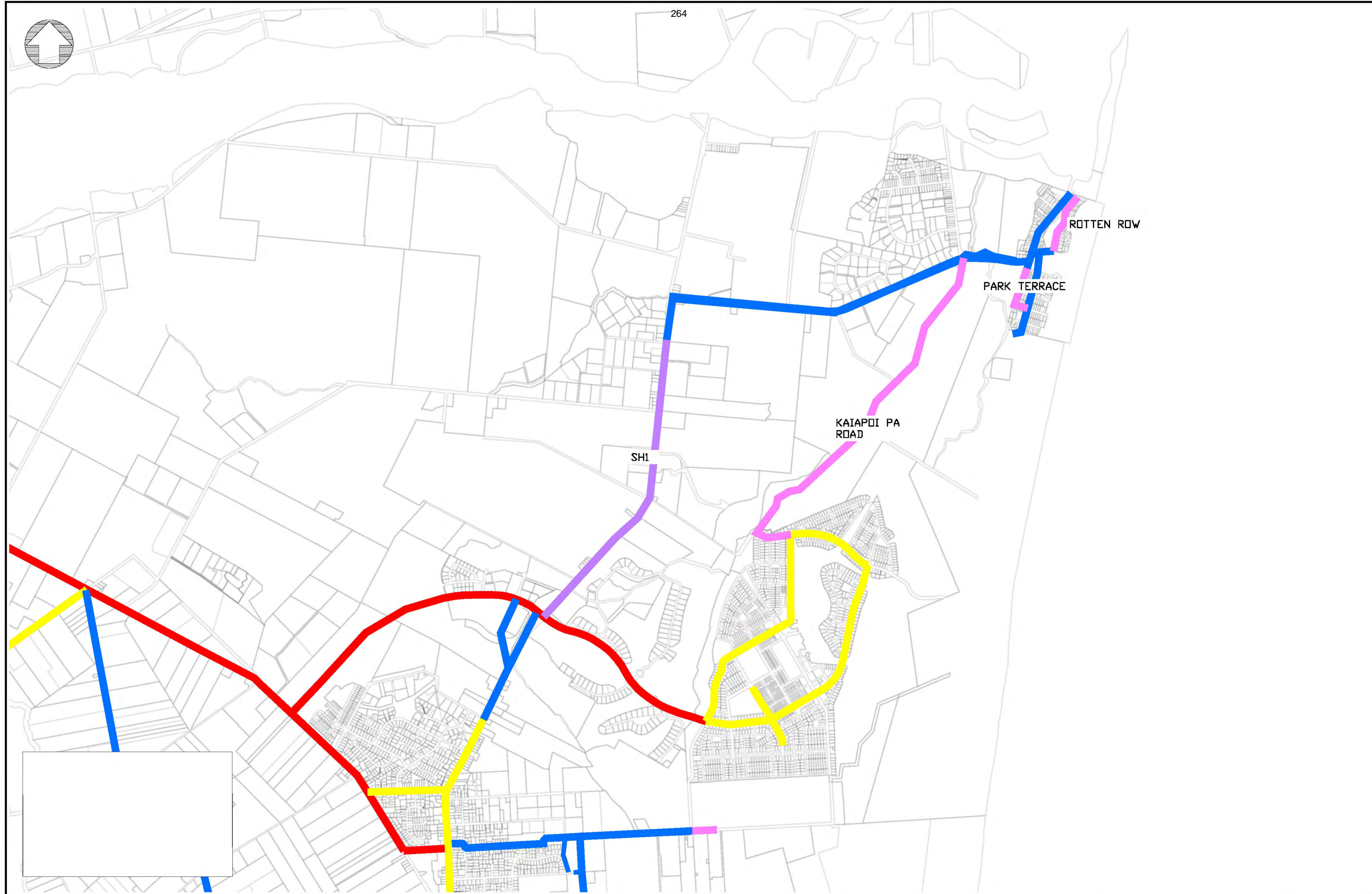


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TUAHIWI
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
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SHEET	REVISION
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
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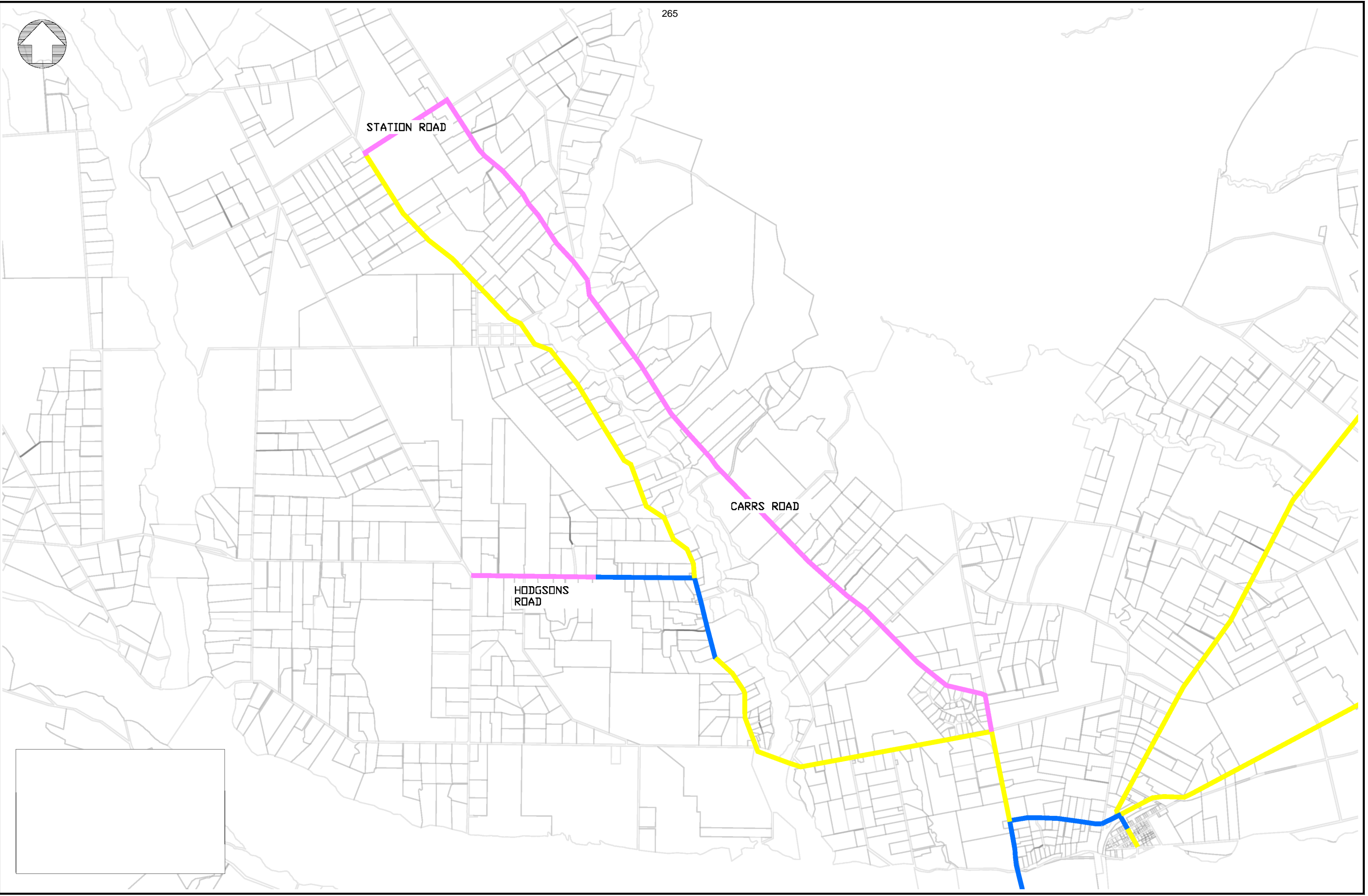
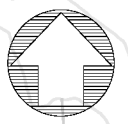
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DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WOODEND/WAIKUKU
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	--	

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	LOBURN
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
	A

### Walking and Cycling Network Plan – Communications & Engagement Activities

- News story shared on Council website when consultation opened 31 May
- Direct mailout of flyer to all properties in the District via Reach delivered week beginning 1 June
- Copies of booklet delivered to service centres and libraries
- The Let’s Talk walking and cycling advert was in the community noticeboard in the Northern Outlook (8, 15 and 22 June) and North Canterbury News (9, 16 and 23 June)
- Community noticeboard column published in Northern Outlook (1 June) and North Canterbury News (2 June)
- Two media enquiries resulting in two news stories
- Interview with Don Young on Compass FM
- Six drop in sessions with approximately 100-120 people attending across:
  - Woodend
  - Kaiapoi
  - Rangiora
  - Ohoka Market
  - Oxford
  - Pegasus
- **Social Media**

Activity	Post Type	Date	Reach	Engagement	Reactions/Likes	Comments	Shares
Consultation Launch Post with Video	Video Boost	31 May	23658	3699	47	20	11
Drop in session Woodend/Kaiapoi Post	Tile	7 June	4734	31	8	0	3
Drop in session Rangiora/Oxford	Tile	14 June	5607	73	5	1	4
Drop in session Pegasus	Video Boost	22 June	15749	3705	11	9	4
Extending consultation	Video	30 June	2549	139	5	4	0
<b>Total</b>			<b>52297</b>	<b>7647</b>	<b>76</b>	<b>34</b>	<b>22</b>

*Reach – The number of people who saw the post at least once.*

*Engagement – The number of reactions, comments, shares and clicks on the post*

- **Online Engagement – Let's Talk Site**

- 974 site visits
- 766 Aware Visitors
- 448 Informed Visitors
- 96 Engaged Visitors
- 117 Surveys submitted

Aware – made a least one visit to project page

Informed – has taken next step and clicked on something

Engaged – contributed to a tool



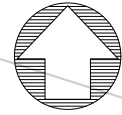
Print Out No. 1

## Recommended Walking and Cycling Network Plan

These maps show the overall district Walking and Cycling Network Plan and includes all existing facilities, as well as the required infrastructure to complete the network.

Each route is graded into three categories, described in the table below:

	Treatment Options <u>Urban Areas</u>	Treatment Options <u>Rural Areas</u>
<p><b>Grade 1 (Family/Low Confidence)</b> This grade is the highest level of comfort, and is suitable to Novice users. There is little conflict with motor vehicles along the route. These are typically “arterial” cycle routes, and are installed as critical links between our main towns.</p>	<ul style="list-style-type: none"> <li>- Generally not applicable to retrofit within urban streets</li> </ul>	<ul style="list-style-type: none"> <li>- 2.5m or greater (3.0m desirable) shared path with an asphalt surface</li> </ul>
<p><b>Grade 2 (Medium Confidence)</b> This grade is suitable for users with basic competence skills. Users may be riding on the road, adjacent to live traffic, although there will additional measures in place to protect the vulnerable users or they will be riding on an off-road facility, which may have more conflicts with motor vehicles (e.g., driveways) than a Grade 1 facility.</p>	<ul style="list-style-type: none"> <li>- Separated cycle path (off-road)</li> <li>- Neighbourhood Greenways</li> <li>- On-road cycle lane with traffic buffers</li> </ul>	<ul style="list-style-type: none"> <li>- Unsealed shared path (less than 2.5m wide)</li> </ul>
<p><b>Grade 3 (High Confidence)</b> This grade is suitable for users with advanced skills and confidence to mix with traffic.</p>	<ul style="list-style-type: none"> <li>- On-road cycle lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Sealed shoulder widening</li> </ul>
<p><b>Recreational Trails</b> These trails are aimed at leisure users, and may be considered an “off-road” trail (i.e. suitable for mountain biking)</p>	Trails shown in the network plan are existing recreational trails only. Potential recreation trails are not included within this programme.	



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LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022
B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	

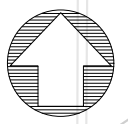


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OXFORD (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
01	B





**LEGEND**

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022
B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



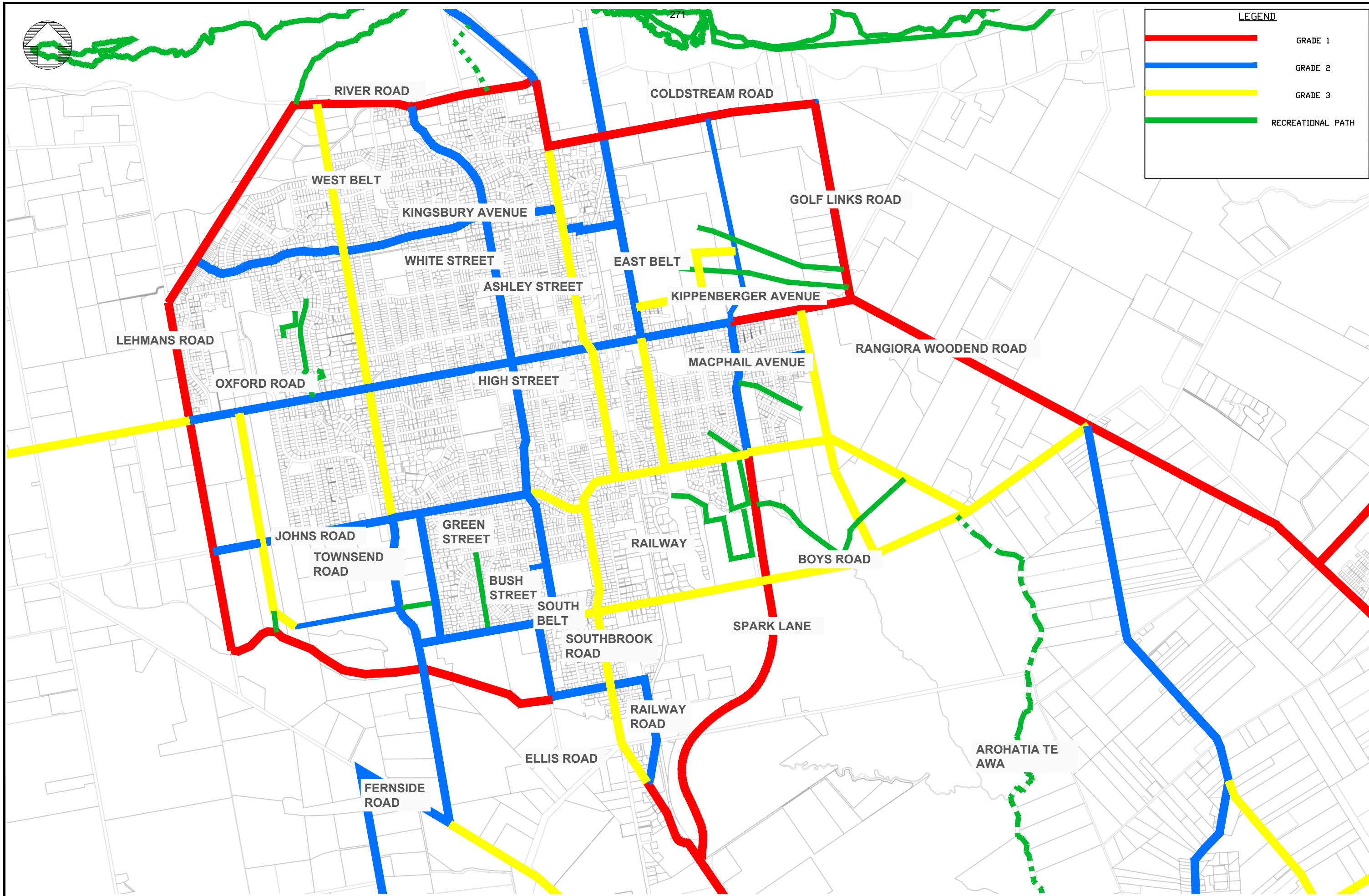
PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	CUST (RECOMMENDED NETWORK PLAN)
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
02	B



LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022
B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	

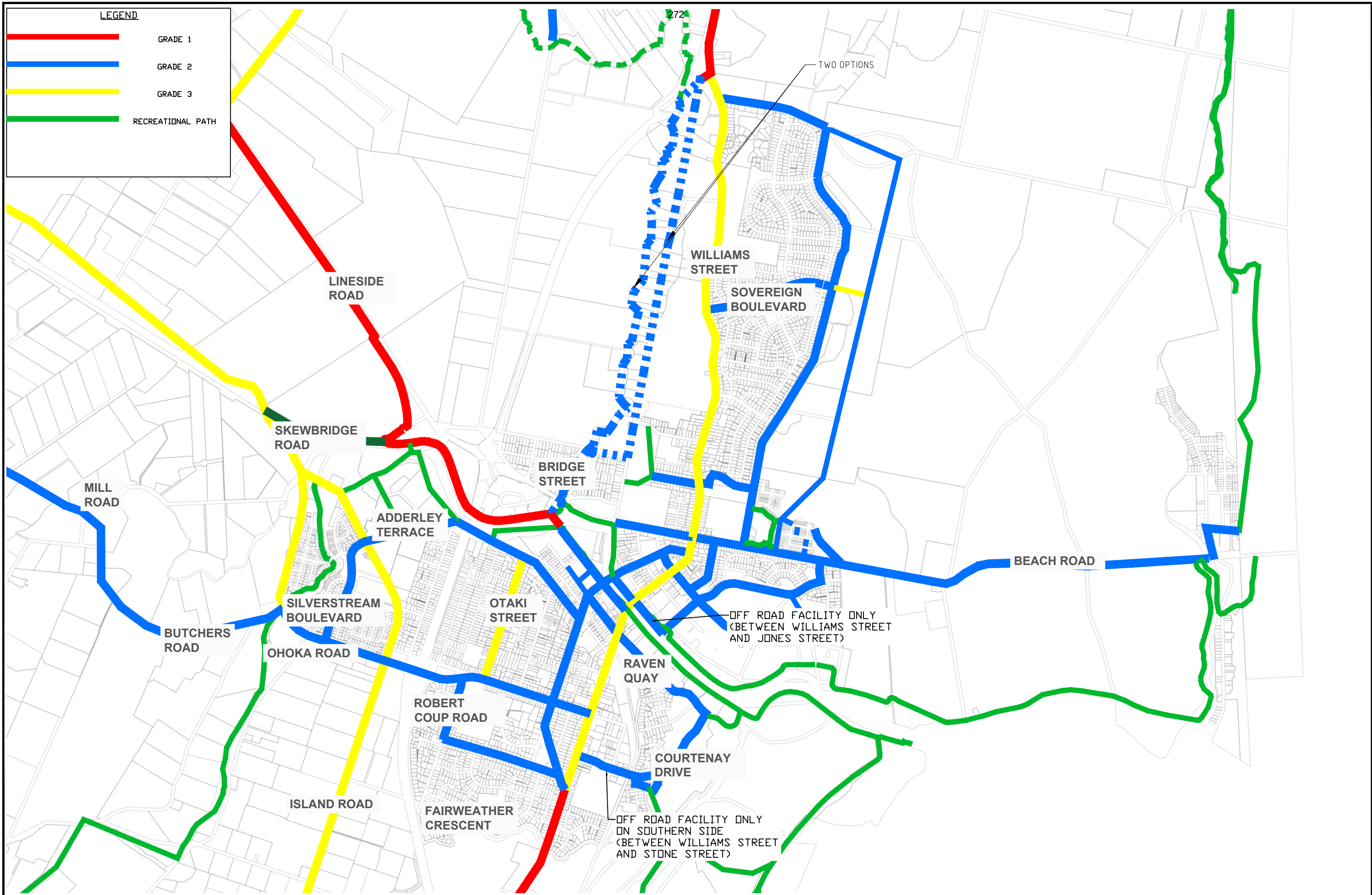


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
03	B





REV	REVISION DETAILS	DRN	CHK	APP	DATE
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B	FOR COUNCIL	AMC	KS	---	AUG 2022

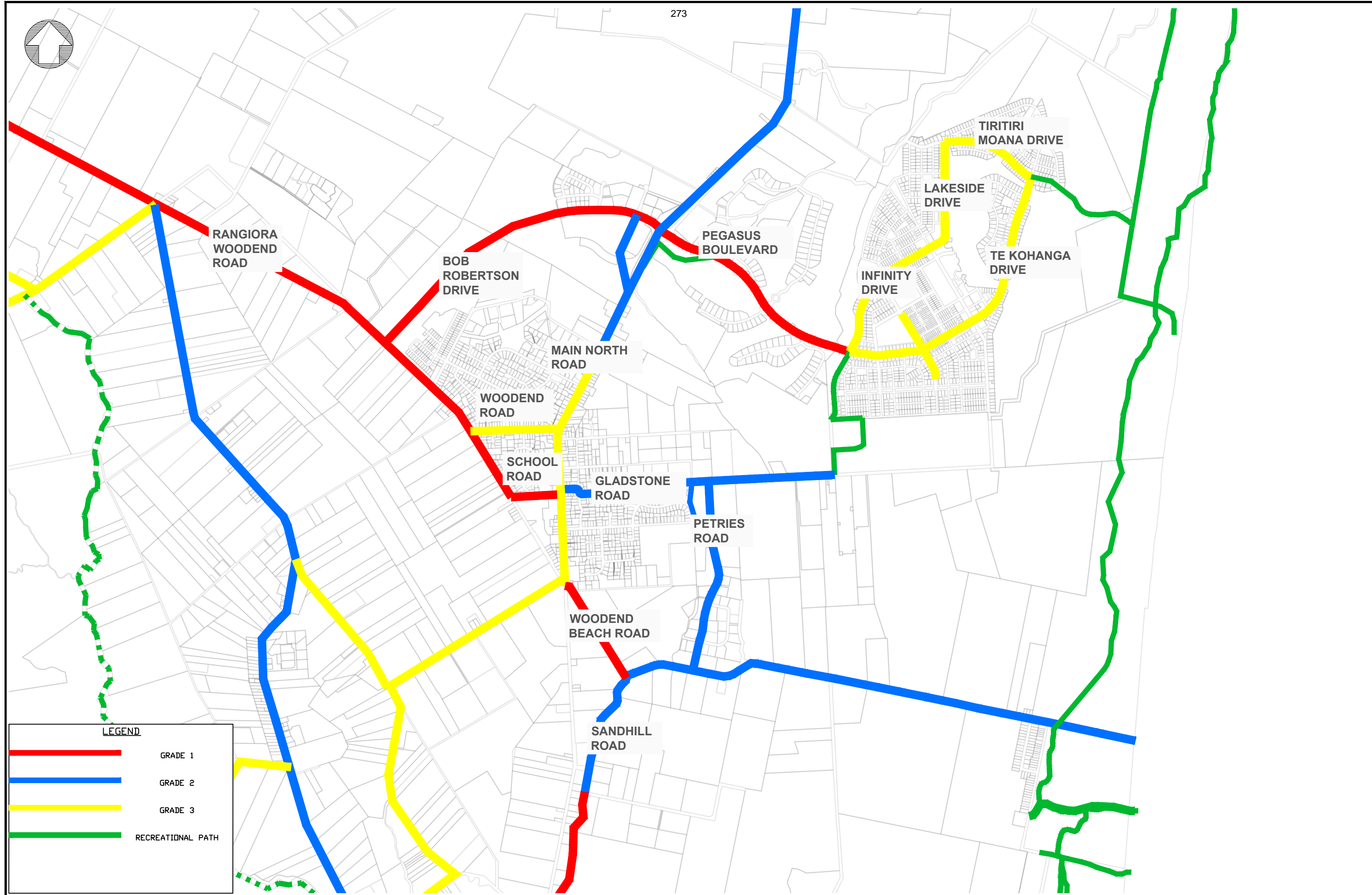
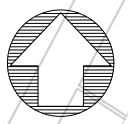
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DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT  
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE  
KAIAPOI  
(RECOMMENDED NETWORK PLAN)

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
04	B



**LEGEND**

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022
B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED	PROJECT No
DRAWN MB	PD001583
DRAWING CHKD	CON No
DESIGNED	SCALE (A3) NOT TO SCALE
DESIGNED CHKD	DATUM ORIGIN
APPROVED	HORIZONTAL NZTM GD2000
	VERTICAL

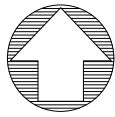


PROJECT	WALKING AND CYCLING NETWORK PLAN
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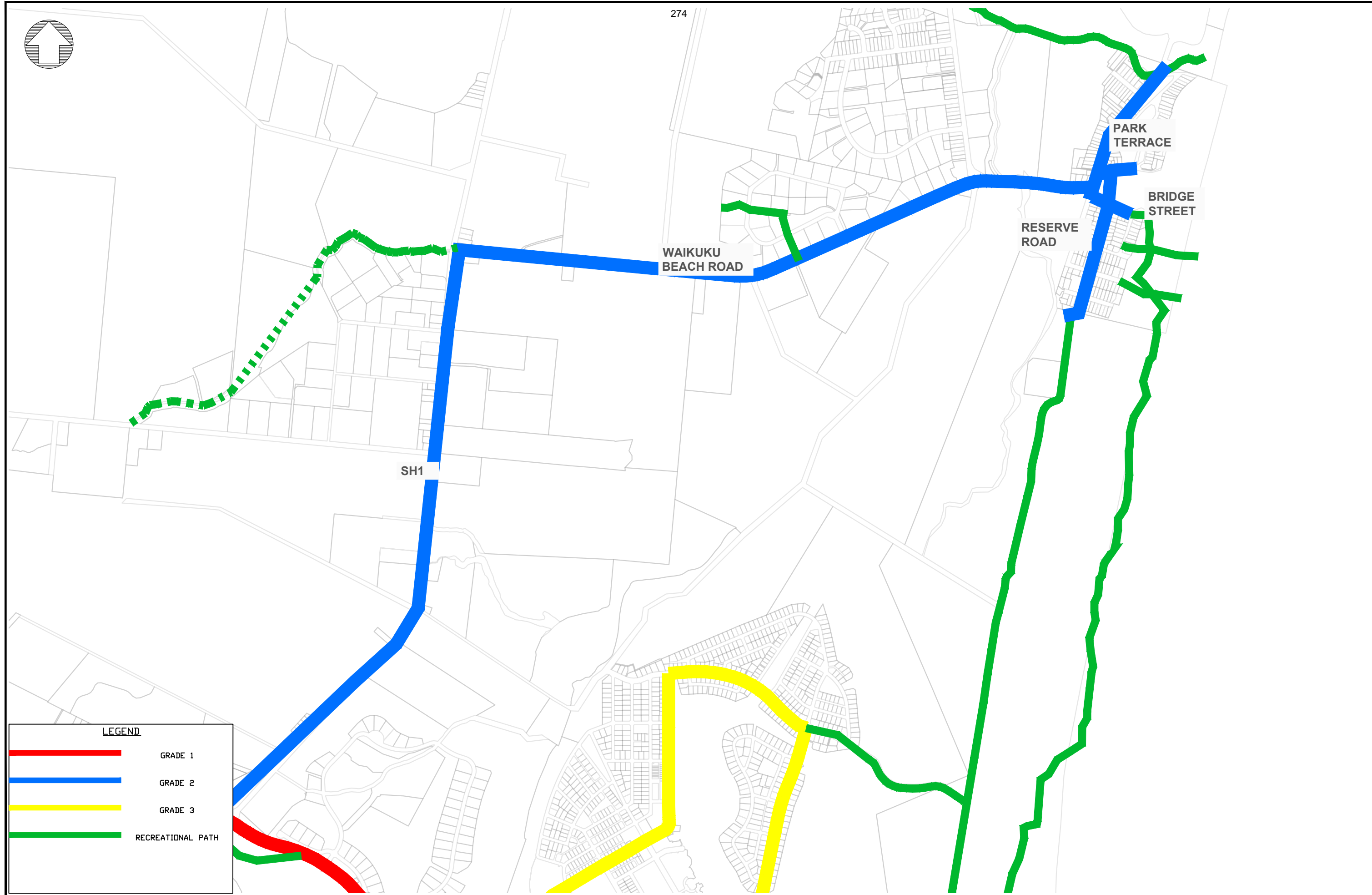
SHEET TITLE	WOODEND/PEGASUS (RECOMMENDED NETWORK PLAN)
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
05	B





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**LEGEND**

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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B	FOR COUNCIL	AMC	KS	---	AUG 2022

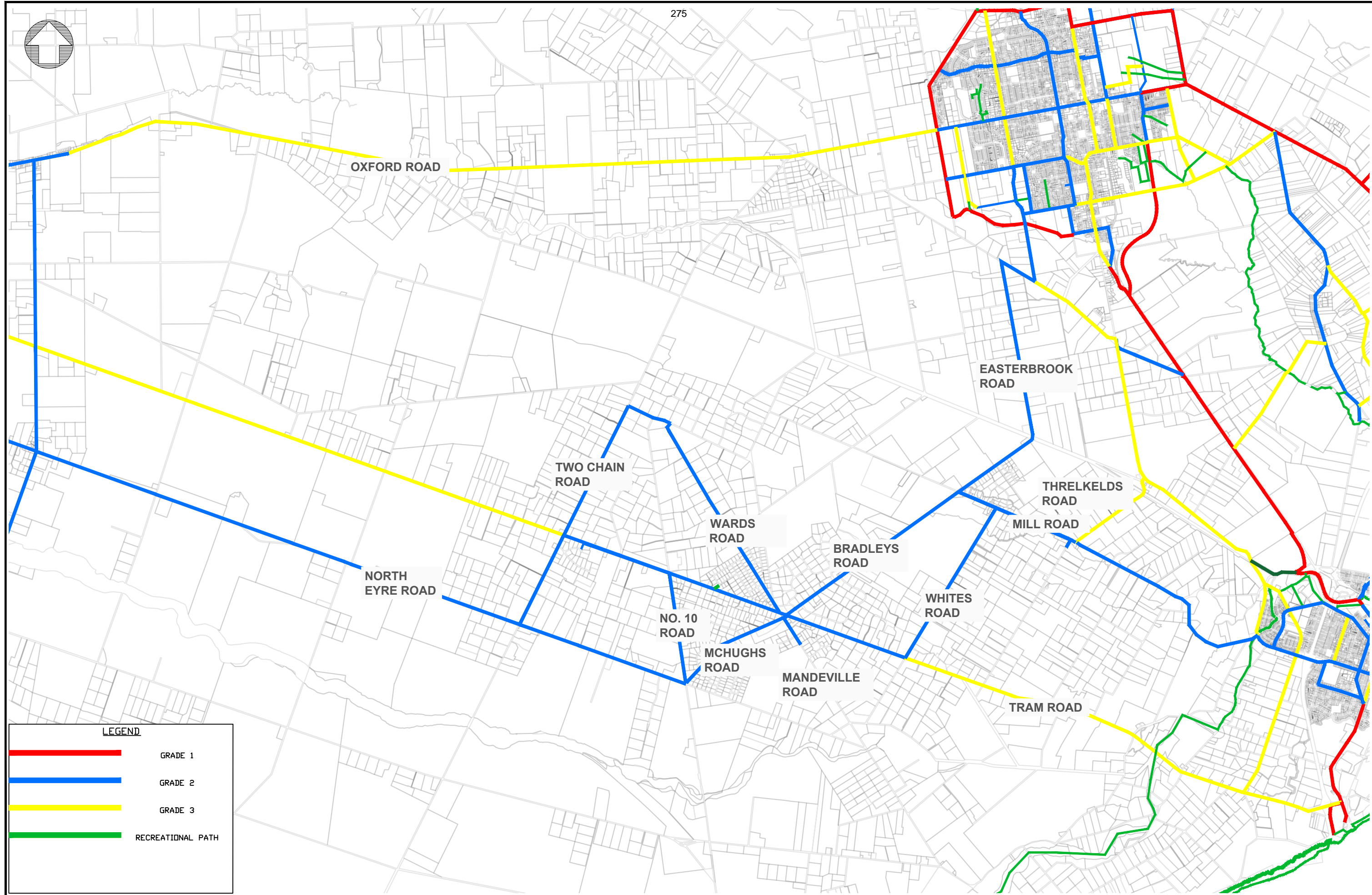
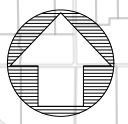
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WAIKUKU/WAIKUKU BEACH (RECOMMENDED NETWORK PLAN)
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
06	B



LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	

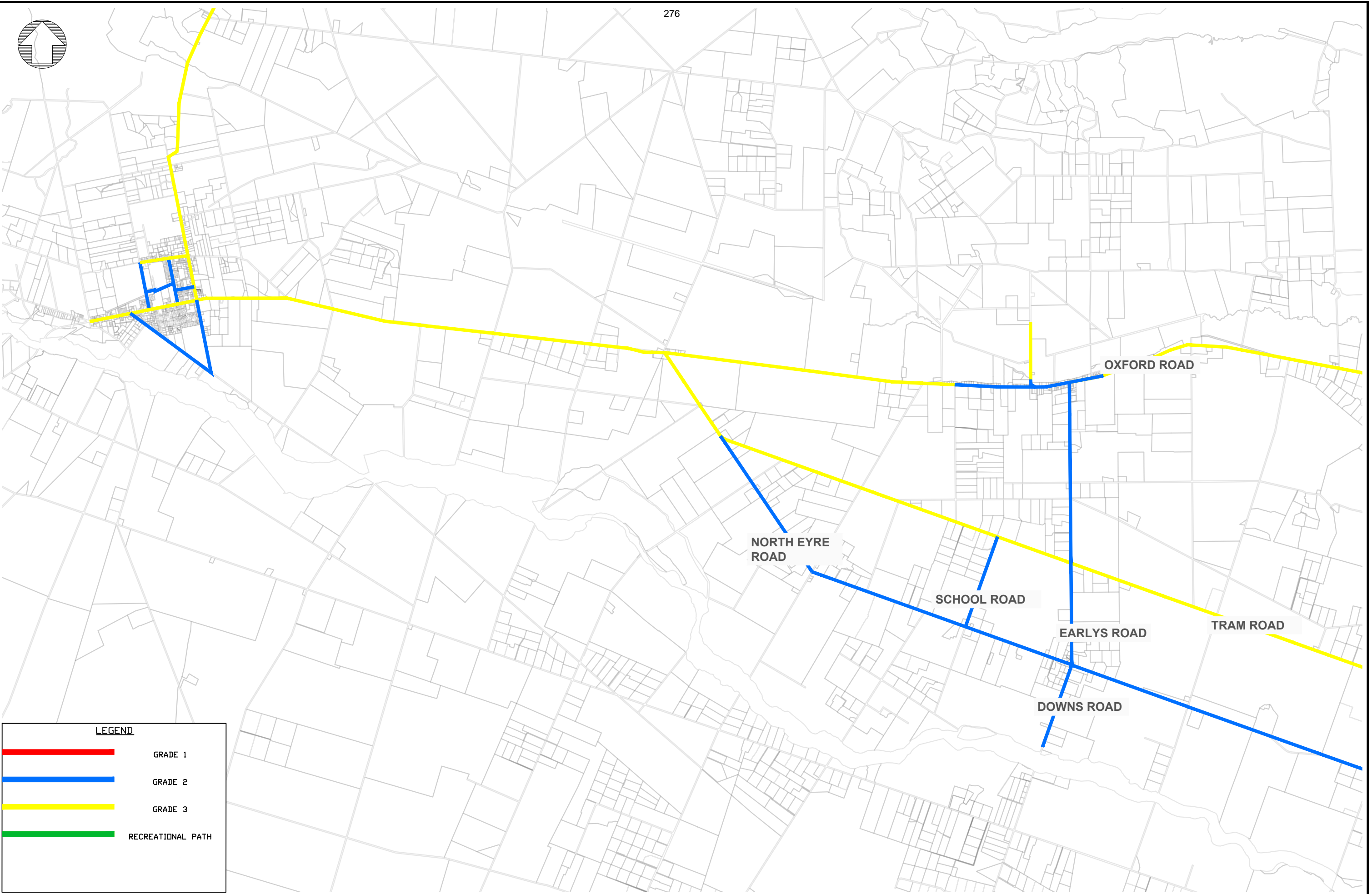
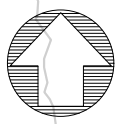


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	MANDEVILLE/OHOKA (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
07	B





**LEGEND**

	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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B	FOR COUNCIL	AMC	KS	---	AUG 2022

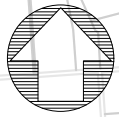
SURVEYED	PROJECT No
DRAWN MB	PD001583
DRAWING CHKD	CON No
DESIGNED	SCALE (A3) NOT TO SCALE
DESIGNED CHKD	DATUM ORIGIN
APPROVED	HORIZONTAL NZTM GD2000
	VERTICAL



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TRAM/OXFORD RD TO OXFORD (RECOMMENDED NETWORK PLAN)
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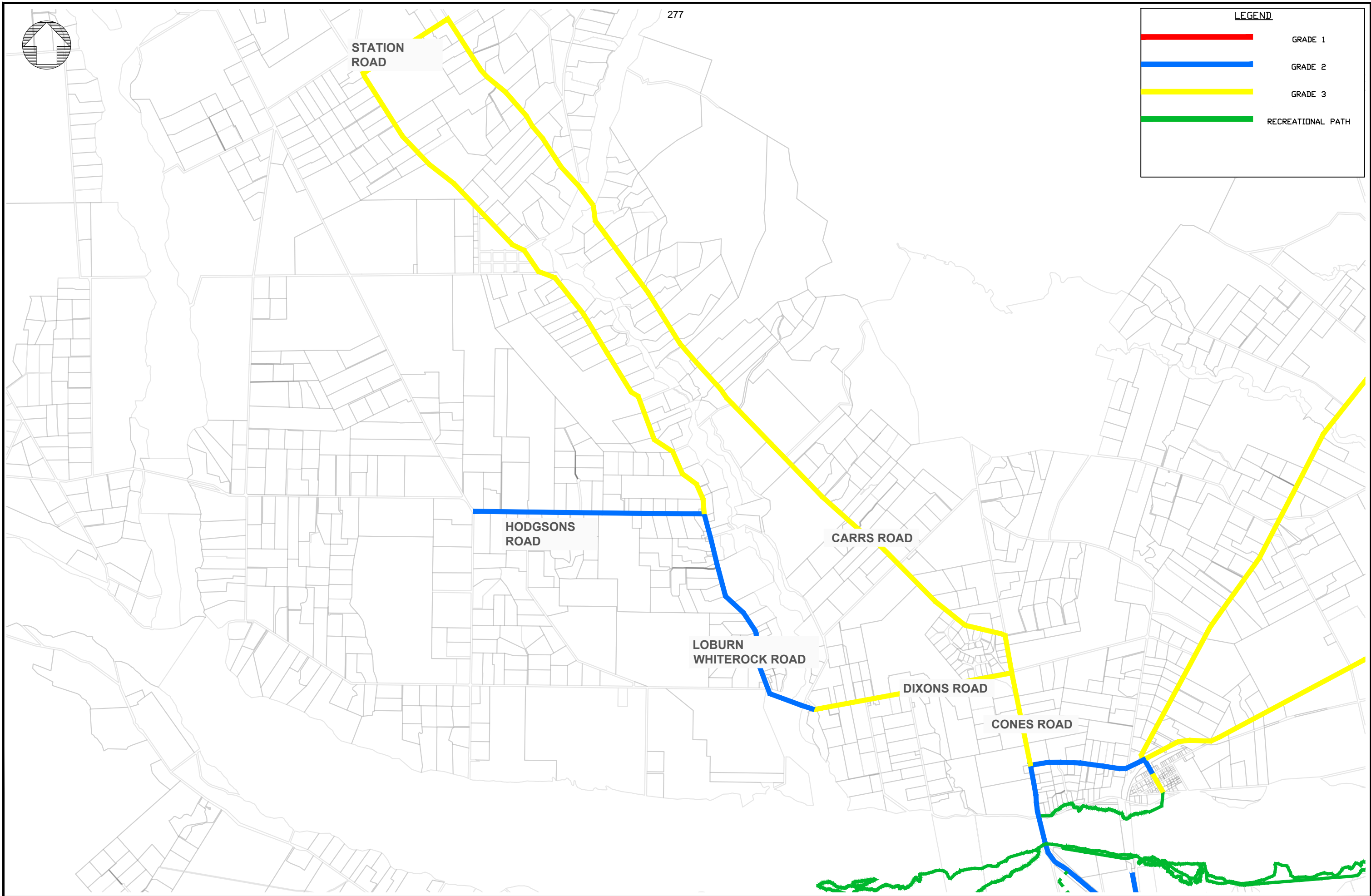
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NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
08	B



277

**LEGEND**

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022
B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	

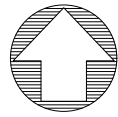


PROJECT	WALKING AND CYCLING NETWORK PLAN
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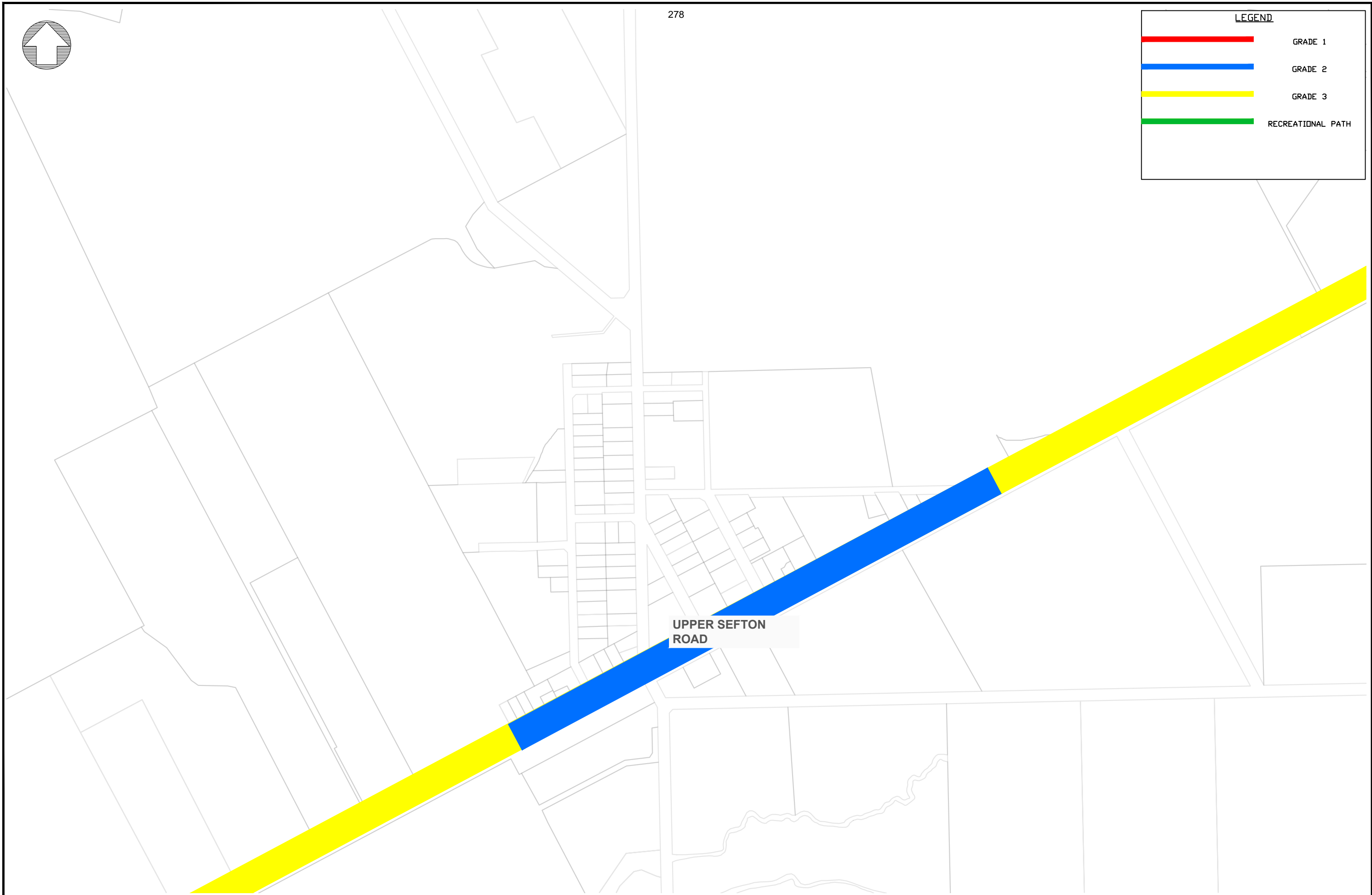
SHEET TITLE	LOBURN (RECOMMENDED NETWORK PLAN)
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<b>FOR INFORMATION</b>	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
09	B





LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH



UPPER SEFTON ROAD

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022
B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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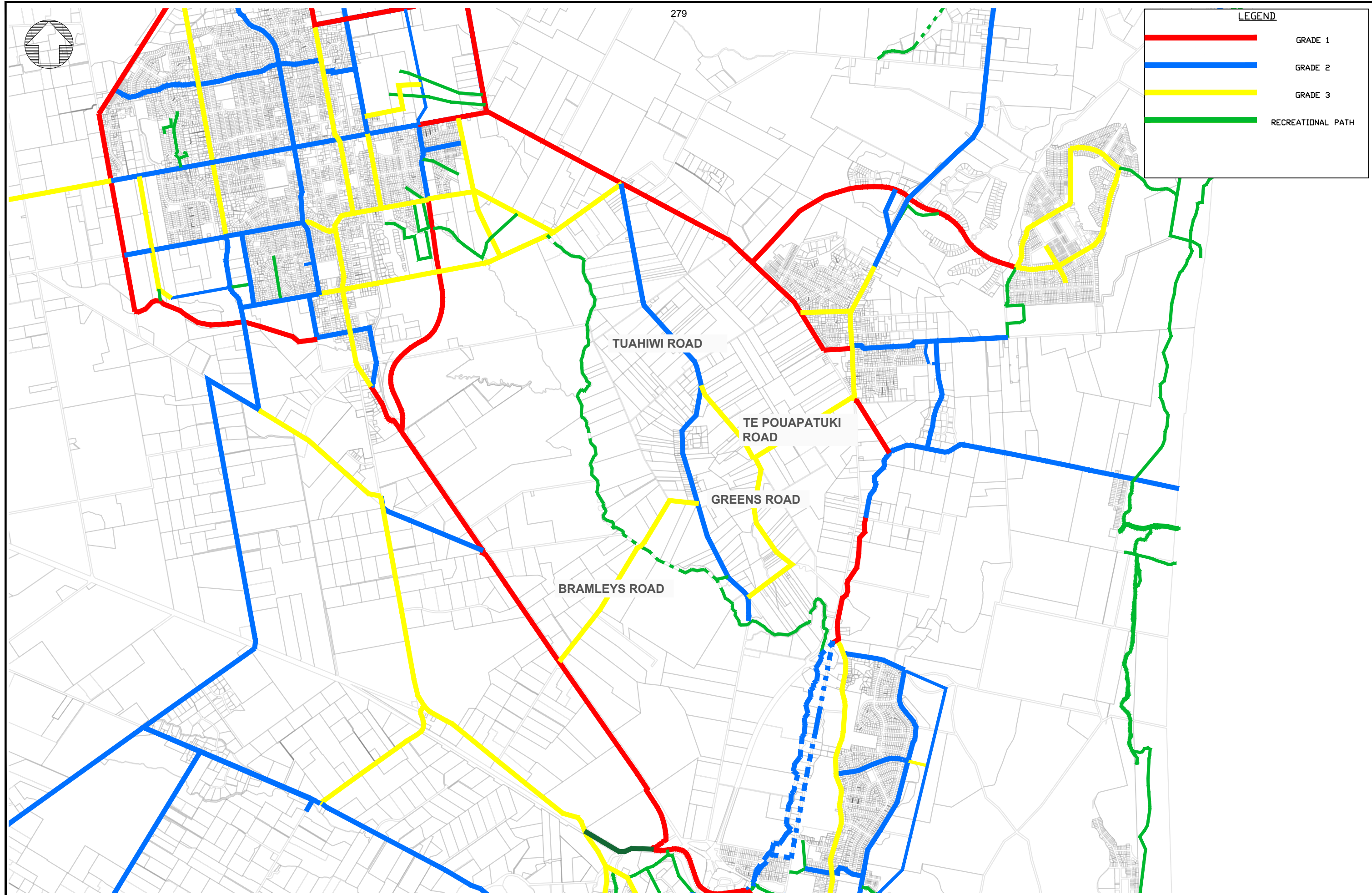
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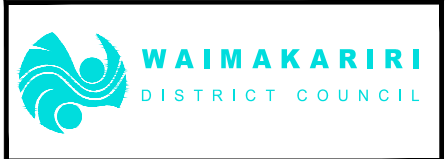
**LEGEND**

- █ GRADE 1
- █ GRADE 2
- █ GRADE 3
- █ RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
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B	FOR COUNCIL	AMC	KS	---	AUG 2022

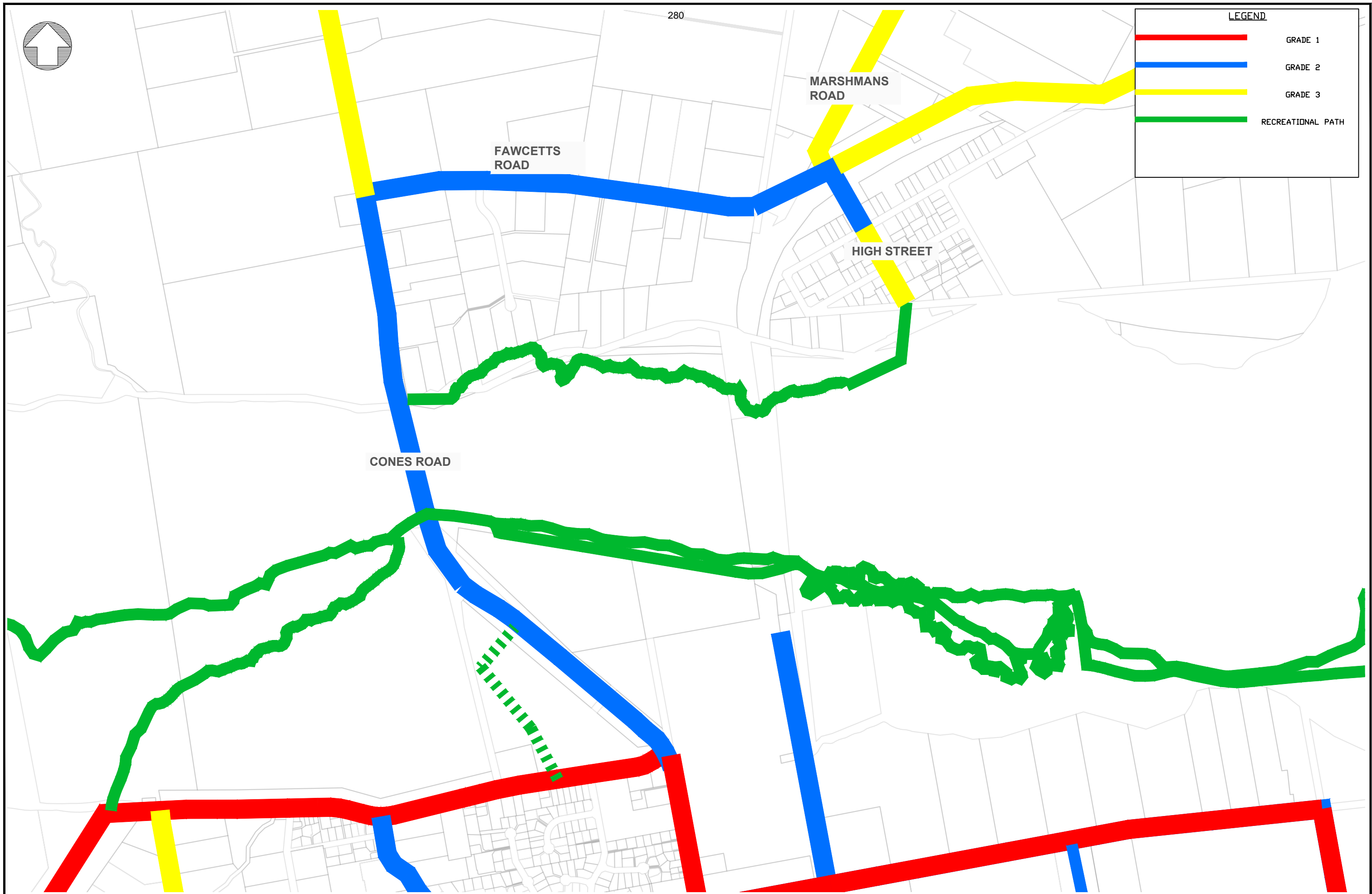
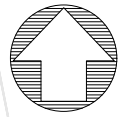
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DRAWING CHKD		SCALE (A3) NOT TO SCALE	
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TUAHIWĪ (RECOMMENDED NETWORK PLAN)
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LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022
B	FOR COUNCIL	AMC	KS	---	AUG 2022

SURVEYED		PROJECT No	PD001583
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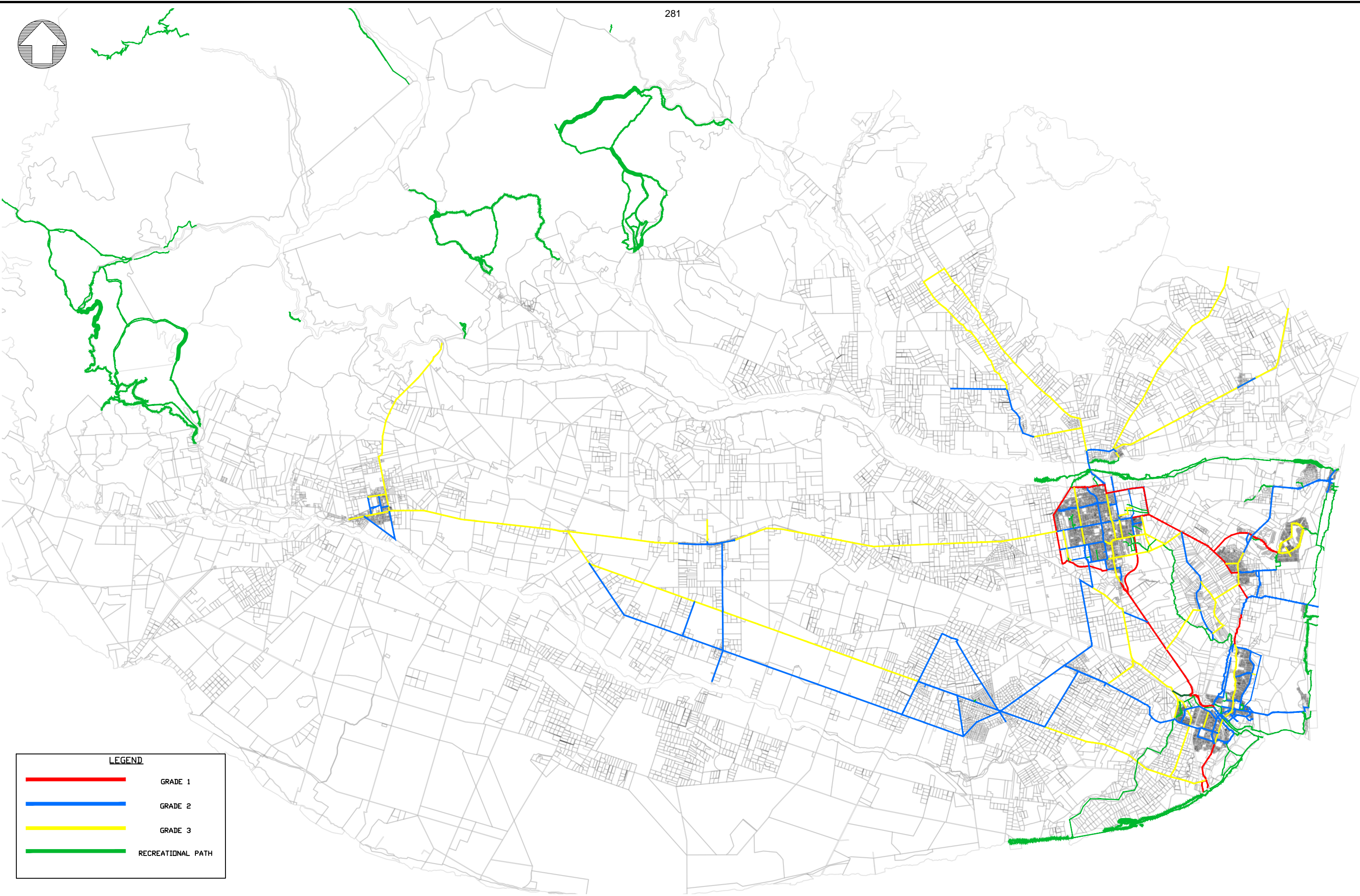


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	ASHLEY (RECOMMENDED NETWORK PLAN)
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**LEGEND**

	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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B	FOR COUNCIL	AMC	KS	---	AUG 2022

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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	DISTRICT WIDE (RECOMMENDED NETWORK PLAN)
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Print Out No. 2

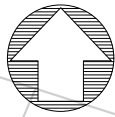
## Prioritisation Programme for the Walking and Cycling Network Plan

These maps show the prioritisation programme for the Walking and Cycling Network Plan.

The specific routes are placed into three categories and a high-level estimate is provided for each:

	Priority Links	High-Level Estimate*
<b>Priority 1</b>	<ul style="list-style-type: none"> <li>- Tram Road (Mandeville to Swannanoa School path)</li> <li>- Mandeville Road (McHughs Road to Mandeville Sports Ground)</li> <li>- Ashley Street/Ivory Street/Percival Street</li> <li>- Railway Road/Torlesse Street/Coronation Street/Ellis Road</li> <li>- Woodend to Pegasus (SH1)</li> <li>- Dixons Road/Loburn Whiterock Road/Hodgsons Road</li> <li>- Sandhill Road (Williams Street to Woodend Beach Road)</li> <li>- Old North Road/Ranfurly Street/Walker Street OR Lower Camside Road</li> </ul>	<ul style="list-style-type: none"> <li>- \$246,500</li> <li>- \$91,500</li> <li>- \$586,000</li> <li>- \$773,500</li> <li>- \$639,000</li> <li>- \$620,000</li> <li>- \$695,000</li> <li>- \$915,000</li> </ul>
<b>Priority 2</b>	<ul style="list-style-type: none"> <li>- Harewood Road (High Street to Main Street)</li> <li>- High Street (Main Street to Harewood Road)</li> <li>- Earlys Road (end of current facility to Springbank Road)</li> <li>- Williams Street (north)</li> </ul>	<ul style="list-style-type: none"> <li>- \$100,000</li> <li>- \$160,000</li> <li>- \$40,000</li> <li>- \$420,000</li> </ul>
<b>Priority 3</b>	<ul style="list-style-type: none"> <li>- Main Street (urban limits)</li> <li>- Cust Road (through the township)</li> </ul>	<ul style="list-style-type: none"> <li>- \$250,000</li> <li>- \$400,000</li> </ul>

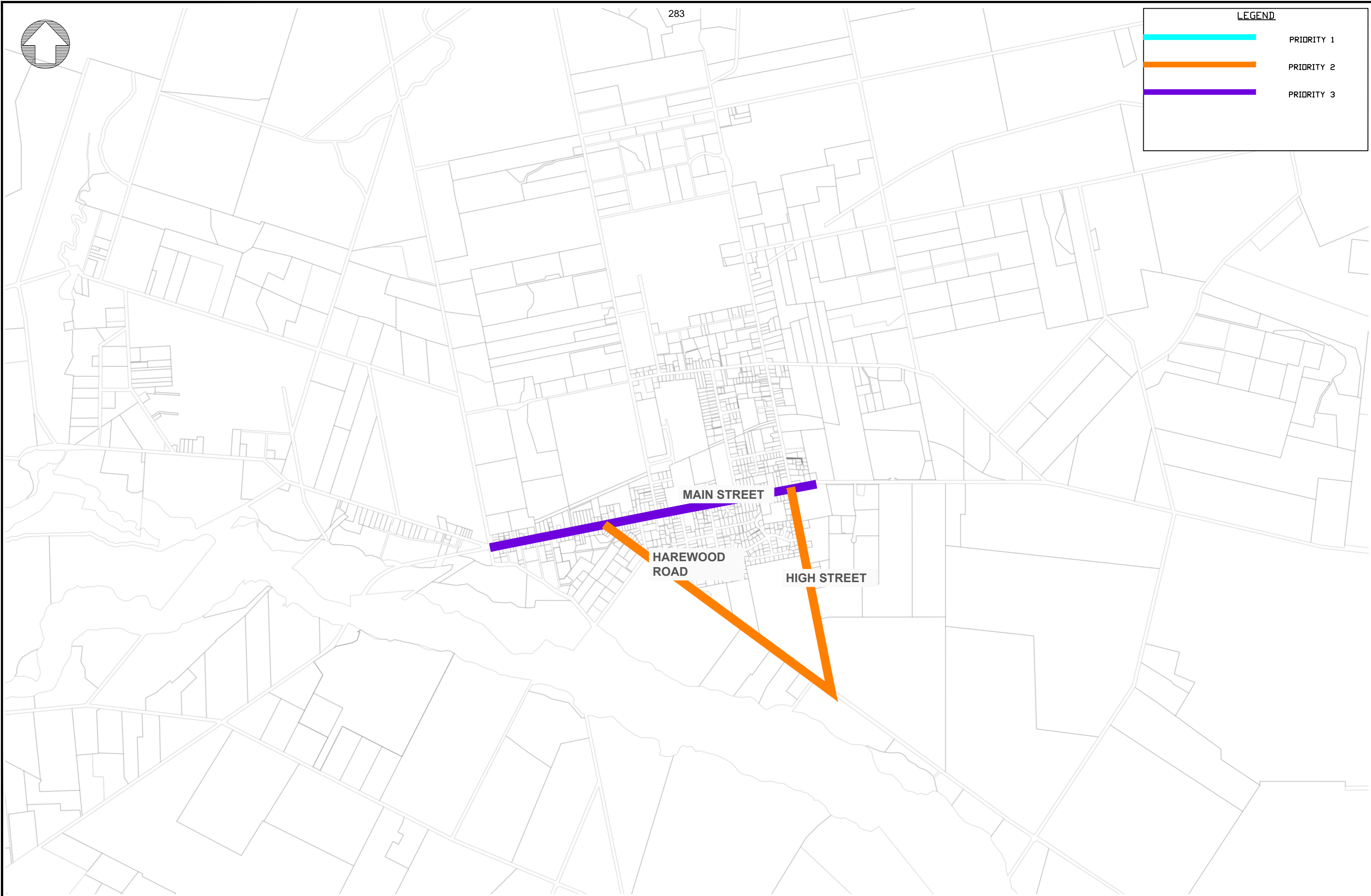
\*Detailed estimates to be completed during scheme design (based on /m rates for like paths)



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**LEGEND**

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022
B	FOR COUNCIL	---	---	---	OCT 2022

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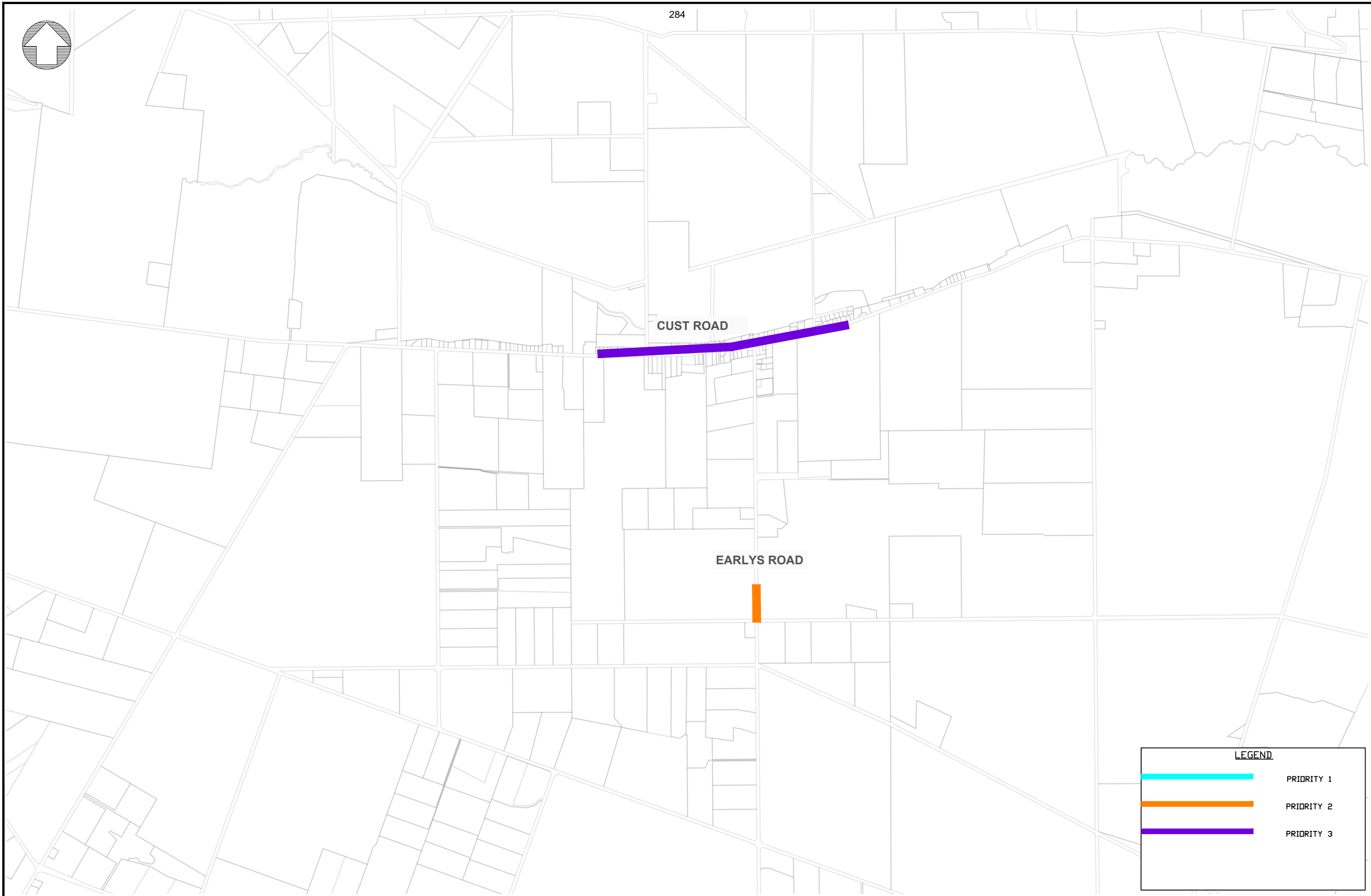
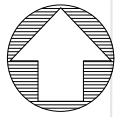


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OXFORD (REC. PRIORITISATION PROGRAMME)
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CUST ROAD

EARLYS ROAD

**LEGEND**

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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B	FOR COUNCIL	---	---	---	OCT 2022

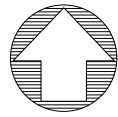
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PROJECT  
**WALKING AND CYCLING NETWORK PLAN**

SHEET TITLE  
**CUST  
(REC. PRIORITISATION PROGRAMME)**

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NOT FOR CONSTRUCTION	
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**LEGEND**

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3

**ASHLEY STREET**

**PERCIVAL STREET**

**TORLESSE STREET**

**RAILWAY ROAD**

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022
B	FOR COUNCIL	---	---	---	OCT 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
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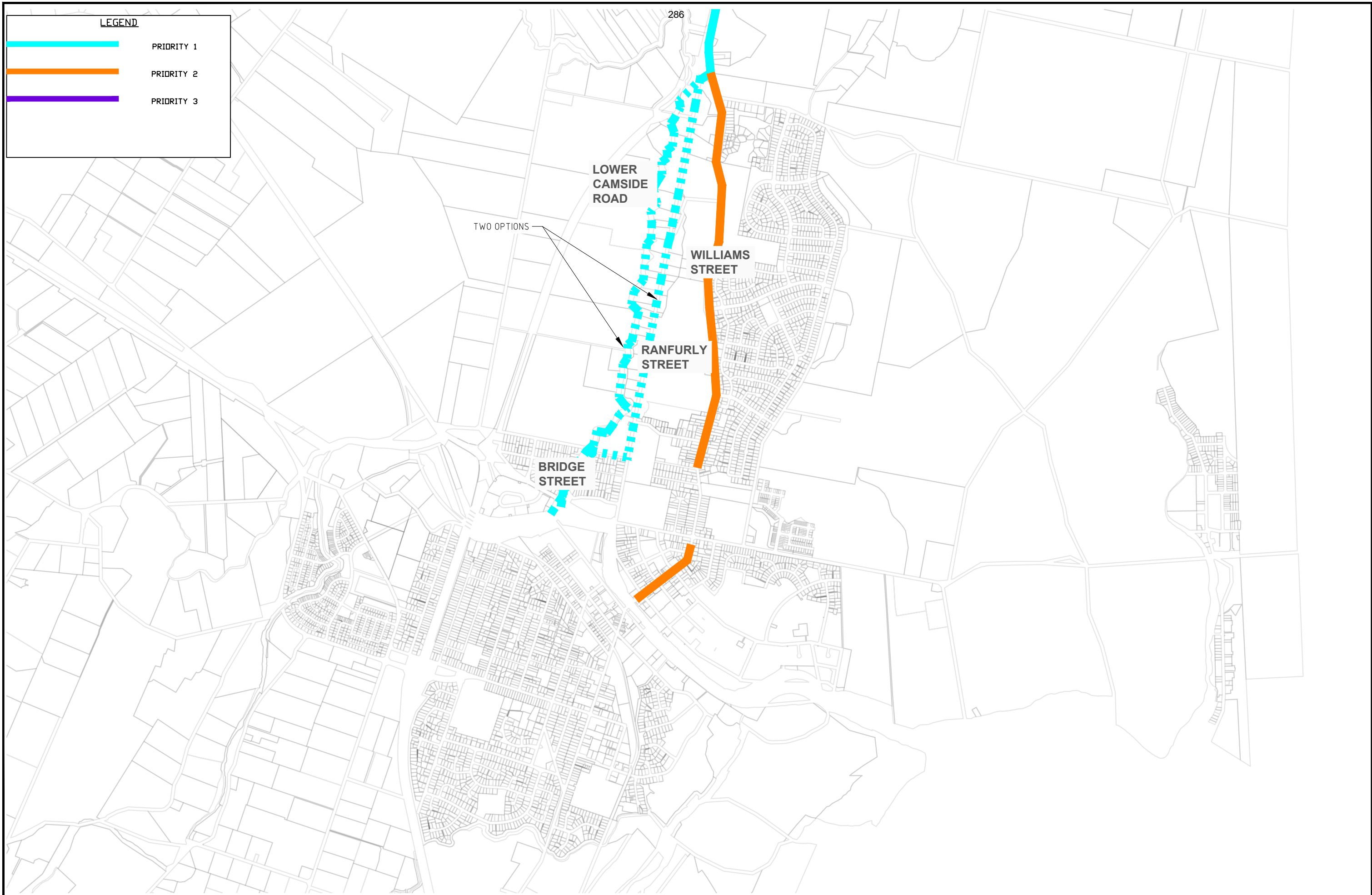


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA (REC. PRIORITISATION PROGRAMME)
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B	FOR COUNCIL	--	--	--	OCT 2022

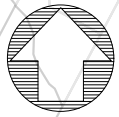
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PROJECT  
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE  
KAIAPOI  
(REC. PRIORITISATION PROGRAMME)

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SHEET	REVISION
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MAIN NORTH ROAD

TUAHIWI ROAD

SANDHILL ROAD

LEGEND

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022
B	FOR COUNCIL	---	---	---	OCT 2022

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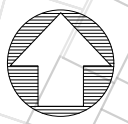


PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WOODEND/PEGASUS/TUAHIWI (REC. PRIORITISATION PROGRAMME)
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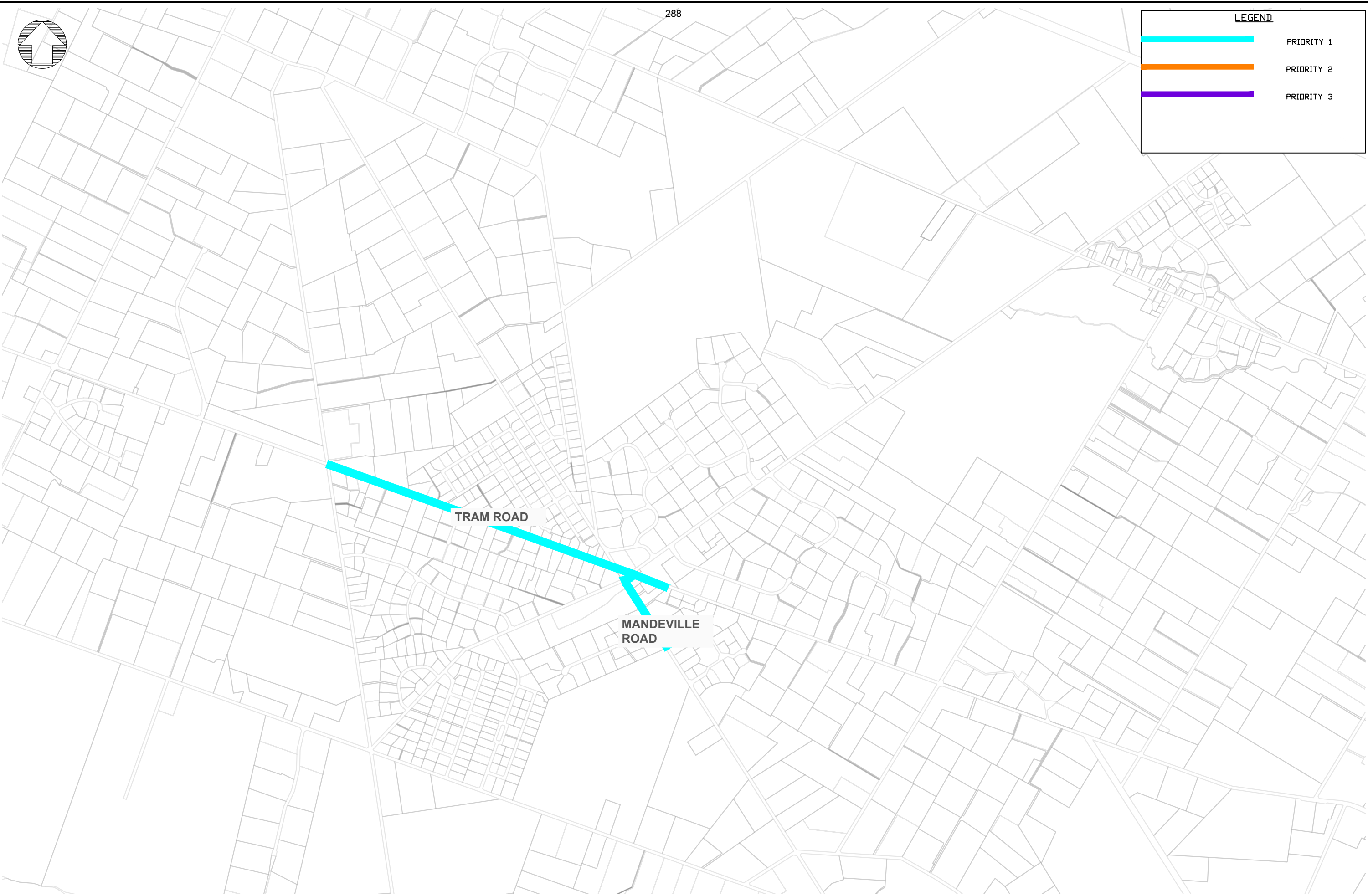
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**LEGEND**

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3



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B	FOR COUNCIL	---	---	---	OCT 2022

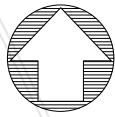
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OHOKA/MANDEVILLE (REC. PRIORITISATION PROGRAMME)
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**LEGEND**

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3

**HODGSONS ROAD**

**LOBURN WHITEROCK / DIXONS ROAD**

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022
B	FOR COUNCIL	---	---	---	OCT 2022

SURVEYED		PROJECT No	PD001583
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	LOBURN (REC. PRIORITISATION PROGRAMME)
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**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-03-06 / 220922165111

**REPORT TO:** COUNCIL

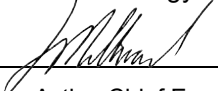
**DATE OF MEETING:** 4 October 2022

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

**SUBJECT:** Approval of the Roading & Transportation Procurement Strategy 2022

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

\_\_\_\_\_ General Manager

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

**1. SUMMARY**

- 1.1 This report is to seek approval of the Transportation Procurement Strategy 2022.
- 1.2 The Waka Kotahi (NZ Transport Agency) Procurement Manual is to be used for activities funded through the National Land Transport Programme and contains procurement procedures approved by Waka Kotahi for use by approved organisations, when purchasing infrastructure, planning and advice, and public transport services
- 1.3 A requirement of the Procurement Manual is that all approved organisations are required to develop a procurement strategy for transportation works, goods and services, and to have this endorsed by Waka Kotahi.
- 1.4 The previous Roading and Transportation Procurement Strategy was adopted in December 2019 expires on the 20<sup>th</sup> December 2022, therefore a thorough review and adoption of a new strategy is required. This then needs to be submitted to Waka Kotahi for review 40 working days prior to the current strategy expiring.
- 1.5 A review of services required by Section 17A of the Local Government Act was last undertaken in in November 2019.
- 1.6 The Procurement Strategy does not propose any new procurement practices; it confirms Council's current practices as providing good value for money and meeting required levels of service.
- 1.7 Waka Kotahi will formally endorse the strategy once it has been approved by Council.

**Attachments:**

- i. Draft Transport Procurement Strategy 2022 (Trim No. 220923165338)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 220922165111;

- (b) **Approves** the Draft Transportation Procurement Strategy 2022 (TRIM No. 220923165338);
- (c) **Notes** that shared services are considered and implemented with neighbouring local authorities where applicable;
- (d) **Notes** that should any changes be required following review by Waka Kotahi and prior to endorsement, that these would be progressed subject to approval by the General Manager Utilities & Roading and the Acting Chief Executive;
- (e) **Notes** that any major changes would be reported back to Council;
- (f) **Circulates** this report to Community Boards for information;

### 3. **BACKGROUND**

- 3.1. To meet Waka Kotahi requirements the Waimakariri District Council must have in place, a procurement strategy endorsed by the agency.
- 3.2. The current procurement strategy was endorsed in December 2019 and is required to be reviewed and resubmitted every three years. As such the strategy needs to be reviewed and then endorsed by the agency by the 20<sup>th</sup> December 2022. There is a 40 working day processing period for Waka Kotahi to carry out this review.
- 3.3. The Transportation Procurement Strategy is an activity management strategy to ensure community agreed levels of service are efficiently and effectively delivered, and that best value for money is being achieved.
- 3.4. Council are required to consider, and where appropriate, incorporate broader outcomes within purchasing practices for goods and services, to provide secondary benefits from procurement. This includes social, economic, environmental and cultural benefits, which aligns with the Community Outcomes which have been adopted by Council and are included within the Long Term Plan.
- 3.5. A draft procurement strategy has been submitted to Waka Kotahi. Any feedback from this process which is minor in nature will be incorporated into the document where appropriate. Should any major changes be required then this would be brought back to Council prior to the changes being incorporated.
- 3.6. The previous procurement strategy has been reviewed. The strategic framework for the document has been updated and clarified, however there have been no significant changes to the contract forms or terms currently used, as they provide good value for the Community and meet the Community Outcome requirements.
- 3.7. Where appropriate Council uses a shared services model in conjunction with other local authorities to achieve value for money. Example of this are the Street Light Maintenance Contract and working with Hurunui District Council on boundary maintenance activities

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

- 4.1. The Local Government Act 2022 states that a local authority must review the cost-effectiveness of current arrangements for meeting the needs of communities within its district or region for good-quality local infrastructure, local public services, and performance of regulatory functions.
- 4.2. Subject to subsection (3), a review must be undertaken:  
*In conjunction with consideration of any significant change to relevant service levels; and*

- (b) *Within 2 years before the expiry of any contract or other binding agreement relating to the delivery of that infrastructure, service, or regulatory function; and*
- (c) *At such other times as the local authority considers desirable, but not later than 6 years following the last review under subsection (1).*

- 4.3. A review of road maintenance service was last carried out under Section 17A of the Local Government Act and reported to the Audit & Risk Committee of Council in November 2019.
- 4.4. The current road maintenance contract (CON2019/43) started on 1 November 2020 and as such is in the second year of a 3+1+1 contract, with extensions subject to satisfactory performance.
- 4.5. Therefore to ensure statutory requirements are met, a section 17A review is planned to be undertaken early in 2023 for the delivery of Road Maintenance and Renewal Services.
- 4.6. Feedback is currently being sought from the construction industry on the draft Transportation Procurement Strategy 2022. The recommendations within this report provides delegation to implement minor changes following this consultation.
- 4.7. The strategy is required to be formally reviewed every three years but this does not preclude other changes to the strategy between the formal reviews to meet changing markets or changing environments. It should be considered a live document
- 4.8. There are two options available to Council:
- 4.8.1. Option One – Approve the Procurement Strategy
- This is the recommended option as it will ensure Council has an approved strategy in place and is an approved agency. As such Council will continue to be eligible for Waka Kotahi co-funding for transport activities.
- 4.8.2. Option Two – Decline approval of the Procurement Strategy and instruct staff to undertake further review
- This is not the recommended option as Council are required to have an approved procurement strategy in place. Not having an endorsed procurement strategy in place would result in a review of the current Waka Kotahi funding agreement.
- 4.9. The updated Procurement Strategy has been discussed with the Procurement Manager who supports the approach of the strategy.

### **Implications for Community Wellbeing**

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

Broader outcomes can be achieved by considering wider benefits generated from the procurement activity. This can be environmental, social, economic or cultural benefits.

- 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.

Broader outcomes can be achieved by considering wider benefits generated from the procurement activity. This can include cultural benefits.

## 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, as it relates to broader outcomes for the Community.

Feedback is being sought from the contracting industry and from Councils within the Canterbury region on the Draft Transportation Procurement Strategy 2022.

## 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.

Broader outcomes can be achieved by considering wider benefits generated from the procurement activity. This can be environmental, social, economic or cultural benefits.

While specific views have not been sought from the Community on this matter, it is expected that road maintenance work is carried out efficiently and effectively, to ensure levels of service are met. The Draft Transportation Procurement Strategy 2022 takes this into account.

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

### 6.1. **Financial Implications**

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

This strategy is about procuring services to deliver the roading programme so it impacts on all of the roading expenditure. This impact is positive as its purpose is to deliver best value. The annual cost of the road maintenance and renewal activities are provided for within the Roding budgets.

The recommended procurement methods and contract models aligns with current best practice for road maintenance and renewal contracts.

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

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

Broader outcomes can be achieved by considering wider benefits generated from the procurement activity. This can include environmental benefits.

### 6.3 **Risk Management**

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

The review process for the Transportation Procurement Strategy includes an assessment of current practices and considers alignment with best practice.

### 6.3 **Health and Safety**

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

All construction and maintenance contracts involve careful management of Health & Safety risks. Contractors are required to be SiteWise registered (or equivalent) with a minimum score achieved. As part of all physical works contracts, the successful contractor is required to submit a Health & Safety Plan for approval prior to contract commencement.

## 7. **CONTEXT**

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



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

## 7.2. **Authorising Legislation**

7.3. The Land Transport Management Act 2003 and the Local Government Act are relevant legislation on this matter.

7.4. In particular the Land Transport Management Act 2003 requires Waka Kotahi to have in place approved procurement procedures and to ensure best value is the main outcome of the procurement.

7.5. The use of Waka Kotahi (NZ Transport Agency) approved procurement procedures is a statutory obligation under s25 of the Land Transport Management Act 2003.

7.6. Section 17A of the Local Government Act sets requirements for the regular review of cost effectiveness of procurement practices.

## 7.7. **Consistency with Community Outcomes**

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

### ***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.
- Our District is well served by emergency services and volunteers are encouraged.

### ***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.
- Public transport serves our District effectively.
- Opportunities to increase the occupancy of commuter vehicles is actively encouraged.

### ***Core utility services are sustainable, resilient, affordable; and provided in a timely manner***

- Climate change considerations are incorporated into all infrastructure decision-making processes
- Infrastructure services are managed in a way that reduces emissions over time

### ***People's needs for mental and physical health and social services are met***

- Our people are supported by a wide range of health services that are available and accessible in our District
- There are wide ranging opportunities to support people's physical health, social and cultural wellbeing.

## 7.8. **Authorising Delegations**

Council has the authority to approve strategies of this nature.



# Waimakariri District Council

## Transportation Procurement Strategy 2022

Draft for Approval



**Internal Quality Record**

	Signature	Date
<b>Prepared By</b> Joanne McBride – Roothing and Transportation Manager		
<b>Approved For Issue By</b> Gerard Cleary – Manager, Utilities and Roothing		
<b>Approved By</b> Council		

**Revision Record**

Rev No	Date	Description	Prepared By	Approved By
1		DRAFT Procurement Strategy to Waka Kotahi for comment	J. McBride	
2		DRAFT Procurement Strategy to Council for Approval	J. McBride	

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Appendix A: Delegation, Policy & Strategy Website Links

Appendix B: Waimakariri District Council Community Outcomes

Appendix C: Industry Feedback

Appendix D: Organisational Structure



## 1. Executive Summary

Procurement plays a vital role in the delivery of Council outcomes, with a significant variety of goods and services being purchased from third party suppliers.

The Council recognises that rigorous procurement and contract management practices:

- (a) ensure the Council delivers value for money
- (b) provides a quality outcomes for the community
- (c) underpin the performance and delivery of the Council's strategic and business objectives
- (d) provides opportunities for business sustainability, strategic growth and improvement

This strategy has been developed as a guidance document for Waimakariri District Council staff, to support best practise procurement outcomes and to inform the supplier community.

### 1.1. Aims and Objectives of this Strategy

The overarching aim of the Waimakariri Transportation Procurement Strategy is to ensure that procurement planning reflects the Waimakariri District Council's corporate aims and priorities, is consistent with Council strategies and policies, and meets Waka Kotahi funding and procurement rules.

This strategy is unique to the Waimakariri District Council and recognises the experience of Council staff and the economic and geographic environment in which the Council operates, and is to be read in conjunction with the Waka Kotahi (NZ Transport Agency) Procurement Manual Amendment 5.

The Waka Kotahi (NZ Transport Agency) Procurement Manual sets out the rules for the procurement activity funded through the National Land Transport Fund. The use of Waka Kotahi approved procurement procedures is a statutory obligation under s25 of the Land Transport Management Act 2003.

Amendment 5 was implemented to cover a number of areas including (but not limited to) setting out the requirement to:

- Comply with the Government Procurement Charter to achieve public value
- Consider how procurement, where appropriate, can contribute to the Governments Broader Outcomes
- Update Health & Safety expectations

The objectives of this strategy are to:

- a) Support the achievement of the Council's Community Outcomes and the Waimakariri Long Term Plan through efficient procurement processes
- b) Deliver services to the community that represent best value for money
- c) Encourage appropriate levels of competition across the supplier markets
- d) Ensure procurement is fair and transparent with effective accountability measures and consideration of risk allocation
- e) Allow for opportunities for local and regional businesses to participate
- f) Identify opportunities for working with others in order to maximise purchasing power and identifying opportunities for innovation and to add value.
- g) Ensure that current and future procurement activities are planned, implemented, monitored and reviewed effectively
- h) Ensure that good practice examples are identified and applied consistently.
- i) Ensure broader outcomes are generated from the procurement activity. This can be environmental, social, economic or cultural benefits.
- j) Consider factors which may impact on or disrupt the supply chain.

## 1.2. Procurement Environment

Waimakariri District is part of the greater Christchurch area and is approximately 30 minutes' drive from the centre of Christchurch City, and so this provides good access to a large pool of suppliers. Many of the large national/international organisations have bases in Christchurch City and there is also a range of small to medium companies based in the District.

The Waimakariri District Council has experienced in-house Roading and Project Delivery Unit teams, with good network management, asset management, project management and contract management capability and skills, along with a good knowledge of the local community and its expectations and needs. This experience is utilised in combination with the large external supplier market to achieve the objectives of this strategy. Within the Project delivery Unit there are three fully Qualified Tender evaluators.

### Key Issues for the District:

- The district has experienced a significant amount of growth traffic volumes over the last decade (post Christchurch earthquake 2010)
- There is high level of agricultural and manufacturing activity within the district along with significant gravel extraction from our braided rivers, resulting in an increasing number of heavy vehicle movements causing deterioration of the network and often using narrow roads that are ill-suited to the these types of vehicles
- Due to the flat and grid like roading network layout, there are a large number of cross intersections, largely in high speed rural areas, which create safety issues.
- Increasing natural events and ongoing consequences of weakened infrastructure is causing an accelerated deterioration of infrastructure.
- Increasing supply chain costs are resulting in rapidly increasing prices, and the need for innovation / collaborative working to achieve efficiencies.

### Opportunities for the District:

- Collaborative, shared service contracts are being retained and renewed, and new collaboration opportunities are discussed with neighbouring Road Controlling Authorities (e.g. asset management activities such as street lighting).
- There is a move to more sustainable transport options which provides an opportunity to plan for infrastructure for alternate modes that have lower environmental impacts and a lower whole of life cost.
- Continue to work with staff and our maintenance contractor to apply an improved business case approach to the management of our transport network, therefore ensuring investment is appropriately planned for and managed to achieve a transport network which is fit-for purpose and efficiently maintained, to respond to present and future traffic demands.

## 1.3. Procurement Approach

In its approach to procurement the Waimakariri District Council will utilise guidance provided by the Waka Kotahi (NZ Transport Agency) Procurement Manual "Procurement Procedure 1 – Infrastructure" and "Procurement Procedure 2 – Planning and Advice".

The Council carried out a review of its previous overarching Purchasing (including tendering) Policy in 2018 and the current "Procurement and Contract Management Policy" was adopted by Council on 5 February 2019. This policy included a number of

changes including additional principles to provide further underlying guidance to the policy, clarification around organisational scope, consideration of sustainability and risk.

The Council also has a Procurement Strategy which seeks to provide the strategic direction for procurement activities for the organisation. It sets forth the framework to achieve public value and quality outcomes through best procurement practices.

The approach adopted by the Waimakariri District Council for the various aspects of its transportation procurement is as follows:

- Road maintenance and renewal work is managed on a network management basis under one term service contract using a design and build, delivery model and using NEC3 conditions of contract. It is managed in a collaborative working environment by Council in-house staff. Supplier selection is by the price quality method. The current contract period is 5 years (3+1+1). Consideration will be given to moving to a NZS3917 contract form as part of the Section 17A review which is planned for early in 2023.
- Street light maintenance and renewal work is managed on a network management basis under one term maintenance contract using NZS3917, combined with Waka Kotahi street lighting on its North Canterbury Network and with Hurunui District Council, using a design and build delivery model. It is managed in a collaborative working environment by Council in-house staff. Supplier selection is by the price quality method. The current contract period is 5 years (3+1+1).
- Routine new capital works are delivered by small to medium low risk contracts using a traditional design followed by construction staged delivery model to provide opportunities for local small and medium sized contractors. It utilises standard documentation and construction details to reduce risk and cost. Associated professional services are usually provided by in-house staff. Supplier selection is generally procured by the lowest price conforming method with flexibility to assess depending on risk.
- Major capital projects are generally delivered by one off contracts using a staged delivery model with associated professional services provided by external consultants and overseen by experienced in-house project managers. Complex or high risk projects may include an expression of interest and short listing stage to ensure contract outcomes are met. Design and build delivery models may be considered for complex projects, or projects where it is felt value can be gained by industry input. Supplier selection is usually by the price quality method.
- Professional services for routine network management, programme management, routine investigations and reporting, asset management and for delivering community road safety programmes is provided in-house.
- Specialist professional services such as bridge inspections, structural advice, geotechnical advice, road safety audits, traffic assessments and specialist technical services are provided by external consultants. A staged delivery model is used for under a quality based supplier selection process. The current professional services contract period is 5 years (3+1+1).
- Specialist services for traffic counting is provided by an external specialist consultant. A staged delivery model is used under a quality based supplier selection process. The current professional services contract period as approved by Waka Kotahi is 6 years (3+1+1+1).
- Specialist services for road condition rating and surveys are provided by external consultants. A staged delivery model is used under a Lowest Price Conforming supplier selection process which provides opportunities for local and regional, small and medium sized consultants.

A Civil Works Pre-qualification Panel was implemented by Waimakariri District Council in 2021. The intent of the prequalification panel is to help streamline the tendering process. Where there is an appropriate category of the panel, invited tenders are sent out directly to pre-qualified suppliers. Open tenders are still advertised publically via Tenderlink.

There are three tiers of pre-qualification:

- Tier A:  
This is the highest tier of the Category, and is suitable for suppliers who can carry out complex work with a high degree of autonomy. This category included projects with values over \$1mil, which have high levels of risk and significant complexity.
- Tier B:  
This is the middle tier of the Category, and is suitable for suppliers who can carry out work on the bulk of Council's projects. This category included projects with values between \$500k and \$1mil, which have medium levels of risk and reasonable complexity.
- Tier C:  
This is the entry level tier of the category, where the suppliers and their systems may be unknown, or less well defined. This category included projects with values less than \$500k, which have standard levels of risk and routine complexity.

There are currently 55 suppliers on the Waimakariri District Council Civil Works Pre-qualification List.

#### 1.4. Review and Monitoring

This strategy will be assessed regularly to test the appropriateness of the approaches used and it will be formally reviewed every three years in line with Waka Kotahi requirements.

#### 1.5. Health & Safety

This strategy considers Council's responsibilities within the Health and Safety at Work Act 2015.

WorkSafe as the Crown's Agency has a vision that "Everyone who goes to work should come home healthy and safe".

Council is responsible for managing the work-related risks that could cause serious injury, illness or even death. The Health & Safety at Work Act recognises that to improve our poor health and safety performance we all need to work together. Government, businesses and workers must establish better leadership, participation in, and accountability for people's health and safety.

To achieve the vision of the strategy the HSWA provides a new way of thinking. In particular:

- Clarifying our duties as a Person Conducting a Business or Undertaking (PCBU) and understanding the relationship with other PCBU's
- Formalising our approach to pre-qualification and performance management
- Clarifying our safety expectations with our suppliers
- Risk management

Council has a Health & Safety Policy and requires all contractors/suppliers working for the Council to be SiteWise registered (or equivalent), achieve a minimum score and submit a site specific safety plan for the project for consideration and approval by

Council, before any works can commence. These aspects are required as part of our procurement approach and are detailed in our procurement and individual project plans.

Consideration is also given to site specific hazards through the design process and a “Safety in Design” assessment is undertaken for capital projects and renewals. This information is then incorporated into tender documents and risks managed through the construction period.

As part of the tender process, methodology is one of the attributes which is scored, with specific consideration being given to the detail of how the proposed works will be undertaken safely. During the construction period, site Health & Safety audits are undertaken to ensure requirements are being met.

#### 1.6. Recommendations

That Waimakariri District Council:

- **Approves** the Transportation Procurement Strategy for the period 12 December 2022 to 11 December 2025;
- **Submits** the Transportation Strategy to Waka Kotahi (NZ Transport Agency) for endorsement for the period 12 December 2022 to 11 December 2025.

That Waka Kotahi (NZ Transport Agency):

- **Endorse** the “Waimakariri District Council Transportation Procurement Strategy December 2022” for the period 12 December 2022 until 11 December 2025;
- **Endorse** the Waimakariri District Council Traffic Counting Contract remaining as a 6 year contract (3+1+1+1);
- **Notes** the continued use of in-house professional services under s.26 of the Land Transport Management Act 2003, as previously approved.



## 2. Introduction

This document sets out the Waimakariri District Council's strategic approach to transportation related procurement of works and services within the district.

Waka Kotahi (NZ Transport Agency) requires all Road Controlling Authorities (RCA's) to have in place an approved Procurement Strategy that remains fit for purpose, with ongoing revisions/replacements to be reviewed and endorsed by the Agency.

Effective procurement is crucial in securing high quality, best value works and services for all transport network users and stakeholders. Developing a clear procurement strategy is a key step towards achieving best value, efficiency and competition. It also assist contractors by providing a clear overarching strategy with the key objectives for procurement.

This Procurement Strategy recognises the importance of social responsibility, whole of life cost, environmental and economic impacts.

Best value and efficiency goals require a positive approach to competition, taking advantage of opportunities for innovation and partnerships with the public, contractors, other Councils and organisations. This strategy seeks to strike a balance between several priorities:

- Ensuring quality of works on the assets
- Ensuring efficiency in procuring, and delivering
- Providing social responsibility, by engaging with local and regional suppliers to promote the local economy.
- Ensuring good value to the ratepayer
- Ensuring fairness to the industry

This Procurement Strategy takes a balanced approach to risk management. It is accepted that the Council, as the purchasing organisation, must establish the level of risk it is prepared to shoulder in relation to its dealings with suppliers. Understanding risk and appropriate apportionment, between supplier and Council, is a key consideration when it comes to delivering value for money. Equally, it is important that product is affordable and meets the desired performance levels.

In preparing this Procurement Strategy, Waimakariri District Council (WDC) has considered its planning framework, principles and attitude to procurement.

The Local Government Act 2022 states that a local authority must review the cost-effectiveness of current arrangements for meeting the needs of communities within its district or region for good-quality local infrastructure, local public services, and performance of regulatory functions. Subject to subsection (3), a review must be undertaken:

- (a) In conjunction with consideration of any significant change to relevant service levels; and
- (b) Within 2 years before the expiry of any contract or other binding agreement relating to the delivery of that infrastructure, service, or regulatory function; and
- (c) At such other times as the local authority considers desirable, but not later than 6 years following the last review under subsection (1).

A review of road maintenance service was last carried out under Section 17A of the Local Government Act and reported to the Audit & Risk Committee of Council in November 2019.

The current road maintenance contract (CON2019/43) started on 1 November 2020 and as such is in the second year of a 3+1+1 contract, with extensions subject to satisfactory performance. As such a section 17A review is planned to be undertaken early in 2023 to ensure statutory requirements are met.

### 3. Procurement Policy Context

#### 3.1. District Overview

The Waimakariri District is one of the two districts that make up North Canterbury. The District (225,000 hectares) extends from Pegasus Bay in the east to the Puketeraki Range in the west. It is bounded in the south by the Waimakariri River and Christchurch City, and in the north by the Hurunui District.

Kaiapoi and Rangiora are the major urban areas in the Waimakariri District. These towns are situated approximately half an hour's drive north of Christchurch City centre. The District's other main urban areas are Woodend/Pegasus/Ravenswood and Oxford and there are also a number of smaller villages and beach settlements. Sixty-two<sup>1</sup> percent of the District's population resides in the four main urban areas, and a large portion of the population resides in the eastern side of the district.

A large percentage of the District is fertile flat river plains land with highly productive rolling downs. The north-western portion of the District is hill and high country. The District is more densely populated on its eastern side, around the townships of Rangiora, Kaiapoi and Woodend (including Pegasus & Ravenswood).

There are a large number of lifestyle properties around the district, especially around the Mandeville and Ohoka areas. Some of these are used for horticultural enterprises. Others are occupied by people who have been attracted to the District to enjoy living in a rural environment close to Christchurch.

Council expenditure on transportation includes a combination of:

- Operations and maintenance of assets
- Renewal of assets
- Construction of new infrastructure to improve the level of service
- Construction of new infrastructure to meet changing demands and a growing population
- Contribution towards private construction (development) when there is a public benefit
- Professional services to support Council functions

#### 3.2. Policy Context

Waka Kotahi requires Waimakariri District Council to have a procurement strategy that documents our long term integrated approach to the procurement of transportation related activities, funded under section 25 of the Land Transport Management Act 2003 and its amendments.

Waimakariri District Council recognises the importance of a strategic approach being taken to procurement as this helps with achieving boarder outcomes, managing relationships and sourcing suppliers to deliver on Long Term Plan and Annual Plan objectives and business needs, while also delivering best value for the community.

The following is an outline of the strategic documents which provide policy context for investment.

a) Government Policy Statement (GPS).

The current Government Policy Statement (GPS) 2021/31 on Land Transport has four key strategic priorities. These are:

- Road safety

<sup>1</sup> Department of Statistics estimate 2018

- Better travel options
- Climate change
- Improving freight connections

The purpose of the transport system is to improve people's wellbeing, and the liveability of places. It does this by contributing to five key outcomes, identified in the Ministry of Transport's Transport Outcomes Framework. These are:

- Inclusive access
- Healthy and safe people
- Environmental sustainability
- Resilience and sustainability
- Economic prosperity

b) Road to Zero.

Road to Zero is New Zealand's Road Safety Strategy which adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes, and a target for reducing annual deaths and serious injuries by 40 percent by 2030. This includes a transportation network where everyone, whether they're walking, cycling, driving, motorcycling or taking public transport, can get to where they're going safely.

c) The Land Transport Management Act 2003 (LTMA)

Clause 25 of the act outlines the requirements for Waka Kotahi (NZ Transport Agency) to consider when approving Procurement Procedures for use by approved organisations.

Key aspects of procurement procedures include:

- Being designed to obtain best value for money spent
- Enabling persons to compete fairly for the right to supply outputs
- Encouraging competitive and efficient markets for the supply of outputs

The Transport Agency's Procurement Manual aligns with the Government procurement Rules. Adherence to this manual therefore means that obligations relating to the Government Procurement Rules and Free Trade Agreements will be met. Particular obligations relating to the Government Procurement Rules are the Principles of Government Procurement and Government Procurement Charter and Broader Outcomes. The Transport Agency's approved procurement procedures are detailed within its Procurement Manual. The four Northland Approved Organisations will utilise and comply with the procurement procedures within this Procurement Manual for purchasing all works and services that are funded by the Councils with financial support from the Transport Agency. The Transport Agency's Procurement Manual requires each Approved Organisation to have a Procurement Strategy endorsed by the Agency.

d) RLTP

The Canterbury Regional Land Transport Plan (RLTP) 2021-2031 outlines the strategic intent and outcomes for the Canterbury transportation system and guides land transport planning and investment within the region. It sets out:

- The current state of the region's transport network
- Priorities for investment
- A 10-year programme of proposed investment

The RLTP has the following problem statements and benefits which set priorities that need to be focussed on. These are as follows –

Problem Statements:

- Unforgiving network provision, deficiencies in design and vehicle quality, and poor decision making by transport users, are leading to deaths and serious injuries on our transport network
- Land use change, and increased freight and tourism demand, can result in inefficiency and reduce the condition and suitability of infrastructure
- Planning and investment do not always support sustainable transport choices, resulting in high greenhouse gas emissions and adverse health impacts
- Lack of resilience of the network to unknown stresses, severe events and climate change are resulting in community severance and infrastructure being damaged or destroyed.

Benefits:

- A safer transport network and system
- The transport network is fit-for purpose for different user needs
- Better access to sustainable transport mode options
- Improved network reliability and adaptability to deal with unknown stresses, severe events and climate change.

The Transportation problem statements have been developed regionally and are in line with the Government Policy Statement on Transport, the legislative framework provided by the Local Government Act 2002 (LGA2002) and the Land Transport Management Act 2003 (LTMA).

e) Waimakariri District Council Long Term Plan 2021-31

The Council's Long Term Plan outlines our Community Outcomes and how these will be delivered on for our Community. Specifically this seeks the following transportation related outcomes:

Transport is accessible, convenient, reliable and sustainable

- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes
- Core utility services are sustainable, resilient, affordable; and provided in a timely manner
- Climate change considerations are incorporated into all infrastructure decision-making processes
- Infrastructure services are managed in a way that reduces emissions over time
- People's needs for mental and physical health and social services are met
- Our people are supported by a wide range of health services that are available and accessible in our District
- There are wide ranging opportunities to support people's physical health, social and cultural wellbeing.

A copy of the Community Outcomes is included as Appendix B.

3.3. Transportation Activity Management Plan

The purpose of the Waimakariri District Council Transportation Activity Management Plan is to make Waimakariri a great place to be, in partnership with our Communities guided by our outcomes, through the following roles:

- As a service provider;
- As a funder of activities by others;
- As an advocate on behalf of our community;
- As a regulator under legislation



The following goal for the provision of transport infrastructure in the Waimakariri District Council has been developed from the Community Outcomes.

***“To plan, provide, maintain, develop and improve the transport network so that Waimakariri is a great place to be and transport is accessible, convenient, reliable and sustainable”***

The Transportation Activity Management Plan provides a strategic, tactical and operational plan, which provides a framework and guidance that assists Council in meeting the needs and aspirations of the district’s transport network through the effective use of its assets and associated activities.

The plan does the following:

- Identifies how Roading and Transportation activities are to be managed.
- Explain how Council will deliver the required level of service in the most efficient, effective and appropriate manner.

### 3.4. Council Procurement & Contract Management Policy

The Council Procurement and Contract Management policy was adopted on 5 February 2019 and contains the following:

#### Principles

Council procurement and contract management practices shall ensure that the Council plans for, enters into and manages its procurement and contract management activities in a manner that maximises value for money and quality service delivery, as well as realises business, strategic and community expectations.

The following ten principles shall be reflected in all procurement and contract management practices:

- i. Procurement and contract management processes will comply with all applicable statutory obligations, recognise Council's business, strategic and community expectations, and reflect relevant sector, central and local government good practice standards and guidelines. Such processes shall at all times foster a safe working environment for staff, contractors and the general public and support the intent laid down within the Health and Safety at Work Act 2015.
- ii. The purchasing power of the Council will be harnessed for the realisation of its strategic and business objectives, as well as the benefit of the local community.
- iii. Planning and managing for great results. All purchasing decisions will consider what the most appropriate procurement options are, and select from a range of delivery processes to achieve the best outcome for Council and the community.

This provides the flexibility for Council to identify the most appropriate procurement option for obtaining goods and services. The decision about what option to be used will be based on the type of expenditure being incurred as well as other appropriate procurement objectives. Available tools for procurement include:

- Full external service delivery;
- Collaboration between Council and external organisations;
- Public/private partnerships;
- Fully resourced from internal sources.

- iv. The Council shall be fair to all suppliers. Where open tendering applies, procurement practice will demonstrate integrity by all parties and enable all potential suppliers to have equal access through the use of open and contestable processes.
- v. All Council procurement for goods and services shall be open and competitive. However, there are circumstances when Council may decide to restrict or limit supplier involvement in a procurement process, based on matters of scale or relevance, such as in an emergency and/or by allocating work directly to its own operating departments. When this principle of open and competitive purchasing is subject to deviation, Council will document the justification for such actions.  
Suppliers will be disqualified from tendering for Council goods and services for a period of not less than 12 months if they lobby or contact Councillors or staff (other than contacting staff named in the tender documents) regarding a tender while the tendering process is in progress.
- vi. The Council shall ensure full probity in its procurement practices and decision-making processes. All procurement decisions will be appropriate and transparent, fair and equitable, and free from any real or perceived bias or conflict of interest.
- vii. The Council shall take into consideration the whole of life costs and/ or benefits associated with procurement – spanning design, manufacture, delivery, operation and disposal.
- viii. Consideration will be given to sustainable procurement principles whenever possible, i.e. assessing the whole of life social, economic and environmental impact of the procurement.
- ix. All contracts shall clearly identify the functional, performance and/or technical deliverables and key performance indicators that reflect Council's expectations and quality standards, and establish effective means to measure, monitor and manage their delivery.
- x. All contracts will be actively managed in a manner that fosters collaboration with suppliers and contractors, maximises value for money, supports the Ta Matou Mauri principles as well as supporting continuous innovation and improvement; including the use of 'All of Government Contracts' and N3-GSB where appropriate.
- xi. All procurement and contract management risks will be identified and managed effectively throughout the life cycle of the goods or service.

### 3.5. Council Procurement Strategy

The Procurement Strategy is a framework that supports Council in achieving its mission "To pursue with the community a high quality physical and social environment, safe communities, and a healthy economy." Procurement supports this mission through its object of "sustainable value through smart buying".

The Strategy, which was adopted on 3 September 2019, has been developed to support the upcoming work reflected in the Council's key planning documents and guides the organisation down a path from a traditional approach to procurement and towards an approach which is more strategic with a focus on planning. This will be supported by robust and objective analysis that informs the best methodology to approach the market to give optimal outcomes and public value.

### 3.6. Waka Kotahi's Procurement Requirements

The Land Transport Management Act S25 requires that procurement procedures used by approved organisations (AO) be designed to obtain best value for money spent. S25 also notes:

- Regard must be given to the desirability of enabling fair competition that encourages competitive and efficient markets
- For other than minor or ancillary works undertaken by an internal business unit, outputs must be purchased from external providers.
- To reinforce the value for money concept, an Approved Organisation is not compelled to accept the lowest price proposal.

Professional services procured in-house require the specific approval of Waka Kotahi. This has previously been obtained.

### 3.7. Office of the Auditor General

The Office of the Auditor General provides comprehensive guidance through its publication Procurement Guidance for Public Entities, which replaces the previous Guidance document *Procurement: a Statement of Good Practice*.

Basic principles that the office of the Auditor General states should govern all public spending:

- Accountability – Public entities should be accountable for their performance and be able to give complete and accurate accounts of the use they have put public funds to, including funds passed on to others for particular purposes. They should also have suitable governance and management arrangements in place to oversee funding arrangements.
- Openness – Public entities should be transparent in their administration of funds, both to support accountability and to promote clarity and shared understanding of respective roles and obligations between entities and any external parties entering into funding arrangements.
- Value for money – Public entities should use resources effectively, economically, and without waste, with due regard for the total costs and benefits of an arrangement, and its contribution to the outcomes the entity is trying to achieve. In addition, the principle of value for money for procuring goods or services does not necessarily mean selecting the lowest price but rather the best possible outcome for the total cost of ownership (or whole-of-life cost).
- Lawfulness – Public entities must act within the law, and meet their legal obligations.
- Fairness – Public entities have a general public law obligation to act fairly and reasonably. Public entities must be, and must be seen to be, impartial in their decision-making. Public entities may also at times need to consider the imbalance of power in some funding arrangements, and whether it is significant enough to require a different approach to the way they conduct the relationship.
- Integrity – Anyone who is managing public resources must do so with the utmost integrity. The standards applying to public servants and other public employees are clear, and public entities need to make clear when funding other organisations that they expect similar standards from them.

### 3.8. Local Government Act 2002

The LGA 2002 S.14 Principles relating to Local Authorities notes:

- S.14 (1) (f) a local authority should undertake any commercial transactions in accordance with sound business practices ...
- S.14 (1) (g) a local authority should ensure prudent stewardship and the efficient use of resources in the district or region

### 3.9. Local Government (Community Well-being) Amendment Act 2019

The Local Government Amendment Act 2019 requires Council to consider not only the financial implications of procurement decisions, but also to think about the outcomes (both short and long term) for the community. This includes Councils taking a role in promoting social, economic, environmental and cultural well-beings for the community.

### 3.10. Broader Outcomes

Government procurement rules requires Council to consider, and where appropriate, incorporate broader outcomes within purchasing practices for goods and services, to provide secondary benefits from procurement. This includes social, economic, environmental and cultural benefits, which aligns with the Community Outcomes which have been adopted by Council and are included within the Long Term Plan.

Broader outcomes considers the costs & benefits to society, the economy (local and national) and the environment, as well as the “whole of life cost” in procurement. This encourages the following:

- Opportunities for local and national businesses
- Training and development of workforces both local and national
- Adoption of sustainable products, production methods and practices
- Adoption of good employment and health & safety practices

Ensuring broader outcomes are considered as part of procurement results in good alignment with Council’s Community Outcomes (refer to Appendix B) and that Council are helping to support local employment within the district, the Canterbury region and nationally.

The four priority outcomes identified by Government are:

- i. Increasing access for New Zealand businesses  
Increasing access to government procurement contracts for New Zealand businesses, with particular focus on those less able to access opportunities and those working in priority sectors (such as ICT, Māori and Pasifika businesses and businesses in the regions).
- ii. Construction skills and training  
Increase the size and skill level of the domestic construction sector workforce and provide employment opportunities to targeted groups.
- iii. Improving conditions for New Zealand workers  
Improve conditions for workers and future-proof the ability of New Zealand business to trade.
- iv. Reducing emissions and waste  
Support the transition to a zero net emissions economy and reduce waste from industry by supporting innovation.



### 3.11. Objectives and Outcomes

This procurement strategy undertakes to achieve the following **objectives**:

- a) Support the achievement of the Council's Community Outcomes and the Waimakariri Long Term Plan through efficient procurement processes
- b) Deliver services to the community that represent best value for money
- c) Encourage appropriate levels of competition across the supplier markets
- d) Ensure procurement is fair and transparent with effective accountability measures and consideration of risk allocation
- e) Allow for opportunities for local and regional businesses to participate
- f) Identify opportunities for working with others in order to maximise purchasing power and identifying opportunities for innovation and to add value.
- g) Ensure that current and future procurement activities are planned, implemented, monitored and reviewed effectively
- h) Ensure that good practice examples are identified and applied consistently.
- i) Ensure broader outcomes are generated from the procurement activity. This can be environmental, social, economic or cultural benefits.
- j) Consider factors which may impact on or disrupt the supply chain.

The procurement strategy aims to provide the following **outcomes** to benefit the Council and the community:

- Improved value for money.
- More efficient procurement procedures.
- Effective partnerships with suppliers.
- Provides economic benefits for the local economy.
- Effective collaboration with other Local authorities and private sector.
- Best practice risk management.
- Best practice project planning.
- Integration with the Council's overall aims and priorities.
- Provides social and cultural wellbeing benefits for the community
- Protects the environment and preserve natural waterways within the district through ecological awareness.

#### 4. Current Procurement Spend Profile

The scale of the activities covered by this strategy are as detailed below. These amounts are based on the Council's 2022/23 programme. Future years are expected to be similar except that the value of new works can vary from year to year depending on the major capital projects which are planned.

##### Physical Works (subsidised) - Waka Kotahi co-funded

Road Maintenance and Operations	\$4,880,000
Road Renewal	\$6,093,000
New Roding Capital Works	\$3,200,000
<b>TOTAL subsidised</b>	<b>\$14,173,000</b>

##### Physical Works (Unsubsidised) – includes Development Driven Projects

Maintenance and operations	\$550,000
Minor Safety Works	\$830,000
New Capital Works	\$2,560,000
<b>TOTAL unsubsidised</b>	<b>\$3,940,000</b>

##### Professional Services

Note – project and renewal related professional services are included in the tables above.

Road Network Management	\$1,370,000
Community Road Safety Projects	\$207,500
<b>TOTAL professional services</b>	<b>\$1,577,500</b>

The total value is in the order of \$19.7m per annum.

Most of the procurement activity to date has been low risk road operations and maintenance, renewals and routine new works. However there is scope for innovation in the way the road operations and maintenance is procured and managed and balanced with how the professional services are procured and managed. For example the use of design build for routine renewal work can produce good value for money and encourage innovation.

New capital works are mainly routine projects such as intersection improvements, new footpaths and cycle ways and seal extension work. These are normally low risk projects costing less than \$1 million. Major and more complex projects of value greater than \$1 million are only occasionally procured.

Included below are details of the current transportation activities and their current procurement methods.

## Physical Works

Name	Description	Procurement Method/Contract Approach
District Road Maintenance	<p>Inspections, programming, all routine maintenance and renewal work, resealing, rehabilitation, road marking, some minor improvements.</p> <p>Approximate value - \$9.8m per year.</p> <p>Expiry date – 31 October 2023 (with two one year extensions, dependent on performance to 31 October 2025).</p>	<ul style="list-style-type: none"> <li>• EOI to select short list,</li> <li>• Input to document from short listed contractors</li> <li>• RFT using Price Quality Method</li> <li>• Collaborative working approach using NEC3 Conditions of Contract</li> <li>• <b>Consideration being given to moving to NZS3917 contract form.</b></li> <li>• 3 + 1 + 1 contract term</li> </ul>
District Street Light Maintenance	<p>Inspections, programming, all maintenance work, renewals and minor improvements. Joint contract with Waka Kotahi and Hurunui District Council.</p> <p>Approximate value - \$570,000 per year for WDC portion.</p> <p>Expiry date – 30 March 2023 (with two one year extensions, dependent on performance to 30 March 2025).</p>	<ul style="list-style-type: none"> <li>• Open tender using Price Quality Method</li> <li>• NZS3917</li> <li>• 3 + 1 + 1 contract term.</li> </ul>
Routine new and renewal projects	<p>Kerb and channel replacements, minor improvements etc.</p> <p>Approximate total value – \$1.2M per year.</p> <p>Typical contract value – \$100,000 to \$600,000 per contract</p>	<ul style="list-style-type: none"> <li>• Open tender</li> <li>• Lowest price conforming or Price Quality dependent on complexity</li> <li>• NZS3910</li> <li>• Small to medium parcels of work</li> </ul>
Major construction projects	<p>Major intersection upgrades, bridge renewals, road reconstruction etc.</p> <p>Annual value varies.</p>	<ul style="list-style-type: none"> <li>• Either open tender or EOI followed by short listing (depending on size and complexity)</li> <li>• Price Quality Method</li> <li>• NZS3910</li> </ul>
Power Supply for Street lighting	<p>Electricity Supply for street lighting, water and sewer pumping stations and other Council services.</p> <p>Approximate value for street lighting - \$450,000 per year.</p>	<ul style="list-style-type: none"> <li>• Included in All of Government Agreement.</li> </ul>
Traffic Signal Maintenance	<p>Previously managed by CCC through signals maintenance contract.</p> <p>MOU with CCC being developed.</p>	

## Professional Services

Name	Description	Procurement Method/Contract Approach
Professional Services Contract	<p>Specialist external consultant support for areas where in-house consultant does not have the required technical skills. Includes:</p> <ul style="list-style-type: none"> <li>• Routine bridge inspections and specialist structural advice. Approximate value - \$70,000 per year.</li> <li>• Routine road safety inspections and crash reporting and specialist advice. Approximate value - \$15,000 - \$30,000 per year.</li> <li>• Specialist transport planning and traffic engineering advice for transport studies and investigations, feasibility studies not able to be provided in-house. Approximate total value - \$80,000 - \$160,000 per year, dependent on projects / network needs.</li> </ul>	<ul style="list-style-type: none"> <li>• Open tender using Price Quality Method</li> <li>• 3 + 1 + 1 contract term.</li> </ul>
RAMM Roughness Condition Surveys	<p>Routine road rating and roughness surveys. Approximate value \$50,000 for a two year period.</p>	<p>Three invited tenderers. ACENZ CCCS Short form agreement. Note that this procurement method is in place until REG complete the review of this work.</p>
Traffic Counting	<p>Delivering the Council's traffic counting programme. Approximate value - \$170,000 for a three year period.</p>	<ul style="list-style-type: none"> <li>• EOI to select short list</li> <li>• Lowest price conforming method</li> <li>• NZS3910</li> <li>• 3 + 1 + 1 + 1 contract term</li> </ul>
Network Management	<p>Managing the road and transport network including contract management, RAMM management, AMP's, financial management, investigating customer enquiries. Approximate value - \$1.2M per year.</p>	<p>Services provided in-house under In-house output Agreements. Annual review of rates.</p>
Professional services for routine new and renewal projects	<p>Detailed investigation and reporting, detailed design, contract documentation and contract management for routine projects. Annual value – approximately \$200,000 Approximate value per project - \$15,000 to \$60,000.</p>	<p>Services provided in-house under In-house output agreements. Annual review.</p>

<b>Name</b>	<b>Description</b>	<b>Procurement Method/Contract Approach</b>
Professional Services for major construction projects	Detailed investigation and reporting, detailed design, contract documentation and contract management for specific projects. Annual value varies.	Open or invited tender process, depending on value, using both Quality based and Price Quality supplier selection methods. Procurement method designed to suit the specific project.



## 5. Procurement Environment

### 5.1. Analysis of Supplier Market

The Waimakariri District is part of the greater Christchurch area and is close to Christchurch City and so it has ready access to a large pool of suppliers. Many of the large national/international organisations have bases in Christchurch City and there is also a range of small to medium companies based in the District. There are too many to list in this document.

There is a high level of interest in tenders for work in the district and there is good competition between suppliers. Feedback from the various suppliers suggests Waimakariri District is an attractive place to do business and Waimakariri District Council wishes to retain this reputation.

Waimakariri District Council aims to ensure that we encourage enable suppliers in the market to compete for opportunities that are being procured. This includes keeping suppliers informed of upcoming opportunities which is done annually through a suppliers briefing session held by Council. This briefing session is held so that suppliers are aware of opportunities that will be coming to the market, as well as the proposed timing.

An invitation is sent out to suppliers prior to the event and registration is required. A copy of the briefing presentation is circulated following the event.

### 5.2. Analysis of Procurement Programme Impacts

Waimakariri District Council is actively involved with neighbouring authorities and other agencies such as Waka Kotahi, Christchurch City Council, Selwyn District Council and Environment Canterbury through the implementation of the Greater Christchurch Partnership and the Regional Land Transport Programme, and with Hurunui District Council on cross boundary issues.

Council staff work closely with staff from neighbouring authorities and discuss proposed approaches and likely impacts. A key impact is the timing of the tendering of major maintenance contracts. If major contracts from neighbouring authorities are tendered at the same time this can affect the ability of the tenderers to put together quality tenders and so may have an adverse impact on the contract outcomes. As such the timing of tenders is discussed with neighbouring authorities and with suppliers to ensure they are planned and programmed to avoid clashes.

As all road controlling organisations in close proximity to Christchurch are essentially using the same supply pool, some consistency in approach is desirable and has been requested by the supply industry. Waimakariri District Council uses the same construction standards wherever possible as Christchurch City Council and this lowers costs, minimises risks and ensures a consistent standard.

Waimakariri District is currently using NEC3 for its term maintenance contract. Hurunui District Council and Selwyn District Council both utilise NZS3917 contract form. Where approaches are coordinated this can lead to efficiencies over time as contractors have a consistent platform and the ability to learn and improve on a number for contracts. Waimakariri District Council will as part of the Section 17A review in early 2023, consider whether we move to NZS3917, to help achieve consistency.

While the Waimakariri District Council is a large buyer of goods and services, the proportion is small when compared to the private and public sector within Christchurch City and so its impact or influence on the greater Christchurch market from decisions it makes is likely to be minor. Christchurch has a strong supplier market, and being part of this market benefits the Council through a greater range of suppliers and increased competition. The Council can further benefit from this by being a client of choice.

Further benefits are obtained by combining work such as street light maintenance with our neighbours, as is done with Hurunui District Council and Waka Kotahi.

The collaboration within the Regional Transport Committee and Greater Christchurch Partnership provide an opportunity for integrated programming across the agencies.

Council engages with the local and regional supply market, to ensure the market is informed of opportunities within the district. This includes an annual contractor / supplier briefing session in which information is shared with all parties on upcoming opportunities. This ensures information is shared equally with all interested parties in such a way as to not discriminate against any supplier. The 2022 annual contractor / supplier briefing session has had over 100 suppliers register interest to attend.

## 6. Approach to delivering the Work Programme

### 6.1. Confirmation of Specific Strategic Objectives

This procurement strategy has the following objectives:

1. To support the achievement of the Council's Community Outcomes and the Waimakariri Long Term Plan through efficient procurement processes,
2. To deliver services to the community that represent best value for money,
3. To encourage appropriate levels of competition across supplier markets,
4. To ensure procurement is fair and transparent with effective accountability measures,
5. To allow for opportunities for local business to participate,
6. To identify opportunities for working with others in order to maximise purchasing power and identifying opportunities for innovation and to add value,
7. To ensure that current and future procurement activities are planned, implemented, monitored and reviewed effectively,
8. To ensure that good practice examples are identified and applied consistently.
9. To ensure broader outcomes are generated from the procurement activity. This can be environmental, social, economic or cultural benefits.

### 6.2. Procurement Approach

In summary the approach adopted by the Waimakariri District Council for its roading & transportation work is as follows:

- Road maintenance and renewal managed on a network management basis under one term maintenance contract using NEC3 conditions of contract.
- Street light maintenance and renewal managed on a network management basis under a one term maintenance contract combined with Waka Kotahi street lighting on its North Canterbury Network and with Hurunui District Council.
- Routine new works by small to medium low risk contracts with associated professional services provided in-house.
- Major projects by one-off contracts with associated professional services provided by external consultants and in-house services as appropriate.
- Professional services for routine network management, programme management, routine investigations and reporting, asset management and for delivering community road safety programmes provided in-house.
- Specialist professional services provided by external consultants using a staged delivery model under a quality based supplier selection process.
- Opportunities for delivering services through a shared service approach with neighbouring authorities will be investigated on an ongoing basis and implemented where best value can be demonstrated.
- Council has introduced a Civil Works Prequalification list to help streamline the tender process. This includes three tiers which takes into consideration the complexity & risk of projects, plus the capability of the supplier.

The approach for each aspect is detailed on the following pages.

### 6.3. Term Maintenance Contracts

- Road Maintenance Contract – Section 17A review in 2019. Tendered in 2020 under an NEC3 contract. Contract commenced 1 November 2020.
- Street Light Contract – Last reviewed in 2019. Tendered in 2019 under an NZS3917 contract. Contract commenced 1 April 2020.

#### 6.4. Projects

- Routine construction projects (kerb and channel replacement, minor improvements, routine seal extensions).
- Two to three contracts each year of value \$100,000 to \$600,000. Timed for construction in the normal construction season.

#### 6.5. More Significant Projects

There are a number of key projects which are planned around the district. These projects have a focus on both safety and growth:

- Southbrook Rd / Torlesse St / Coronation St Traffic Signals
- West Rangiora Route Improvements
- Tuahiwi Gritted Path

Further information on each of these projects is included below.

##### a) Southbrook Rd / Torlesse St / Coronation St Traffic Signals

This project is the signalisation of the Southbrook Rd / Torlesse St / Coronation St intersection and is a safety project.

Southbrook Rd currently carries around 26,000vpd and has two schools with a combined role of approximately 700 children in very close proximity. The schools currently operate a kea crossing on Southbrook Rd which raised safety concerns due to the volume of traffic using the road. The signalised crossing will allow a safer way for children to cross the road and also for parents travelling to and from the schools, as well as residents in the area.

Design is being carried out largely in-house with specialist external advice where required for some technical areas (such as traffic signal design). This is considered a major project and will be open tendered in 2022/23.

##### b) West Rangiora Route Improvements

Western Rangiora has experienced significant growth over the past 10 years. This growth is continuing with new developments planned or already underway.

A route review has been completed and a number of specific projects are planned including intersection improvements, seal widening and speed threshold installations.

Projects include Townsend Rd Culvert Extension, Flaxton Rd & Skewbridge Rd Speed Management and also Mulcocks Rd Right Turn Bay. All are to be open tendered.

##### c) Tuahiwi Gritted Path:

This project is the construction of a gritted path within Tuahiwi Village which will provide improved pedestrian access to Tuahiwi School, the Marae, the Church and the Urupa. This will provide safer options for whanau in Tuahiwi and provide health and wellbeing outcomes for the community. Construction is proposed for the 202/23 and will be open tendered.

#### 6.6. Professional Services

The Council's position is that it prefers the use of in-house staff over the use of consultants to provide professional services. However, it acknowledges external consultants will be required for certain types of work and in certain circumstances. As such it adopted the following criteria when the engagement of external consultants is contemplated:

- Where the level of expertise required to carry out a particular task is beyond that of staff employed, and the Council does not have sufficient ongoing work to justify recruiting a full-time specialist.
- Where existing resources are fully utilised for an identified period and the priority associated with a project(s) means that it cannot be delayed until internal resources are available.
- Where the Council does not hold specialised tools, software or equipment to undertake the work (e.g. specialised design software/monitoring equipment).
- Where best-practice standards or legislation requires an independent peer review or audit.

The following provides further commentary on the procurement approach for each activity.

### **Road Maintenance and Renewal**

#### **Key attributes and value for money strategy**

- All road maintenance and renewal work is included in one contract to gain efficiencies in network management
- There is one contract to manage so reducing overhead costs associated with multiple contracts.
- The contract is managed by Council in-house staff to provide a direct one-on-one client/contractor relationship to shorten communication lines in order to improve responsiveness, take advantage of network and community knowledge and to avoid the extra costs of engaging an external consultant. This approach utilises the skills and knowledge of the experienced in-house staff.
- The contractor selection process utilises short listing to ensure tenderers meet minimum quality standard and then involves contractor input in developing the contract documents to ensure the tenderers understand the contract requirements and the buildability issues are identified at an early stage.
- NEC3 Conditions of Contract is currently used as this is suitable for term service contracts and has provisions that encourage flexibility and innovation by focussing on the level of service. **As part of the upcoming section 17A review (early 2023) consideration will be given to moving to NZS3917, which aligns with the contract form used across the wider region.**
- The Waimakariri District road network is compact and so it provides an 'economic' and manageable package due to its size and proximity to Christchurch. Combining the network with an adjoining authority is not considered to provide any advantage.
- The contractor is responsible for inspections, programming, reporting, design of reseals and rehabilitation and other minor works so this reduces input from external consultants and in-house staff and ensures a whole of network focus thus clarifying responsibilities and avoiding duplication.
- A collaborative working approach is used to ensure the energy of all parties is directed at achieving the specified levels of service and good network outcomes. This approach minimises the risk of contract disputes.
- The contract document encourages innovation and flexibility by specifying outcomes and not specifying prescriptive work methods.
- Includes the requirement for the contractor to directly deal with customer service requests to reduce double handling and to provide a more responsive and proactive approach.
- Requires RAMM to be used to ensure more efficient management of work flow, claiming, auditing and asset data updating.



- Includes a section of Hurunui District Council road (Okuku Pass Road) as this section is integral with the Waimakariri roading network and is remote from the Hurunui District as well as a small number of Ashley roads as agreed with the Hurunui District Council.

#### Nature of Activities

- All routine road maintenance and renewal activities are included with responsibility for managing the network from 'boundary to boundary'. Excludes street light maintenance as this is a more specialist activity.
- Includes some minor new works where it is cost effective to include this in the contract or where the new work is integral with a maintenance or renewal activity.
- Includes design and build for reseals, pavement rehabilitation as well as some structures repair and minor works.
- Includes investigating and responding to service requests.

#### Aggregation, bundling and contract term

- As noted above all road maintenance and renewal work is included in a single district wide contract.
- This approach does not impact on the supply market as Waimakariri is part of the large greater Christchurch market and it's spend is a relatively small part of that market.

#### Delivery Model and Supplier Selection Method

- Contract tendered every five years on a 3 year term plus 2 one year extensions subject to performance meeting the required level.
- Contract currently uses NEC3 Conditions of Contract Option A (Contractor priced price list). This will be reviewed.
- Delivery model is design and build.
- Supplier selection method involves an Expressions of Interest phase to develop a short list of tenderers of preferably three and a maximum of four. Short list selection is based on relevant experience / track record, technical / management skills and methodology.
- Short listed contractors provide input into final contract document.
- Final tender stage uses standard price quality method generally using 70% weighting on price. Scores from relevant experience / track record, technical / management skills and 50% of methodology score are carried forward from short list stage.
- Tenderers must provide a draft Contractor Plan with their tender and nominate key personnel who will be managing the contract.

#### Impact on value for money, fair competition, and competitive and efficient markets

- Type of contract, contractor responsibilities and size of network maximises value for money as detailed above.
- Expressions of interest phase is advertised openly and widely and so it ensures all contractors have an opportunity to be involved.
- Waimakariri District is part of the larger Christchurch market and so this model and approach does not have any significant impact on the competitiveness or efficiency of the market. It aims to take advantage of that market.

### Risk Identification and Management

- NEC3 requires a risk register to be maintained and for 'early warnings' to be notified by both parties and for these to be entered into the risk register and managed.

### Contract Management Approach

- A collaborative working approach is used focussing on delivering the required levels of service in a cost effective way and by encouraging innovation.

### **Street light Maintenance and Renewal**

#### Key attributes and value for money strategy

- All street light operations, maintenance, renewal and minor improvements work is included in the contract to gain efficiencies in network management. This includes amenity and parks and reserves lighting and is not restricted to Waka Kotahi subsidised lighting only.
- Includes the Waka Kotahi North Canterbury street light network and the Hurunui District Council street light network to obtain efficiencies of scale.
- As there is one contract to manage this results in reducing overhead costs associated with multiple contracts.
- The contract is managed by Council in-house staff to provide a direct one-on-one client / contractor relationship to shorten communication lines to improve responsiveness and to avoid extra costs of engaging an external consultant.
- There is an open tender process used to minimise tender costs as the supplier market is specialised and relatively small so the extra costs of a short listing process cannot be justified.
- Network size including Waka Kotahi and Hurunui District networks provides an 'economic' and manageable package.
- The contractor is responsible for inspections, programming, reporting, and design so this reduces input from external consultants and in-house staff and clarifies responsibilities.
- Collaborative working approach used to ensure energy of all parties is directed at achieving good network outcomes. This approach minimises the risk of contract disputes.
- The contract document encourages innovation and flexibility by specifying outcomes and not specifying prescriptive work methods.
- Includes directly dealing with customer service requests to reduce double handling.
- Utilises RAMM to ensure more efficient management of work flow, claiming, auditing and asset data updating.

#### Nature of Activities

- The contract includes all routine street light operations, maintenance and renewal activities with responsibility for managing the total network. This includes amenity lighting and lighting in parks and reserves.
- Includes minor new works where it is cost effective to include them in the contract or where the new work is integral with a maintenance or renewal activity.
- Includes investigating service requests.

#### Aggregation, bundling and contract term

- As noted above all street light maintenance and renewal work is included in a single contract covering the Waimakariri District, Waka Kotahi North Canterbury and Hurunui District Council street lighting networks.

- Current contract term is 3 years plus two one year rights of renewal based on performance meeting the required level.

#### Delivery Model and Supplier Selection Method

- Contract tendered every five years on a 3 year term plus 2 one year extensions subject to performance meeting the required level.
- Contract uses NZS 3917 with contractor priced schedule with combination of unit rates and lump sum.
- Delivery model is design and build.
- Supplier selection method involves an open tender process using price quality method generally using 70% weighting on price.
- Impact on value for money, fair competition, and competitive and efficient markets.
- Type of contract, contractor responsibilities and size of network maximises value for money as detailed above.
- Open tender phase is advertised openly and widely which ensures all contractors have an opportunity to be involved.
- Waimakariri District is part of the greater Christchurch market and so this model and approach does not have any significant impact on the competitiveness or efficiency of the market. It aims to take advantage of the market.

#### Risk Identification and Management

- Risk is managed through regular asset inspections and regular contract management meetings.

#### Contract Management Approach

- A collaborative working approach is used focussing on delivering the required levels of service in a cost effective way and by encouraging innovation.

### **Routine Small and Medium Sized Construction Projects.**

#### Key attributes and value for money strategy

- Like work packaged into small to medium sized contracts of \$100,000 to \$600,000 to suit the local small to medium supplier market.
- Low risk and low technically complex contracts.
- Standard documentation and construction details consistent with Christchurch City are utilised which reduces documentation and tender and construction management costs and risks.
- Standard open tender approach with lowest price conforming tender evaluation process utilised.
- NZS 3910 Conditions of Contract used as these are well understood by the construction sector.
- When timing is not critical flexibility is allowed in contract start dates to ensure best tender prices and better utilisation of resources.
- Contracts are managed by Council in-house staff to provide a direct one-on-one client/contractor relationship to shorten communication lines to improve responsiveness, to take advantage of local and community knowledge and to avoid extra costs, such as travel from Christchurch, or engaging an external consultant.
- In-house staff are familiar with local conditions and local community needs.
- Collaborative working approach to ensure the energy of all parties is directed at achieving good project outcomes. This approach minimises the risk of contract disputes.

Nature of Activities

- Work in this category includes kerb and channel replacement projects, minor improvements projects, seal extension projects, and new footpaths and cycleways.

Aggregation, bundling and contract term

- Like works are included in contract packages on a one off contract basis.

Delivery Model and Supplier Selection Method

- Standard NZS 3910 open tender contracts evaluated by the lowest conforming tender method.
- Delivery model is a staged model.
- On some occasions a selected tender (closed) process or direct negotiation may be used if the particular circumstances require it and project costs are within the permitted limits.

Impact on value for money, fair competition, and competitive and efficient markets

- Type of contract, contractor responsibilities and size of contracts maximises value for money as detailed above.
- These contracts utilise the small to medium contractor market and provide valuable work to keep that market competitive.
- Waimakariri District is part of the greater Christchurch market and so this model and approach does not have any significant impact on the competitiveness or efficiency of the market. It aims to take advantage of the market.

Risk Identification and Management

- These are low risk contracts with risks identified, apportioned and managed at all stages in accordance with industry best practice.

Contract Management Approach

- A collaborative working approach is utilised to ensure the energy of all parties is directed at achieving good project outcomes.

**Major and Complex Projects.**Key attributes and value for money strategy

- The procurement and contract approach is determined on a case by case basis depending on the size and complexity of the project.
- Opportunities for combining the road component with other adjoining or associated work is considered and utilised when efficiencies of scale can be obtained.
- Standard documentation and construction details are utilised which reduces documentation and tender and construction management costs.
- NZS 3910 Conditions of Contract are used which are well understood by the construction sector.
- The Council will appoint an experienced in-house project manager to manage the project including procuring and managing the professional services. This ensures the Council remains a 'smart' buyer and ensures efficient and good decision making.
- Collaborative working approach is used to ensure the energy of all parties is directed at achieving good project outcomes. This approach minimises the risk of contract disputes.

Nature of Activities

- Work in this category includes major road reconstruction, major intersection improvements, and bridge and structural component renewal.

Aggregation, bundling and contract term

- All direct and associated work is included in the contract. For example a recent major intersection improvement was combined with a stormwater pond construction project which resulted in efficiencies in both physical works and professional services involvement.

Delivery Model and Supplier Selection Method

- Standard NZS 3910 Conditions of Contract. Consideration may be given to using NEC3 in specific cases if the project may benefit.
- Delivery model is a staged model.
- Selection method by either an open tender or by an EOI and short listing process. Evaluation will be normally by the price quality method.
- On some occasions a selected (closed) tender process may be used for projects less than \$100,000 if the particular circumstances require it.

Impact on value for money, fair competition, and competitive and efficient markets

- Type of contract, contractor responsibilities and size of contract maximises value for money as detailed above.
- These contracts utilise the range of contractors that are available in the greater Christchurch area market.
- Waimakariri District is part of the greater Christchurch market and so this model and approach does not have any significant impact on the competitiveness or efficiency of the market. It aims to take advantage of the market.

Risk Identification and Management

- Best practice risk management will occur at all stages of the project lifecycle.

Contract Management Approach

- A collaborative working approach is utilised to ensure the energy of all parties is directed at achieving good project outcomes.



## **Professional Services**

### **Key attributes and value for money strategy**

- Routine and non-specialist professional services are carried out by in-house staff to avoid duplication and to provide a more responsive service and to utilise the high level of knowledge, capability and skills that is available in the in-house teams.
- Specialist services are provided by an external consultant.
- Tendered contract for professional services with consideration of experience and technical capability; ability to work with the Council; the consultant's knowledge of the Waimakariri District network and by utilising the large Christchurch market.
- Programming of maintenance and renewal work is included in physical works contract and not carried out by separate consultants.
- External consultants are managed by experienced in-house project managers to ensure 'smart' buyer approach and to ensure responsive decision making.
- Proximity to Christchurch market provides for a range of consultants at competitive rates.
- Work combined with neighbouring authorities where economies of scale can produce better results.
- Collaborative working approach to ensure energy of all parties is directed at achieving good project outcomes.
- Ensure Waimakariri District Council is considered a client of choice and a preferred organisation to do work.

### **Nature of activities**

- Network management, asset management and planning, traffic and transport assessments, feasibility studies, road condition surveys, traffic counting, work programming, bridge and structural advice, road safety inspections and road safety advice, road safety community programme management, project management, investigation and reporting, design and tender documentation, and construction and contract management.

### **Aggregation, bundling and contract term**

- Network management including managing the term maintenance contracts and managing consultants for specialist activities, asset management and planning, road safety community programme management, and work programming is carried out by the in-house Roding Unit of the Waimakariri District Council.
- Feasibility studies, investigation and reporting, design and tender documentation, and construction and contract management, is procured by agreements on a preferred consultant basis with the in-house Project Delivery Unit of the Waimakariri District Council.
- Traffic and transport assessments and feasibility studies not carried out in-house are carried out through the Professional Services Contract.
- Road condition surveys, condition rating and roughness are tendered by invited tender (minimum 3 invited parties as per Council's Procurement Policy).
- Traffic counting is carried out by a competitively tendered contract on a 3 year term plus 3 one year extensions (6 years total).
- Bridge inspections, structural advice, safety inspections and fatal / serious crash reports are all included within the Professional Services Contract..
- Major project professional services are procured on a project by project approach through a negotiated, selected (closed) or open tender method.

### Delivery Model and Supplier Selection Method

- In-house services are provided by Output Agreements which are updated and signed annually.
- Transport and traffic assessment and project feasibility projects which are outside the area of technical expertise are included within the Professional Services contract.
- Road condition surveys are currently being carried out by direct negotiation annually (inflation based) following a competitive process in 2002, to allow for consistency in data collection. However, with new technology and a review of the requirements being carried out by Waka Kotahi and REG (Road Efficiency Group) it is proposed to carry out a review of potential alternatives before committing to the next renewal.
- Bridge inspections, structural advice, road safety inspections and specialist road safety advice are included within the Professional Services Contract.
- Major project professional services, such as investigations and reporting, design and contract documentation and construction and contract management is procured on a project by project basis through, invited or open tender depending on the size and complexity of the project.

### Impact on value for money, fair competition, and competitive and efficient markets.

- Waimakariri District is part of the greater Christchurch market and so this model and approach does not have any significant impact on the competitiveness or efficiency of the market. The Council can, however, take advantage of the competitive market that is available.
- The model and approach outlined above provides value for money by utilising in-house staff for routine and non-specialist activities, and for key activities where asset knowledge and ownership is important, as it avoids duplication of effort of engaging and managing an external consultant. It also provides value for money through utilising a strong local market for specialist services by selecting the most appropriate consultant for the project and using experienced in-house project managers to ensure there is a 'smart' buyer capability.
- A key consideration is whole of life costs and so while the cost of the professional services and a competitive market is important this cost needs to be compared with the quality of output and its influence on the whole of life or total project cost.

### Risk Identification and Management

- Best practice risk management is carried out at all stages of the projects.

### Contract Management Approach

- A collaborative working approach focussing on delivering the required levels of service in a cost effective way and by encouraging innovation is used in all professional services contracts.

## 7. Implementation

### 7.1. Strategy Philosophy

This strategy is underpinned by a philosophy of risk management which identifies and categorises the types of goods and services purchased by the Council. The Council's risk management strategy has been developed to make sure that risks are properly identified and managed. By understanding and apportioning risk appropriately we can minimise the cost of procurement and also make savings on supply costs.

A balanced approach to risk management is appropriate for the Council (i.e. neither risk averse nor risk seeking – identify who is the most appropriate party to carry the risk). Some projects can be categorised as low risk whilst other more complex in nature require greater level of Council input and control.

### 7.2. Collaborative Working Approach

The WDC endeavours to uphold the principles of collaborative working in all contracts. This philosophy encourages non-confrontational relationships with suppliers and promotes the WDC as a 'Client of choice' amongst contractors and suppliers.

### 7.3. Shared Services

The WDC will investigate and consider opportunities for delivering services through a shared services approach with neighbouring authorities where this will deliver best value. The current examples of street lighting and road condition rating being combined with neighbouring authorities, and the road maintenance of Hurunui District Council's Okuku Pass Road, demonstrate what can be achieved. Future opportunities will be reported to the Council for consideration and approval.

### 7.4. Supporting Broader Outcomes

Broader outcomes considers the costs & benefits to society, the economy (local and national) and the environment, as well as the "whole of life cost" in procurement. This encourages the following:

- Opportunities for local and national businesses
- Training and development of workforces both local and national
- Adoption of sustainable products, production methods and practices
- Adoption of good employment and health & safety practices

The Waimakariri District Council is committed to supporting broader outcomes and encouraging economic growth, sustainability and social benefits in the local economy. Our procurement practices will encourage direct relationships with local contractors and service providers and will not discriminate against any suppliers.

The Council will assist local businesses (small and medium sized enterprises in particular) by providing high quality information and advice (including information on the Council's website) to encourage them to compete for public contracts.

Aggregation of small contracts can reduce the individual contract administration overheads but may force local contractors out of the market. This strategy seeks to strike a balance between minimising administration costs and encouraging diversity in the local contracting industry, while supporting broader outcomes.

A pre-qualification panel for civil works has been implemented to help streamline the tender process for suppliers tendering for work in Waimakariri District, while also helping to reduce the cost of tendering.

### 7.5. Quality

The WDC seeks to procure goods and services that are fit for purpose, durable and affordable. A project may not require a high specification to achieve a satisfactory outcome. It is recognised, however, that decisions regarding quality and standards

should be made by experienced and qualified staff in consultation with stakeholders. This is an appropriate and pragmatic approach to service delivery i.e. state highway standards aren't necessarily required on small local roads. Conversely, whilst some flexibility in standards can bring about overall savings it may be better to spend more money in the short term to achieve long term savings i.e. full reconstruction may give greater 'whole of life' cost benefits than a maintenance intervention strategy.

#### 7.6. Health and Safety

This strategy considers Council's responsibilities within the Health and Safety at Work Act 2015.

The Health & Safety Act has a vision that "Everyone who goes to work should come home healthy and safe".

Council is responsible for managing the work-related risks that could cause serious injury, illness or even death. The Health & Safety at Work Act recognises that to improve our poor health and safety performance we all need to work together. Government, businesses and workers must establish better leadership, participation in, and accountability for people's health and safety.

To achieve the vision of the strategy the HSWA provides a new way of thinking. In particular:

- Clarifying our duties as a Person Conducting a Business or Undertaking (PCBU) and understanding the relationship with other PCBU's
- Formalising our approach to pre-qualification and performance management
- Clarifying our safety expectations with our suppliers
- Risk management

The Health & Safety at Work Act 2015 requires that an organisation must ensure the health and safety of workers (including contractors), and that organisations must consult, co-operate and co-ordinate activities with all other organisations who have health and safety duties in relation to the same matter (overlapping duties); so far as is reasonably practicable. Waimakariri District Council has a Health & Safety Policy and maintains contract health and safety management systems in order to achieve compliance with these requirements.

Suppliers for all contracts are required to meet a range of health and safety requirements throughout the life-cycle of the contract, which, depending on the nature of the contract, may include (but are not limited to):

- Health and safety pre-qualification through SiteWise (or equivalent approved Health & Safety System)
- Provide for approval a site specific safety plan(s)
- Undertake site inductions
- Complete incident reporting
- Undertake site safety audits
- Council to completed contract close out reporting

Council has a Health & Safety Policy and requires all contractors/suppliers working for the Council to be SiteWise registered (or equivalent), achieve a minimum score and submit a site specific safety plan for the project for consideration and approval by Council, before any works can commence. These aspects are required as part of our procurement approach and are detailed in our procurement and individual project plans.

Consideration is also given to site specific hazards through the design process and a “Safety in Design” assessment is undertaken for capital projects and renewals. This information is then incorporated into tender documents and risks managed through the construction period.

As part of the tender process, methodology is one of the attributes which is scored, with specific consideration being given to the detail of how the proposed works will be undertaken safely. During the construction period, site Health & Safety audits are undertaken to ensure requirements are being met.

## 7.7. Pre-qualification List

A Civil Works Pre-qualification Panel was implemented by Council in 2021. The intent of the prequalification panel was to help streamline the tendering process. Where there is an appropriate category of the panel, invited tenders are sent out directly to prequalified suppliers. Open tenders are still advertised publically via Tenderlink, however it is generally required that suppliers are prequalified in the appropriate category to any specified tier.

For the Civil Works Pre-qualification Panel there are three tiers of pre-qualification:

There are three Tiers in this category, Tier A, Tier B and Tier C, with the difference between the tiers being:

- Tier A:

This is the highest tier of the Category, and is suitable for suppliers who can carry out complex work with a high degree of autonomy, and that have a high level of trust with Council. This category included projects with values over \$1mil, which have high levels of risk and significant complexity.

To demonstrate capability, suppliers are required to provide reference projects of a suitable scale for this tier, levels of plant and equipment, as well as demonstrating a high level of systems and administration capability with robust systems and ISO certification (or be in the process of gaining ISO certification).

- Tier B:

This is the middle tier of the Category, and is suitable for suppliers who can carry out work on the bulk of Council’s projects, with some direction from Council. This category included projects with values between \$500k and \$1mil, which have medium levels of risk and reasonable complexity.

To demonstrate capability, suppliers are required to reference projects a suitable scale for this tier, levels of plant and equipment, as well as demonstrating a good level of systems and administration, with a reasonable Q/A system and track record of these systems (such as example reporting or claims).

- Tier C:

This is the entry level tier of the category, where the suppliers and their systems may be unknown, or less well defined. This category included projects with values less than \$500k, which have standard levels of risk and routine complexity.

To demonstrate capability, suppliers are required to indicate what levels of work they are able to undertake and reference projects undertaken, and demonstrating level of systems and administration capability.

As at September 2022, there are 55 suppliers on the Waimakariri District Council Civil Works Prequalification List.

Information about the prequalification list and a full list of prequalified suppliers is available on Council’s website as follows:

<https://www.waimakariri.govt.nz/your-council/council-tenders>

[https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0027/109737/WDC-PRE-QUALIFIED-SUPPLIERS-List-for-Website-Link-Excerpt-from-210623101120.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0027/109737/WDC-PRE-QUALIFIED-SUPPLIERS-List-for-Website-Link-Excerpt-from-210623101120.pdf)

#### 7.8. Code of Conduct

All procurement activity must be undertaken to the highest ethical standards. The Waimakariri District Council insists on the highest ethical standards from its suppliers and contractors and in turn must demonstrate the highest ethical standards itself. Staff must not only be fair and 'above board' in all business dealings, but should also avoid any conduct that is capable of adverse interpretation.

Staff must adhere to the code of conduct and the protocol for gifts and hospitality.

#### 7.9. Council Organisation Structure

Council's organisational structure is included within Appendix D.

#### 7.10. Capability and Capacity

The current management structure of the Council has a Utilities and Roothing group that is responsible for managing the assets and the delivery of the programmes for roading, water supply, sewerage, solid waste and drainage. It is headed by a Utilities and Roothing Manager with a Roothing and Transport Manager, 3 Waters Manager, Project Delivery Manager, and Solid Waste Manager reporting to them.

The Roothing and Transport Manager is responsible for managing the Council's roading and transport function and for managing the Roothing Team. This position is a senior position requiring widespread experience in all aspects of road asset management, road maintenance management, traffic engineering, transport planning, financial management, consultant management, project management and contract management.

The Roothing Team is responsible for managing the roading network and carries out asset management and planning, developing and approving programmes, customer liaison, and project, maintenance and contract management.

The current Roothing Team has wide and extensive experience in road maintenance and project management as well as in road asset management activities. This experience is fully utilised in the current structure where in-house staff take a lead role in managing the roading function and it develops relationships with external suppliers for those activities that require specialist input.

The structure and the procurement approach outlined above works well with the current skill set within the current organisational structure. However, the structure and procurement approach will need to be reviewed when current key staff move on or retire. Steps are being taken to ensure the transition does not compromise current standards of delivery and management.

The Project Delivery Unit is included in the Utilities and Roothing group. This Unit provides engineering services to Council departments. It has a range of engineers from graduate engineers through to senior engineers and includes a Senior Engineering Advisor and a Special Projects Team, who manage multi-disciplinary or specialist projects.

The Civil Projects Team work with the Roothing Team to deliver renewals projects, minor safety improvement and larger capital works projects such as cycle ways and intersection upgrades. The Civil Projects Team Leader has extensive roading and contract management experience.

The Project Delivery Unit has the capability and capacity to provide investigation and reporting, design and contract documentation and construction and contract management services for a range of routine roading projects, and is also closely supported by the Roothing Team with specialist external consultant expertise uses



where required. There are three fully qualified tender evaluators within the Project Delivery Unit.

#### 7.11. Internal Procurement Processes

The Waimakariri District Council's financial delegations and purchasing policy are contained in documents S-DM 1046 – Contractual Authorities – Staff Schedule and S-CP 4160 – Procurement and Contract Management Policy. This is attached in Appendix A.

#### 7.12. Performance Measurement and Monitoring

The appropriateness and effectiveness of this strategy will be evaluated on an ongoing basis as works and services are procured; and reviewed every three years leading into the Council's Long Term Plan and National Land Transport Programme development.

The future direction of the road maintenance contract and street light maintenance contract will be reviewed in the year prior to them being retendered. These reviews will consider current trends and best practice as well as the current Council direction and feedback from contractors and contractor organisations.

Information as required by the Waka Kotahi's Procurement Manual will be collected and documented to enable Waka Kotahi to monitor procurement performance.

Transparency and accountability checks occur through the Council's normal business practices including audits by Audit NZ and procedural and technical audits by Waka Kotahi.

#### 7.13. Communication and Consultation

Feedback on the draft Transportation Procurement Strategy was sought from the industry and other local road controlling authorities including Selwyn District Council and Hurunui District Council.

A copy of the Transportation Procurement Strategy will be made available on Council's website following endorsement.

#### 7.14. Implementation Responsibility

The Waimakariri District Council Roading & Transport Manager will be responsible for implementing this strategy and for reviewing and updating the strategy.

#### 7.15. Corporate Ownership and Internal Endorsement

This strategy will be approved by the Council.

## Appendix A – Delegation, Policy & Strategy Website Links

- S-DM 1046 – Contractual Authorities – Staff Schedule

[https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0015/28032/S-DM-1046-Contractual-Authorities-Staff-Schedule-Issue-57-Delegations-Manual.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0015/28032/S-DM-1046-Contractual-Authorities-Staff-Schedule-Issue-57-Delegations-Manual.pdf)

- S-CP 4160 – Procurement and Contract Management Policy

[https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0028/28459/4160-Procurement-and-Contract-Management-Policy.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0028/28459/4160-Procurement-and-Contract-Management-Policy.pdf)

- Procurement Strategy – July 2019

[https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0021/3864/Waimakariri-District-Council-Roading-Procurement-Strategy-Approved-by-NZTA.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0021/3864/Waimakariri-District-Council-Roading-Procurement-Strategy-Approved-by-NZTA.pdf)

## Appendix B – Waimakariri District Council Community Outcomes

# Community Outcomes

Community Outcomes describe how Waimakariri District Council aims to achieve meeting the current and future needs of our communities with good-quality local infrastructure, providing local public services and performance of regulatory functions.

Community outcomes set the direction for our Long Term Plan (LTP) and all activities included in the LTP that the Council undertakes contribute towards achieving these outcomes. The key groups of activities that contribute to each outcome are displayed.



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

- People enjoy clean water at our beaches, rivers and lakes
- There is a wide variety of public places and spaces to meet people's needs
- There are wide-ranging opportunities for people to enjoy the outdoors
- The accessibility of community and recreation facilities meets the changing needs of our community.

UN SDG 3, 11

**People are friendly and caring, creating a strong sense of community in our District**

- There are wide-ranging opportunities for people of different ages, abilities and cultures to participate in community life and recreational activities.

UN SDG 3, 16

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

- Harm to the environment from sewage and stormwater discharges is minimised
- 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
- Renewable energy technologies and their efficient use is encouraged
- High-speed telecommunications services are readily available across the District
- Climate change considerations are incorporated into all infrastructure decision-making processes
- Good procurement practice and effective long-term planning ensures services are sustainable, affordable and value for money for the community
- Infrastructure services are managed in a way that reduces emissions over time.

UN SDG 6, 7, 9, 11, 12, 13, 15

**There is a healthy and sustainable environment for all**

- Harm to the environment from the impacts of land use, use of water resources and air emissions is minimised
- Cultural values relating to water are acknowledged and respected
- The demand for water is kept to a sustainable level
- Harm to the environment from the spread of contaminants into ground water and surface water is minimised
- The impacts from land use activities are usually only short term and/or seasonal
- Soils are protected from erosion and unsustainable land use practices
- Low carbon, climate-resilient development is promoted.

UN SDG 6, 11, 12, 13, 15

**There are areas of significant indigenous vegetation and habitats that support indigenous fauna**

- Conservation, restoration and development of significant areas of vegetation and/or habitats is actively promoted.

UN SDG 15

**There are wide ranging opportunities for people to contribute to the decision making 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
- The Council makes known its views on significant proposals by others affecting the District's wellbeing
- Opportunities for collaboration and partnerships are actively pursued.

UN SDG 16

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**The community's cultures, arts and heritage are conserved and celebrated**

- Mana whenua are acknowledged and respected
- All cultures are acknowledged, respected and welcomed in the District
- Heritage buildings and sites are protected and the cultural heritage links with our past are preserved
- There are wide-ranging opportunities to participate in arts and cultural activities.

UN SDG 3, 16

**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
- Climate change challenges are addressed in an appropriate, timely, cost-effective and equitable manner
- Our District is well served by emergency services and volunteers are encouraged.

UN SDG 3, 11

**Effect is given to the principles of the Treaty of Waitangi**

- The Council in partnership with Te Ngāi Tahu Rūnanga, continue to build our relationship through mutual understanding and shared responsibilities.

UN SDG 10, 16

**Businesses in the District are diverse, adaptable and growing**

- There are growing numbers of businesses and employment opportunities in our District
- There are sufficient and appropriate places where businesses are able to set up in our District.

UN SDG 8

**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
- Public transport serves our District effectively
- Opportunities to increase the occupancy of commuter vehicles is actively encouraged

UN SDG 9, 11, 12

**The distinctive character of our tākiwa – towns, villages and rural areas is maintained**

- The centres of our towns are safe, convenient and attractive places to visit and do business
- Our rural areas retain their amenity and character.

UN SDG 11

**People's needs for mental and physical health and social services are met**

- Our people are supported by a wide range of health services that are available and accessible in our District
- Participation in community-based support and services is acknowledged and encouraged
- Housing is available to match the changing needs and aspirations of our community.

UN SDG 3

**People have wide ranging opportunities for learning and being informed**

- Our educational facilities and libraries are well resourced and have the capacity to manage and respond to changing demographics
- Our people are easily able to get the information they need.

UN SDG 4, 3

## SUSTAINABLE DEVELOPMENT GOALS

The UN Sustainable Development Goals are the blueprint to achieve a better and more sustainable future for all. They address the global challenges including those related to poverty, inequality, climate change, environmental degradation, peace and justice.



Learn more about each UN goal at: [un.org/sustainabledevelopment/sustainable-development-goals/](http://un.org/sustainabledevelopment/sustainable-development-goals/)

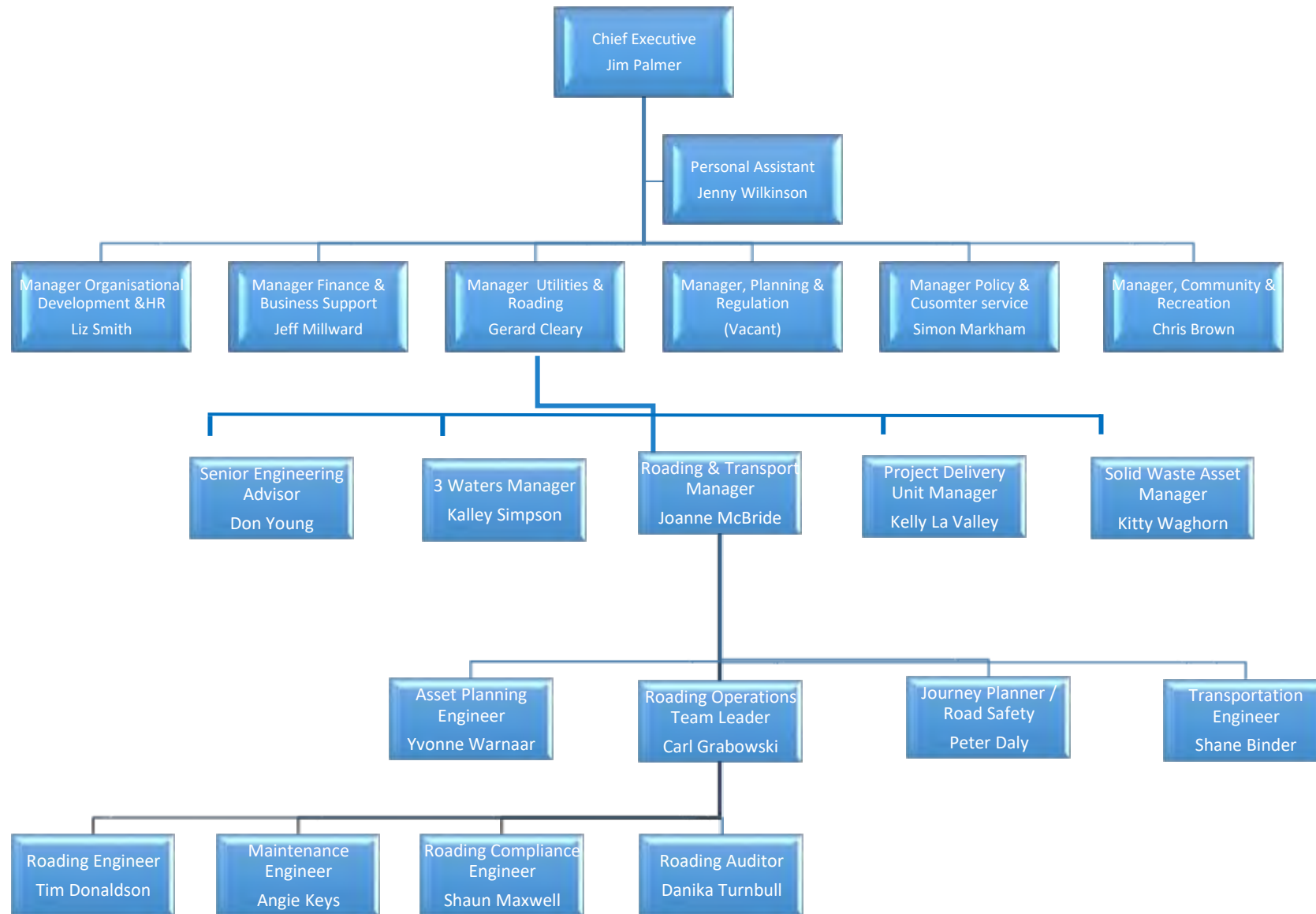
## Appendix C – Industry Feedback

To be included

## Appendix D – Organisational Structure



Waimakariri District Council - Organisational Structure



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

**FILE NO and TRIM NO:** WAT-03 / 220919161951

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 4 October 2022

**AUTHOR(S):** Colin Roxburgh, Water Asset Manager

**SUBJECT:** Changes to Sampling Budgets to Reflect New Drinking Water Rules

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

  
General Manager

  
Acting Chief Executive

**1. SUMMARY**

1.1. This report is to:

- Inform the Council of the budgetary implications of the increases to drinking water sampling budgets required to meet new Drinking Water Quality Assurance Rules (Rules) that come into effect from 14 November 2022.
- Request that the Council assign additional budget for the current financial year to allow for this increased sampling, and note that budget increases for future years will be assigned via the 2023/24 Annual Plan process.

1.2. The reason that this budget was not initially fully allowed for via the most recent Annual Plan exercise is that the final Rules were not known until 25 July of this year, following consultation on the Rules earlier in the year. It has taken between July and October to process the new Rules and assign expected costs to each scheme based on these requirements.

**Attachments:**

i. Nil

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 220919161951.
- (b) **Notes** that on 25 July 2022 new Drinking Water Quality Assurance Rules were released by Taumata Arowai to come into effect on 14 November 2022, and that these Rules contain new requirements for testing and sampling of drinking water.
- (c) **Approves** that the following water supply sampling budgets be increased for the 2022/23 financial year to reflect new requirements in accordance with the table below:

Scheme	2022/23 Budget (Current)	2022/23 Budget (Proposed)	2022/23 Increase Required
Cust	6,170	11,870	5,700
Garrymere	7,720	9,820	2,100
Kaiapoi	28,300	43,900	15,600
Mandeville	17,940	20,940	3,000
Ohoka	5,150	10,650	5,500
Oxford Rural No.1	14,410	22,410	8,000
Oxford Urban	20,500	20,500	-
Oxford Rural No.2	11,320	11,320	-
Pegasus–Woodend	33,960	43,260	9,300
Rangiora	28,160	32,260	4,100
Waikuku	21,090	29,590	8,500
West Eyreton	4,260	9,990	5,730
Summerhill	1,410	10,000	8,590
Poyntzs	4,120	10,000	5,880
<b>Total</b>	<b>204,510</b>	<b>286,510</b>	<b>82,000</b>

- (d) **Notes** that the sampling budget increases will result in an average of a 2% rating increase across the District's water supplies, and that these rating increases will take effect from 2023/24 onwards.
- (e) **Approves** that the sampling budgets be apportioned evenly across all properties with a water connection via the District Wide UV rate rather than on a scheme by scheme basis.
- (f) **Notes** that the required budget and rating impacts for future years will be addressed via the 2023/24 Annual Plan process.

### 3. **BACKGROUND**

- 3.1. In November 2021, the Water Services Act was given Royal Assent, giving Taumata Arowai the powers to revise the Drinking Water Standards and associated Rules.
- 3.2. On 25 July 2022, the new Drinking Water Quality Assurance Rules (Rules) were published by Taumata Arowai. These outline the different treatment and sampling requirements for all drinking water supply types, and for each element of the supply.
- 3.3. Previously the 2018 revision of the Drinking Water Standards for New Zealand (DWSNZ) included a large amount of *E. coli* testing as the primary mechanism to prove compliance of each supply. This equated to about 2,000 *E. coli* tests per year, and a relatively smaller number of full chemical suites of source water. The total sampling budget to cover this extent of testing allowed within the 2022/23 Annual Plan was \$204,510 per year.
- 3.4. During the time that the 2022/23 Annual Plan was being prepared, it was known that the Rules were being reviewed and that this would change the treatment and monitoring requirements. There were some signals as to the type of things to expect in the new Rules, but given that they were still to be consulted on and the final version released, there was not sufficient information to inform a change to budgeted amounts.
- 3.5. Further to this, there was no certainty as to what lead in time there would be to comply with the new Rules from when they were released, so it was not clear what financial year the updated budget would need to apply from.
- 3.6. Now that the final version of the Rules are known, and it is known that these will take effect from 14 November 2022, there is sufficient information to update budgets to reflect this.

3.7. Some key points from the new Rules are:

- All water must be treated for bacteria, with the two key ways to achieve this being either by UV treatment, or chlorine disinfection at the treatment plant.
- Most source types must be treated for protozoa, however for “Class 1” source water, no protozoal treatment is required. Class 1 water must be > 30m deep, must have an established and ongoing track record of not having *E. coli* or total coliforms in the water, and the bore head must be above ground.
- For either Class 2 or Class 3 bores, protozoal treatment must be provided, most commonly consisting of either UV disinfection, or filtration plus UV disinfection.
- A number of other parameters in addition to *E. coli* must be tested at varying frequencies depend on scheme size. This includes:
  - Chlorates to indicate potential for chlorine by-products.
  - Handheld samples of physical characteristics of the water (pH, turbidity, chlorine, conductivity), or continuous monitoring of these parameters.
  - Iron, manganese, colour and nitrate testing of source waters.
  - Chemical suites of source waters.
  - Disinfection by-products testing in the reticulation systems.
  - Plumbosolvent metals testing in the reticulation systems.
  - Any other parameters identified and recommended by the Source Water Risk Management Plan process.

**4. ISSUES AND OPTIONS**

- 4.1. Indicative costings have been presented by external laboratories and the Water Unit for the cost of the updated sampling and testing requirements. These have been collated and a schedule prepared for each scheme, to create a budgetary estimate to compare against actual budget allowances.

Table 1: Comparison of forecast costs to meet new Rules versus budget allowances

Scheme	2022/23 Budget (Current)	2022/23 Budget (Proposed)	2022/23 Increase Required
Cust	6,170	11,870	5,700
Garrymere	7,720	9,820	2,100
Kaiapoi	28,300	43,900	15,600
Mandeville	17,940	20,940	3,000
Ohoka	5,150	10,650	5,500
Oxford Rural No.1	14,410	22,410	8,000
Oxford Urban	20,500	20,500	-
Oxford Rural No.2	11,320	11,320	-
Pegasus–Woodend	33,960	43,260	9,300
Rangiora	28,160	32,260	4,100
Waikuku	21,090	29,590	8,500
West Eyreton	4,260	9,990	5,730
Summerhill	1,410	10,000	8,590
Poyntzs	4,120	10,000	5,880
<b>Total</b>	<b>204,510</b>	<b>286,510</b>	<b>82,000</b>

- 4.2. As can be seen above, there is an \$82,000 increase required across the Council's 14 separately rated schemes, representing an average increase of 40%. This increase for the 2023/24 year will be greater, as the increase so far has only been applied to 7.5 of the 12 months of the year, given that the new Rules come into effect on 14 November. This future year increase will be covered by the 2023/24 Annual Plan.

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

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The communities all rely on safe and reliable drinking water, and sampling is part of the process of verifying the safety of the water.

- 4.3. 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. Te Ngāi Tūāhuriri hapū have an interest in the quality, integrity and mauri of water being maintained, and the testing of the water in accordance with legislated requirements is part of verifying that this is the case.

### **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 may be affected by, or to have an interest in the subject matter of this report. There is community expectation that water supplies be managed in accordance with national standards, but there is less interest in precisely what parameters are measured as part of proving this. The rating impact of the changes will be of community interest, and will form part of the 2023/24 Annual Plan consultation process.

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

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The table below demonstrates the increase in annual sampling costs as a percentage of overall rates take to give an indication of rating impact of these changes. This is indicative only, as a complete and comprehensive rating forecast will be prepared as part of the 2023/24 Annual Plan.

*Table 2: Indication of Rating Implications*

Scheme	2022/23 Budget (Current)	2023/24 Budget (Proposed Full Year)	2023/24 Increase Required	Annual Rates Income	Percent Increase
Cust	6,170	14,900	8,700	154,645	6%
Garrymere	7,720	11,500	3,800	67,988	6%
Kaiapoi	28,300	47,800	19,500	1,302,631	1%
Mandeville	17,940	22,200	4,300	511,750	1%
Ohoka	5,150	14,900	9,800	160,901	6%
Oxford Rural No.1	14,410	22,700	8,300	588,348	1%
Oxford Urban	20,500	28,000	7,500	494,698	2%
Oxford Rural No.2	11,320	12,000	700	353,275	0%
Pegasus-Woodend	33,960	67,000	33,000	1,440,711	2%
Rangiora	28,160	34,100	5,900	2,585,531	0%
Waikuku	21,090	36,600	15,500	200,407	8%
West Eyreton	4,260	12,800	8,500	66,814	13%
Summerhill	1,410	12,800	11,400	203,960	6%
Poyntzs	4,120	12,800	8,700	91,054	10%
<b>Total</b>	<b>204,510</b>	<b>350,100</b>	<b>145,600</b>	<b>8,222,713</b>	<b>2%</b>

The above table indicates an average rating impact across the district's water supplies of 2%. It is proposed that the water sampling budgets be included as part of the District UV rate from 2023/24 onwards, to ensure that these charges apply evenly across all the District's water supplies, rather than some schemes being disproportionately impacted relative to others.

This budget is not included in the Annual Plan/Long Term Plan, which is the matter this report is seeking to address.

### 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 not risks arising from the adoption/implementation of the recommendations in this report. There would however be risks in not adopting the recommendations of this report, as this would mean water supplies would be non-compliant with the new Rules set by Taumata Arowai.

### 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.

### 7.2. **Authorising Legislation**

The Water Services Act is relevant in this matter.

### 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, low emissions, resilient, affordable; and provided in a timely manner"*

### 7.4. **Authorising Delegations**

The Council is authorised to create or amend budgets.

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

**FILE NO and TRIM NO:** RDG-22-01, DRA-16-03 / 220923165375

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 4 October 2022

**AUTHOR(S):** Gerard Cleary – Manager, Utilities & Roding

**SUBJECT:** July 2022 Flood Response – Forecast costs and funding sources

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

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

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

**1. SUMMARY**

- 1.1 In September 2022 Council considered a report on the July flood event and approved initial un-budgeted expenditure of \$3.15 million to respond and repair damaged infrastructure and resolve the flooding issues that have been identified. This further report is to provide an update and to confirm budgets for completing these works, as well as advise of the rating impact.
- 1.2 The rainfall events which occurred during July 2022 (12 July, 20 July, 26 July, and 30 July) including the wind event on the 18 July, required a substantial response from our maintenance contractors and there has been some damage to Roding and 3 Waters infrastructure in the district. Additionally, there has been a large number of drainage and sewer related service requests that need to be worked through which may result in additional improvement works being required.
- 1.3 Work has been underway since the flood event to identify all issues in the network and restore infrastructure. This has included repairing underground services, roads, bridges, culverts, slips and washouts from overland flow. In some areas, the work required to repair infrastructure is reasonably substantial and as such is ongoing.
- 1.4 The outcome is that a total of 685 drainage service requests and 130 sewer service requests have been distilled to a total of 143 investigations. Note that this number may go up or down as investigations are split into two separate issues, or alternatively combined.
- 1.5 Some are resulting in works that are able to be completed this year, others that are able to be addressed by existing capital works projects or are the landowner's responsibility, while the balance will be part of the upcoming Annual Plan process. The 2023/24 maintenance budgets will be reviewed in light of the additional information and may need to be revised.
- 1.6 The estimate to complete the Emergency and Immediate Works has increased from \$3.15 million to \$3.82 million, and the table within the main body of the report sets out staff's recommendations as to how this is funded. Generally, the principals for allocation of funding are related to the source of flood waters, and so costs are recovered:
- 1.6.1 Against the urban or rural drainage scheme where the source of flood water is from the urban area,
- 1.6.2 Through District Wide Flood Recovery funding where flood waters are derived from non-rated drainage catchments or are spread across all schemes (such as investigation costs), and

1.6.3 District Wide Roding following assistance from the National Land Transport Fund

1.7 It is recommended that the flood response work be debt funded in 2022/23 and then loan funded with the charge being on the 2023/24 rate.

1.8 Attachments:

- i. Emergency Response and Immediate Works Expenditure and Funding – 3 Waters
- ii. Dashboard report – Flood recovery as at 23 September 2022 (TRIM no. 220923165797)

## 2. RECOMMENDATION

**THAT** the Council:

- (a) **Receives** Report No. 220923165375;
- (b) **Approves** budget of **\$3.82 million** in responding to the flood event and recovery from the flood damages, with preliminary funding arrangements as follows:

Asset Area	Estimate	Preliminary Funding source
Roding	\$1,940,000	Roding with NTLF FAR
Stormwater	\$615,000	Relevant Urban Drainage account
Land Drainage	\$400,000	District Drainage account
Rivers	\$25,000	District Drainage account
Wastewater	\$340,000	Eastern Districts Sewerage Scheme account
Flood Response investigations	\$500,000	Drainage Operations account
<b>TOTAL</b>	<b>\$3,820,000</b>	

- (c) **Agrees** the flood response work be debt funded in 2022/23 and then loan funded with the charge being on the 2023/24 rate.
- (d) **Notes** that co-funding by Waka Kotahi is estimated at \$989,410 (subject to approval) with the Funding Assistance Rate anticipated to be 51% for Emergency Works.
- (e) **Notes** that the total rating impact from this additional budget, less the Waka Kotahi co-funding, is as follows:

Rating Area	Rating Implication
Roding	Increase by approximately \$5.55 or 1.2%
District Drainage	Increase by approximately \$1.30 or 6.5%.
Kaiapoi Urban	Increase by approximately \$7.54 or 2.0%.
Rangiora Urban	Increase by approximately \$1.00 or 0.3%.
Coastal Urban	Increase by approximately \$0.54 or 0.3%.
Pegasus Urban	Increase by approximately \$1.98 or 0.8%.
Oxford Urban	Increase by approximately \$4.91 or 3.1%.
Eastern Districts Sewer	Increase by approximately \$1.59 or 0.3%.

- (f) **Notes** that staff are continuing to work with Waka Kotahi, insurers and other external parties to secure funding for the works where available;
- (g) **Note** that 2023/24 maintenance budgets will be reviewed in light of the additional information and may need to be revised.
- (h) **Note** that some investigations will identify work that is able to be completed in this financial year while others will be included in the draft Annual Plan process.

- (i) **Circulates** this report to all Community Boards for information.

### 3. **BACKGROUND**

- 3.1. During the month of July 2022, four rainfall events occurred and the total rainfall for the month was about 4 times higher than the typical average for this time of the year. While individually these were not significant events, the cumulative monthly rainfall for the month reached record levels. Additionally there was a wind event on the 18 July 2022.
- 3.2. The event on the 12 July 2022 was estimated to be approximately a 10 year event in the coastal area and the event on the 26 July 2022 was estimated to be a 20-30 year event in the coastal. The cumulative rainfall for July was the wettest on record – Rangiora saw 238.4mm of rain in July, which is 441% of the average rainfall of 54mm for July based on records from 1991-2020.
- 3.3. While the events in July were less in scale compared to the May 2021 flood event, it still required a substantial response from our maintenance contractors and there has been some damage to Roothing and 3 Waters infrastructure in the district (as outlined in the following sections below). Additionally there has been a large number of flooding related service requests that need to be worked through, which may result in additional improvement works being required.
- 3.4. A total of 685 Drainage Service Requests and 130 Sewer Service Requests were received related to the flooding in July and, together with the investigations from earlier events, compiled into 143 investigations and 321 maintenance actions. The current status of these are summarised in the following tables:

Phase	As at 9 Sept	This report	Change
Triaging	0	0	0
Scoping	119	86	-33
Under Investigation	5	24	19
Review and approval	3	8	5
In Implementation	6	9	3
Completed	10	16	6
<b>Total</b>	<b>143</b>	<b>143</b>	

Maintenance items	As at 9 Sept	This report	Change
To be started	256	256	0
Work in process	23	23	0
Completed	42	42	0
<b>Total</b>	<b>321</b>	<b>321</b>	

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

- 4.1. **Roothing**
- 4.2. The total cost of our Roothing response has been developed further and the estimate has been confirmed to be in the order of \$1.94 million.
- 4.3. Included within this estimate is the following:
- Initial flood responses for all events - \$50,000

- Repair of damaged / scoured culverts / drains & road scour on unsealed roads - \$210,000
- Repair of damaged / scoured culverts / drains & road scour on sealed roads - \$200,000
- Repair of scour at bridge structures - \$160,000
- Repairs to Lees Valley Road slumps and slips - \$250,000
- Okuku Pass Rd Culvert Scour repairs - \$20,000
- Giles Rd – Silverstream headwall repairs and pipe reinstatement in conjunction with ECan - \$50,000
- Unsealed road remetalling from scour and washing out of fines - \$580,000
- Upper Sefton Rd Drain Scour by Retaining Wall - \$100,000
- Reinstatement of river fords (to be carried out) - \$80,000
- Consultant services (structural & geotechnical) for Lees Valley slip evaluation and bridge protection assessment & design - \$70,000
- Contingency of 15% has been included - \$170,000

#### 4.4. **Urban Stormwater**

4.5. The costs for the emergency response work, including the deployment of temporary pumps, totalled \$245,000 of unbudgeted operational expenditure.

4.6. It is estimated that additional unbudgeted operational expenditure in the order of \$100,000 will be required for CCTV inspection work in Kaiapoi, Rangiora and Oxford. This is over and above existing budgets for planned CCTV work.

4.7. The following projects have been identified that need to be progressed as urgent work, which are currently not in the capital works programme:

- Kiln Place / Fairweather Crescent – Wastops and Bund to prevent backflow from the Kaikanui Stream - \$80,000.
- Williams Street – Lateral replacement to east side of road - \$30,000.
- Hinemoa Park – Drainage improvements - \$40,000
- Pearson Lane – Culvert upgrade - \$50,000
- Pegasus Main Street – New overflow pipe - \$50,000
- Weka Street – Additional rapid soakage chamber - \$40,000

4.8. The total cost of our emergency response and immediate works in urban stormwater areas has increased from \$450,000 to \$615,000. These works will be funded from the respective urban drainage account.

#### 4.9. **Rural Land Drainage**

4.10. Generally, the drains in the rural drainage areas of the District functioned well. Repair work of a bank collapse on the Ohoka Stream (estimated to be approximately \$10,000) will be undertaken from existing budgets.

4.11. The following projects have been identified that need to be progressed as urgent work, which are currently not in the capital works programme:

- Main North Road – Repair culvert / upgrade pipework - \$100,000
- Old North Road – Collapsed culvert - \$40,000
- Wolffs Road – Culvert upgrade - \$80,000

- Kaiapoi Urupa – Install new drain - \$60,000
  - Washington Place – Restore drainage channel - \$20,000
  - Ashley Gorge Road – Mitigate additional runoff - \$50,000
  - Vicenza Drive – Upgrade access way culvert - \$50,000
- 4.12. The total cost of our emergency response and immediate works in rural land drainage areas and also the wider district has increased from \$75,000 to \$400,000. These works will be funded from the District Drainage account.
- 4.13. **Rivers**
- 4.14. The contribution from Waimakariri District Council for the proposed interim works to be undertaken by Environment Canterbury remains unchanged at \$25,000, which will be funded from the District Drainage account.
- 4.15. **Wastewater**
- 4.16. The costs for the emergency response work, including the deployment of sucker trucks, totalled \$100,000 of operational expenditure, which will be funded from existing operational budgets. However future rainfall events in the 2022/23 financial year will likely mean that operational budgets are exceeded for this financial year.
- 4.17. It is estimated that additional unbudgeted operational expenditure in the order of \$40,000 will be required for inflow & infiltration property inspection work in Waikuku Beach and Woodend Beach. This is over and above existing budgets for inflow and infiltration work.
- 4.18. The following projects have been identified that need to be progressed as urgent work, which are currently not in the capital works programme:
- Kairaki Sewer – Upgrade of pipework and manholes - \$100,000
  - Kings Ave Wastewater PS – Modifications to reduce inflow - \$50,000
  - Mandeville Septic Tanks – Modifications to reduce inflow and infiltration - \$100,000
  - Tuahiwi / Fernside – Modifications to reduce inflow and infiltration from private laterals - \$50,000.
- 4.19. The total cost of our emergency response and immediate works on the sewer system has increased from \$100,000 to \$340,000. These works will be funded from the Eastern Districts Sewer Scheme account.

### 3.1 **Flood Response PCG**

- 4.20. The total cost of our Flood Response PCG team to investigation and respond to all the service requests identified has been developed further and the estimate for this remains at \$500,000. This work will be charged to the Drainage Operations account which funded from all drainage schemes on a pro rata basis based on annual expenditure.
- 4.21. Due to the nature of these events, there is no ability to plan in advance for infrastructure that may need to be replaced or repaired. As such staff often need to make informed decision in a very short timeframe regarding reinstatement of infrastructure but are aware of the need to make sound decisions regarding the best whole of life costs for either repairing or reinstating these assets.
- 4.22. It is anticipated that some investigations will identify work that is able to be completed in this financial year while others will be included in the draft Annual Plan process. Some investigations are complementary to existing capital works projects and are being incorporated into this work programme where appropriate. The 2023/24 maintenance budgets will be reviewed in light of the additional information and may need to be revised.



- 4.23. Where there are specific decisions which require Council input or for a decision to be made, this will be reported through 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.

Safe and reliable Rooding and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate drinking water and drainage for health and Rooding infrastructure is require to provide safe egress and enable residents to access goods and services within the community.

- 4.24. 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 as it relates to impacts on waterways and rivers. Staff will update the Runanga at the executive meetings and where relevant on specific projects or consents engage with MKT.

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

A number of the issues in this report cross over with Environment Canterbury in terms of consenting, or in relation to rivers and natural waterways assets and services they maintain. Staff from ECAN and WDC are working to proactively coordinate where necessary.

- 5.3. There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

#### **5.4. Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.

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

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

There are financial implications of this report. The updated cost estimate for the works associated with recovery from the flood is summarised below with the preliminary assessment of the funding source.

<b>Area</b>	<b>Estimate</b>	<b>Preliminary Funding Source</b>
Rooding	\$1,940,000	Rooding with NTLF FAR
Stormwater	\$615,000	Relevant Urban Drainage scheme
Land Drainage	\$400,000	District Drainage account
Rivers	\$25,000	District Drainage account
Wastewater	\$340,000	Eastern Districts Sewerage Scheme account
Flood Response investigations	\$500,000	Drainage Operations account
<b>TOTAL</b>	<b>\$3,820,000</b>	

- 6.2. Council's insurers have been advised of the flood event and staff will work with them to determine if there is to be any claimable costs from damage to 3 Waters assets. It is currently not expected that the LAPP threshold for Government funding (60% share) will be triggered for this event.

- 6.3. Roading assets are not insured however Emergency Flood events do attract Waka Kotahi co-funding. Work category 141 enables funding from the National Land Transport Fund (NLTF) in response to a defined, major, short-duration natural event (a qualifying event) that has reduced or will reduce customer levels of transport service significantly below those that existed prior to the event and results in unforeseen, significant expenditure.
- 6.4. The usual funding assistance rate (FAR) that applies to emergency works for qualifying events within each financial year is:
- the approved organisation's normal FAR. This covers cumulative claims for total costs of emergency works **up to 10%** of the approved organisation's total cost of its maintenance programme for the year (as approved when the National Land Transport Programme (NLTP) was adopted), or
  - the approved organisation's normal FAR plus 20% to a maximum of 95%. This is for the part of the cumulative claims of total costs of emergency works that **exceeds 10%** of the approved organisation's total cost of its approved maintenance programme for the year.

This has been taken into account when calculating co-funding from Waka Kotahi in the table above.

- 6.5. The flood response associated works to date have been undertaken and will be claimed in the 2022/23 year. Co-funding by Waka Kotahi is estimated at \$989,410 (subject to approval) and the Funding Assistance Rate is anticipated to be 51% for Emergency Works.
- 6.6. The flood response work will be debt funded in 2022/23 and then loan funded with the charge being on the 2023/24 rate. The rating impact from this additional budget, less the estimated Waka Kotahi co-funding, shown in the table below. This does not include the residual book value of any assets which needs to be written off due to replacement or renewal.

Rating Area	Rating Implication
Roading	Increase by approximately \$5.55 or 1.2%
District Drainage	Increase by approximately \$1.30 or 6.5%.
Kaiapoi Urban	Increase by approximately \$7.54 or 2.0%.
Rangiora Urban	Increase by approximately \$1.00 or 0.3%.
Coastal Urban	Increase by approximately \$0.54 or 0.3%.
Pegasus Urban	Increase by approximately \$1.98 or 0.8%.
Oxford Urban	Increase by approximately \$4.91 or 3.1%.
Eastern Districts Sewer	Increase by approximately \$1.59 or 0.3%.

- 6.7. The Flood Response PCG team work, including PDU and external consultants, will be charged to the Drainage Operations account, which funded across all drainage schemes as an overhead charge on a pro rata basis based on annual expenditure. This will increase the rates on each drainage scheme by a further 1% assuming that there is no surplus funds available on the scheme and the deficit needs to be loan funded over a 10 year period.
- 6.8. Further work is required to confirm the actual rating impact on individual schemes and this will be addressed in the upcoming Draft Annual Plan process in November when staff have better information on the breakdown of the work and outcome of the key investigations.
- 6.9. **Sustainability and Climate Change Impacts**
- The frequency and severity of flood events is likely to increase due to the impacts of climate change.

### 6.3 Risk Management

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

A risk-based approach has needed to be adopted around the management of the Lees Valley slips and this will also be the case when assessing and agreeing repairs for the Okuku Pass Rd slips as well as bridge approach repairs. In these cases, the best whole of life cost needs to be considered when agreeing the extent of repair and there is a residual risk of ongoing repairs being required due to further rainfall events.

#### 6.10. **Health and Safety**

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

Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

## 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**

The Land Transport Management Act is the relevant legislation in relation to Rooding activities.

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

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

This report considers the following outcomes:

#### ***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.

#### ***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.

#### ***Core utility services are sustainable, resilient, affordable; and provided in a timely manner***

- Harm to the environment from sewage and stormwater discharges is minimised
- 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**

Council has the authority to receive this report.

Relevant staff have delegation to authorise unbudgeted emergency works where needed.  
Future reports will seek approval for unbudgeted expenditure.

## July 2022 Flood Recovery Emergency Response and Immediate Works Expenditure and Funding - 3 Waters

Asset Area	Project	Estimate of Expenditure	Unbudgeted Council Expenditure	Funding Source	Rating Implications
Water	Nil	\$0	\$0	-	Nil
Wastewater	Sucker trucks - deployed to Akaroa Street, Ohoka Road, Cridland Street West, Chapman Place PS in Kaiapoi; Feathersone Ave PS in Kairaki; Stalkers Road in Woodend Beach; Kings Ave and Rotten Row in Waikuku Beach; Tram Road in Mandeville.	\$100,000	\$0	Eastern Districts Sewer Scheme	Nil - funded from existing operational budgets. However future rainfall events in the 2022/23 financial year will likely mean that operational budgets are exceeded for the financial year.
	Kairaki Sewer - Upgrade pipeworks and manholes in the Kairaki Motor Camp. Address issues with leaking manholes and abandoned laterals in Featherstone Ave.	\$100,000	\$100,000	Eastern Districts Sewer Scheme	Capital expenditure that will increase the Kaiapoi Urban Drainage Rate by approximately \$0.30 or 0.1% from 2023/24.
	Kings Ave Wastewater Pump Station modifications to prevent inflow.	\$50,000	\$50,000	Eastern Districts Sewer Scheme	Capital expenditure that will increase the Kaiapoi Urban Drainage Rate by approximately \$0.15 or 0.05% from 2023/24.
	Rotten Row, Waikuku Beach - Mainly a surface water issue, but some private gully traps may need to be raised or roof down pipes isolated from the sewer. Budget allows for onsite I&I investigation work.	\$20,000	\$20,000	Eastern Districts Sewer Scheme	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.11 or less than 0.1% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Stalkers Road, Woodend Beach - Mainly a surface water issue, but some private gully traps may need to be raised or roof down pipes isolated from the sewer. Budget allows for onsite I&I investigation work.	\$20,000	\$20,000	Eastern Districts Sewer Scheme	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.11 or less than 0.1% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Mandeville - It is expected that some septic tanks that are prone to inundation will need modifications, e.g.: raising or sealing turrets / lids.	\$100,000	\$100,000	Eastern Districts Sewer Scheme	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.60 or 0.1% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Tuahiwi / Fernside - It is expected that some private laterals (between the house and the new pump chamber) may need upgrading and/or private gully traps may need to be raised or roof down pipes isolated from the sewer.	\$50,000	\$50,000	Eastern Districts Sewer Scheme	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.30 or 0.05% from 2023/24 (assuming the overspend is loan funded over 10 years).
Urban Stormwater	Temporary pumps - deployed to Dudley Drain, Feldwick Drain and McIntosh Drain and reactively deployed to McDougal Place, Cridland Street West and Trousselot Park in Kaiapoi.	\$185,000	\$185,000	Kaiapoi Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$4.22 or 1.1% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Additional contractor support to assist with checking grills, sumps and flapgates during the event as maintenance staff were stretched.	\$50,000	\$50,000	Kaiapoi Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$1.13 or 0.3% from 2023/24 (assuming the overspend is loan funded over 10 years).
	CCTV Inspection - Kaiapoi	\$50,000	\$50,000	Kaiapoi Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$1.13 or 0.3% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Kiln Place / Fairweather Crescent / McDougal Place - Install Wastop valves on two outlets from Fairweather Crescent to the Kaikanui Stream to prevent backflow into Fairweather Crescent / Kiln Place. Construct a bund on the motorway drain at the Kaikanui Stream to prevent backflow into McDougal Place.	\$80,000	\$60,000	Kaiapoi Urban Drainage	Capital expenditure that will increase the Kaiapoi Urban Drainage Rate by approximately \$0.70 or 0.2% from 2023/24.

	Williams Street - Replace stormwater lateral from 77 Williams Street to east side of road	\$30,000	\$30,000	Kaiapoi Urban Drainage	Capital expenditure that will increase the Kaiapoi Urban Drainage Rate by approximately \$0.35 or 0.1% from 2023/24.
	Kaikanui Stream - Culvert removal/modification and drain cleaning	\$20,000	\$0	District Drainage	Operational expenditure to be funded from existing budgets. No rating implications.
	Hinemoa Park - Drainage improvements	\$40,000	\$40,000	Greenspace	To be confirmed
	Temporary pumps - deployed to Swindells Road in advance of events.	\$10,000	\$10,000	Coastal Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.54 or 0.3% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Pearson Lane - Install a new 225mm pipe under Pearson Lane.	\$50,000	\$50,000	Rangiora Urban Drainage	Capital expenditure that will increase the Rangiora Urban Drainage Rate by approximately \$0.39 or 0.1% from 2023/24.
	CCTV Inspection - Rangiora	\$40,000	\$40,000	Rangiora Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.61 or 0.2% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Pegasus Main Street - New stormwater overflow pipe from existing infiltration trench	\$50,000	\$50,000	Pegasus Urban Drainage	Capital expenditure that will increase the Pegasus Urban Drainage Rate by approximately \$1.98 or 0.8% from 2023/24.
	Weka Street - Upgrade soakpit to provide a rapid soakage chamber.	\$40,000	\$40,000	Oxford Urban Drainage	Capital expenditure that will increase the Kaiapoi Urban Drainage Rate by approximately \$3.30 or 2.1% from 2023/24.
	CCTV Inspection - Oxford	\$10,000	\$10,000	Oxford Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$1.61 or 1.0% from 2023/24 (assuming the overspend is loan funded over 10 years).
Rural Land Drainage	Ohoka Stream - Bank collapse. Stabilise and plant the bank	\$10,000	\$0	Ohoka Rural Drainage	Operational expenditure to be funded from existing budgets. No rating implications.
	Main North Road - damaged / undersized culverts. Repair damaged culvert and upgrade pipe serving adjacent properties.	\$100,000	\$100,000	District Drainage	Capital expenditure that will increase the District Drainage Rate by approximately \$0.23 or 1.1% from 2023/24.
	Old North Road	\$40,000	\$40,000	District Drainage	Capital expenditure that will increase the District Drainage Rate by approximately \$0.09 or 0.6% from 2023/24.
	Wolffs Road - Culvert upgrade under road and irrigation race. To be partially funded by Waimakariri Irrigation Limited.	\$80,000	\$80,000	District Drainage	Capital expenditure that will increase the District Drainage Rate by approximately \$0.18 or 0.9% from 2023/24.
	Temporary pumps - reactively deployed after the event in Washington Place in West Eyreton.	\$5,000	\$0	District Drainage	Operational expenditure to be funded from existing budgets. No rating implications.
	Kaiapoi Urupa - Install drain from low point to the Cam River.	\$60,000	\$60,000	District Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.26 or 1.3% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Washington Place - Works to restore channel and flow path through private properties.	\$20,000	\$20,000	District Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.09 or 0.4% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Ashley Gorge Road - Works to mitigate impact of additional runoff from upstream properties	\$50,000	\$50,000	District Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.22 or 1.1% from 2023/24 (assuming the overspend is loan funded over 10 years).
	Vicenza Drive / Bradleys Road - Upgrade access way culvert. Potential cost share with landowner.	\$50,000	\$50,000	District Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2022/23, which will increase the rate by approximately \$0.22 or 1.1% from 2023/24 (assuming the overspend is loan funded over 10 years).
Rivers	Okuku River - WDC contribution to Environment Canterbury led work. Scope includes river training works and bank protection works in the order of \$50,000.	\$25,000	\$0	District Drainage	Operational expenditure to be funded from existing budgets. No rating implications.



## FLOOD RECOVERY FORTNIGHTLY STATUS REPORT AS AT 23-Sep-22



### Fortnightly Report

#### Introduction

During the month of July 2022, four rainfall events occurred and the total rainfall for the month was about 4 times higher than the typical average for this time of the year. While individually these were not significant events, the cumulative monthly rainfall for the month reached record levels. Additionally the high annual rainfall we have experienced over the past 12 months means the catchment in the district are saturated catchments and groundwater levels high to the extent the resurgence channels are flowing in the Mandeville area.

The purpose of this report is to update the Utilities and Roading Committee and Community Boards on the status of the drainage and sewer service requests and further investigations related to the following flood events:

Group 1. 29 to 31 May 2021, 15 December 2021 and 12 February 2022.  
Group 2. 12 July 2022, 20 July 2022, 26 July 2022 and 30 July 2022

#### Key messages

A total of 598 drainage service requests were received related to the rainfall events in Group 1 and total of 61 areas were then identified for further assessment. A further 685 drainage service requests and 130 sewer service requests were received related to the rainfall events in Group 2. These have now been triaged, and the result is a combined total of 143 investigations, and a further 321 Maintenance tasks.

The Flood Team, which was in the process of being disestablished following the Group 1 rainfall events, has been extended to work through the additional services requests and further investigations.

Based on the scale of additional service requests, it is anticipated that it will take at least 3-6 months to work through these investigations.

Accordingly, while almost all customers have received an initial call back, it may take some time to respond with the outcome of the investigations.

#### Report Format

This report will be prepared fortnightly and will include the following information

- This Dashboard showing:
  - General commentary
  - Dashboard metrics
  - Specific commentary on Key Focus Areas
- An attached traffic light report on all 143 investigations

At this stage the format is presented but has not yet been populated by each Investigator. This information will be available for the next report.

### Key Metrics

Phase	As at 9 Aug	This report	Change
Triaging	0	0	0
Scoping	119	86	-33
Under Investigation	5	24	19
Review and approval	3	8	5
In Implementation	6	9	3
Completed	10	16	6
<b>Total</b>	<b>143</b>	<b>143</b>	

Implementation Solutions	As at 9 Aug	This report	Change
Not yet determined	121	102	-19
Physical Works FY22/23	19	31	12
Future year capex	3	6	3
O&M changes	0	2	2
No action/Customer Advice	0	2	2
<b>Total</b>	<b>143</b>	<b>143</b>	

Maintenance items	As at 9 Aug	This report	Change
To be started	256	256	0
Work in process	23	23	0
Completed	42	42	0
<b>Total</b>	<b>321</b>	<b>321</b>	

#### Communications update

This dashboard report and Tracking Sheet is being sent to all Elected Members.

All 685 Drainage Service requests have been contacted with an initial confirmation that the request has been received. All 130 Sewer Service Requests will be contacted with an initial confirmation next week that the request has been received.

The website is being updated with a Home Page Tile so residents can access the flood recovery page more easily. Note that the website is in the process of being updated as some information is now out of date, and a version of the attached report will be included.

For all live service requests we will be sending out a holding message (via email or text) in order to maintain continuous contact alongside the more specific contact with the flood team as they address each investigation.

### Key Focus Areas

Location	Update	Status
Kiln Place / Fairweather Crescent	Issue with backflow from the Kaikanui Stream. Removal/modifications of farm culverts is underway. Flaggates and bunds to be installed as soon as practicable	●
Fuller Street	Issue with a low lying residence being repeatedly close to flooding. Investigation is complete and upgrades will be implemented this financial year from existing budgets.	●
Broadway Avenue	Detailed design underway for a new pipe from Kiwi Ave Reserve to Broadway Ave. Construction works to be undertaken this summer.	●
Swindells Road	CCTV and swale / driveway culvert maintenance work complete. Options memo currently being finalised. Design and consent in 22/23 and construct in 23/24.	●
Pearson Drain	Issue with drain overtopping and causing flooding in central Oxford. Detailed investigation commencing shortly.	●
Stalkers Road	Issue with regular flooding during periods of high groundwater and causing issue with overloading the sewer. Detailed investigations to commence shortly. Meeting with residents	●
Cust Road	New larger soakpits will be installed next week. Solution for secondary flow to be developed.	●
Ranui Mews	The installation of vents at Ranui Mews in close to completion. Investigation works on the Ohoka Road sewer main to continue.	●
Kairaki PS	Issue with inflow & infiltration overloading sewer. Meeting with residents held 7 September. Urgent works to address main issues in campground commenced	●
Cones Road / Fawcetts Road	Issue with a rural catchment causing flooding in neighbouring area. Land purchase currently being sought for proposed diversion drain upgrade.	●
Resurgence Flow, Mandeville	Groundwater levels are high and undercurrents are flowing in the Mandeville area. This is causing surface flooding issues and impacting some septic tanks. Investigations are underway and the Mandeville Resurgence Channel Upgrade/Diversion is proposed.	●
Vicenza Drive / Bradleys Road	Groundwater levels are high and undercurrents are flowing in the Mandeville area. This is causing surface flooding issues and impacting some septic tanks. Investigations are underway and the Mandeville Resurgence Channel Upgrade/Diversion is proposed.	●
Flannigans Drain	Issue with overloaded drain causing flooding on neighbouring properties. Investigation and site inspection is underway.	●

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** TRIM Number: 220808135614**REPORT TO:** Council**DATE OF MEETING:** October 2022**AUTHOR(S):** Chris Brown, GM: Community and Recreation**SUBJECT:** 46 Main North Road (Kaiapoi) – Reserve Classification**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)\_\_\_\_\_  
General Manager  
\_\_\_\_\_  
Acting Chief Executive**1. SUMMARY**

- 1.1. This report is to obtain approval for a proposal to seek Reserve Classification for 46 Main North Road under the Reserves Act 1977 as a Local Purpose Amenity Linkage Reserve.
- 1.2. The reserve is currently identified as a drainage asset, through which, in the middle, runs the Courtenay Stream.
- 1.3. The Arohatia te Awa Working Group has identified 46 Main North Road as a valuable parcel of land and would like to ensure that the legal status of the land allows for future development, both towards the group's aim of creating a network of river and stream-side pathways connecting communities across the district, and as a key entrance to Kaiapoi.

**Attachments:**

- i. Email Memorandum from the Property Group (TRIM 220809136104)
- ii. Land status check PROP-1869 (TRIM: 220519080837)
- iii. Map supplied from the Property Group showing 46 Main North Road as a road to be closed (TRIM: 220809136106).
- iv. Waimap map of 46 Main North Road, Kaiapoi.

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

- (a) **Receives** Report No. 220808135614.
- (b) **Approves** the proposal for the classification of 46 Main North Road as a Local Purpose Amenity Linkage Reserve under the Reserves Act 1977.
- (c) **Notes** the cost of classifying the land under the Reserve Act 1977 as approximately \$8,000, which will be covered by existing Arohatia te Awa budget provision.
- (d) **Circulates** to the Kaiapoi-Tuahiwi Community Board.

**3. BACKGROUND**

- 3.1. 46 Main North Road is currently reserved for drainage works. It was vested in the Waimakariri District Council in trust by Gazette 1950 page 268.

Before being vested in the council in trust for drainage works, this block was formerly road. The road was closed by Gazette 1946, and became Crown Land. The land was then vested in the Eyre County Council in trust for drainage works, as above.

The Property Group has advised that this reserve has not been classified under the Reserves Act, despite a requirement to do so, and that, therefore, it is not technically a local purpose reserve.

The Arohata te Awa Working Group wish to protect this land, which it has identified as a key piece of land due to its location on the Arohata te Awa walkway network and a key entrance to Kaiapoi, and because of the land's features, namely, being about four hectares of open grassland directly accessible to the road.

The Arohata te Awa Working Group approved this report to go to Council at its meeting on 28 July 2022.

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

4.1. In its advice contained in the Email Memorandum, the Property Group advise that public notification would be required. This is under section 24 of the Reserves Act.

4.2. The Property Group proposes that all aspects of the work for the reserve classification be undertaken on a time-charge basis, with a monitoring budget of \$6,680.00, plus GST and disbursements. Further, they note that provisional disbursements are expected to be around \$1,100.00 plus GST and include publication costs, government print costs and any approval costs. These costs exclude any time required to review submissions received in response to the public notification, however, if any submissions are received, these will be reviewed by a senior property consultant at \$255.00 per hour.

- Option 1:

Do nothing, noting that there is a legal requirement under the Reserves Act for the land to be classified. This land could potentially be identified as drainage works but conversations with the drainage team have identified their interest as being solely from a drainage perspective, due to the presence of the stream, with the wider reserve being of no interest to them. The Arohata te Awa Working Group, and council staff, believe the benefits to the community regarding walkway access and amenity outweigh the drainage component of the land, and staff believe this use should be retained for the future.

- Option 2: Classify this piece of land as Local Purpose Amenity Linkage Reserve as per the recommendations of this report. Staff believe doing so will meet legal requirements and protect the land for the community, allowing the Arohata te Awa project to link this portion up with wider walkways in the district. This piece of land is also at a key entrance to Kaiapoi, however, it is currently in a state of disrepair, being overtaken by invasive weeds, is not maintained and does not present an inviting entrance to the town of Kaiapoi. Having this land classified will allow staff and the Arohata te Awa Working Group to progress the Arohata te Awa project and would also allow both staff and the working group to beautify this area at the entrance of Kaiapoi.

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

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The Arohata te Awa project is creating a network of river and stream-side pathways that will connect communities across the district and provide walking and cycling opportunities that will be incorporated into the wider plans of the

region's walking and cycling networks. Classifying this land ensures this land remains in council ownership long-term, creating flexibility in terms of town entrance enhancement.

4.3. 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.

Ngāi Tūāhuriri is represented on the working group, which supports this action.

### 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.

Interest groups and organisations are engaged throughout the specific projects of Arohatia te Awa and consultation with internal staff ensures support from other existing asset owners.

### 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.

A core part of the Arohatia te Awa project involves opening access to walkers and cyclists, providing residents with safe, green spaces to walk, cycle and get around the district by opening up access to the publicly owned land that borders the rivers, streams and beaches of our district.

The Working Group consists of Waimakariri District Council staff, elected members, a member of the water zone committee, Environment Canterbury and a Ngāi Tūāhuriri representative.

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

### 6.1. **Financial Implications**

As per the attachment, the Property Group has identified a cost of approximately \$8,000 to carry out this work. This has been approved by the Arohatia te Awa Working Group for expenditure and is well within budget, as per the tables below:

<b>2021/22 Budget</b>			
<b>Budget</b>	<b>Actual YTD</b>	<b>Remaining</b>	<b>Comment</b>
\$285,300.00	\$119,430.42	\$165,869.58	\$200k budget for 21/22 plus \$85,300 carryover

<b>2022/23 Budget</b>		
<b>Budget</b>	<b>Actual YTD</b>	<b>Comment</b>
\$320,370	\$0	\$154,500 budget for 22/23 plus \$165,869 carryover

<b>Project Total</b>		
<b>Total Budget to Date</b>	<b>Total Expenditure To Date</b>	<b>Remaining</b>
\$454,500	\$134,159	\$320,341

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

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

The off-road ecological corridors being created under the project along the streams and rivers across Waimakariri District will improve water quality, create healthy ecosystems and improve in-stream habitat.

## 6.3 **Risk Management**

If the recommendations of this report are approved, the risk in terms of the future use of this land and its ownership are minimised.

## 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.

### 7.2. **Authorising Legislation**

The legislation relevant to this work is the Local Government Act and the Reserves Act 1977.

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

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

### 7.4. **Authorising Delegations**

The classification of land requires the approval of Council.

## Email Memorandum

**The Property Group Limited**  
Christchurch Office  
PO Box 7240 Christchurch 8240  
Level 2, Lion House  
169 Madras Street  
Christchurch 8011

**To** Chris Brown, Waimakariri District Council  
**From** Mike Todd  
**Date** 16 June 2022  
**Job No.** TBC  
**Subject** 46 Main North Road – Reserve Classification

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Dear Chris.

Thank you for enquiry requesting a proposal to facilitate the classification of 46 Main North Road under the Reserves Act 1977.

### Background

Part Reserve 4552 is currently Reserved for a Drainage Works and vested in the Waimakariri District Council in trust by Gazette 1950 page 268.

We understand that Council wish to protect the land for biodiversity, water quality and community enhancement and Council wish to classify the reserve to reflect the proposed use.

We note that power to clarifying reserves rests with the Chief Executive of the local authority via a delegation under the Reserves Act 1977.

### Classification Process.

We propose the following key steps;



- 1 Confirm Status  
**Public Notification**
- 2 Prepared Notice
- 3 Arrange Publication in SDC public notices page of local paper.
- 4 Review Submissions  
**Resolution**
- 5 Draft Council Resolution
- 6 Liaise with DOC re format and wording.
- 7 Liaise with Council  
**Legalisation**
- 8 Gazette and Register Resolution.

### Estimate

We propose the work be undertaken on a time charge basis with a monitoring budget of \$6,680.00 plus GST and disbursements.

Provisional disbursements are expected to be around \$1,100.00 plus GST and include Publication Costs, Government Print Costs and any approval fees (if any).

The above cost excludes any time required to review submissions received in response to the Public Notification, however if any submissions are received these will be reviewed by a senior property consultant at \$255.00 per hour.

Thank you for the opportunity to submit a proposal, please do not hesitate to call me if you require any additional information or wish to discuss the matter in more detail.

**Prepared by:**



**Mike Todd**

Senior Property Consultant

03 363 5901 / 027 406 1886  
mtodd@propertygroup.co.nz

**Reviewed by:**



**Chris Jones**

Principal Consultant

03 363 5901 / 027 454 5623  
cjones@propertygroup.co.nz

**From:** Mike Todd <mtodd@propertygroup.co.nz>  
**Sent:** Thursday, 19 May 2022 10:27 AM  
**To:** Laura Melville <laura.melville@wmk.govt.nz>  
**Cc:** Charlotte Johnson <charlotte.johnson@wmk.govt.nz>; Matthew Bannister <mbannister@propertygroup.co.nz>  
**Subject:** RE: 46 Main North Road land status check (PROP-1869)

**[THIS EMAIL IS FROM AN EXTERNAL SOURCE] DO NOT CLICK links or attachments unless you rec**

Good morning Laura,

I've had a quick look at this but not fully researched the history. The land is Reserve for drainage works owned by the Crown and vested in trust in Council.

As shown on SO 7633 attached this block was originally road. The road was closed by Gazette 1946, p 1013 (copy below).

*Land proclaimed as Road, and Road closed, in Block III, Christchurch Survey District, and Block XV, Rangiora Survey District, County of Eyre.*

[L.S.]

B. C. FREYBERG, Governor-General

A PROCLAMATION

**P**URSUANT to section twelve of the Land Act, 1924, I, Lieutenant-General Sir Bernard Cyril Freyberg, the Governor-General of the Dominion of New Zealand, do hereby proclaim as road the land described in the First Schedule hereto; and also do hereby proclaim as closed the road described in the Second Schedule hereto.

FIRST SCHEDULE  
LAND PROCLAIMED AS ROAD

Approximate Areas of the Pieces of Land proclaimed as Road.	Being	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. B. P.					
2 3 9	Part Rural Section 36997 .. .. .	XV III XV XV XV	Rangiora Christchurch Rangiora .. ..	P.W.D. 122847 ..	Red. .. .. .. Blue.
1 1 6	Part Rural Section 362A, part Rural Section 4899				
0 0 30.7	Crown land .. .. .				
0 0 4.9	Part Reserve 1360 .. .. . (S.O. 7633.) (Canterbury R.D.)				

SECOND SCHEDULE  
ROAD CLOSED

Approximate Areas of the Pieces of Road closed.	Adjoining or passing through	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. B. P.					
10 0 13	Rural Section 36997 .. .. .	XV	Rangiora ..	P.W.D. 122847 ..	Green.
2 0 33	Rural Sections 2379, 2453, and 36997, and Lot I, D.P. 9273 (part Rural Sections 2379 and 2453)	XV III XV	Rangiora Christchurch Rangiora	.. .. ..	.. .. ..
0 3 31	Rural Sections 362A, 4900, and 36965 .. .. .				
0 1 8	Rural Section 36965 .. .. .	XV	..	..	..
1 1 37	Rural Sections 36965 and 36997 .. .. .	XV	..	..	..
1 0 2.9	Rural Sections 362A and 36997 .. .. .	XV	..	..	..
0 3 3.2	Rural Sections 362A, 4899, and 36997 .. .. .	XV III XV	Rangiora Christchurch Rangiora	.. .. ..	.. .. ..
1 1 35	Rural Section 4899 and Crown land .. .. .				
0 1 22	Rural Section 4899 and Crown land .. .. .	XV	..	..	..
3 1 10	Rural Section 4899 and Reserve 1360 .. .. . (S.O. 7633.) (Canterbury R.D.)	XV III	Rangiora Christchurch	.. ..	.. ..

All in the Canterbury Land District: as the same are more particularly delineated on the plan enclosed and coloured as above mentioned.

The gazette does not specify what happens to the road when closed. In that scenario the land becomes Crown Land.

The land was then declared a reserve for drainage works by gazette 1949, Page 2668 (copy below).

*Lands Reserved in the Canterbury, Otago, and Southland Land Districts*

**B. C. FREYBERG, Governor-General**

**WHEREAS** by the one-hundred and sixty-seventh section of the Land Act, 1948, it is enacted that the Governor-General may from time to time set apart as a reserve, notwithstanding that the same may be then held under pastoral lease or pastoral occupation licence, any Crown land for any purpose, which, in his opinion, is desirable in the public interest, and notice thereof shall be published in the *Gazette* :

Now, therefore, I, Lieutenant-General, Sir Bernard Cyril Freyberg, the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred upon me by the said Act, do hereby reserve the lands in the Canterbury, Otago, and Southland Land Districts, described in the Schedule hereunder written, for the purposes specified at the end of respective descriptions of the lands so-intended to be reserved.

**SCHEDULE**

**CANTERBURY LAND DISTRICT**

ALL that area situated in Block XV, Rangiora Survey District, and Block III, Christchurch Survey District, containing by admeasurement 3 acres 1 rood and 10 perches, more or less, being Reserve 4553, formerly closed road. (S.O. Plan 7633.) As the same is more particularly delineated on the plan marked L. and S. 16/3010, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered red. (River protection.)

All that area situated in Block XV, Rangiora Survey District, containing by admeasurement 10 acres and 13 perches, more or less, being Reserve 4552, formerly closed road. (S.O. Plan 7633.) As the same is more particularly delineated on the plan marked L. and S. 16/3010A, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered red. (Drainage works.)

(L. and S. H.O. 16/3010; D.O. 21/120.)

**OTAGO LAND DISTRICT**

Finally, the reserve was vested in Eyre County Council, in Trust, for drainage works -Gazette 1950, p 268 (copy below)



*Vesting a Reserve in the Eyre County Council*

B. C. FREYBERG, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington, this 8th day of  
March, 1950

Present :

THE HON. K. J. HOLYOAKE PRESIDING IN COUNCIL

**W**HEREAS the land described in the Schedule hereto has been duly set apart as a reserve for drainage works: And whereas, in the opinion of the Governor-General, it is expedient to vest the said reserve in the Chairman, Councillors, and Inhabitants of the County of Eyre :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, and in exercise of the powers and authorities conferred upon him by section nine of the Public Reserves, Domains, and National Parks Act, 1928, doth hereby declare that from and after the day of the date hereof the reserve described in the Schedule hereto shall become vested in the Chairman, Councillors, and Inhabitants of the County of Eyre, in trust, for drainage works.

SCHEDULE

CANTERBURY LAND DISTRICT

ALL that area situated in Block XV, Rangiora Survey District, containing by admeasurement 10 acres and 13 perches, more or less, being Reserve 4552, formerly closed road. (S.O. Plan 7633.) As the same is more particularly delineated on the plan marked L. and S. 16/3010A, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered red.

T. J. SHERRARD,  
Clerk of the Executive Council.

(L. and S. H.O. 16/3010 ; D.O. 21/120.)

Regards  
Mike

Mike Todd

Senior Property Consultant



Mobile: 027 406 1886  
Reception: 03 363 5901

Level 2, Lion House, 169 Madras Street, Christchurch 8011  
PO Box 7240, Sydenham, Christchurch 8240

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Proclaimed Roads & Roads Closed Gaz 1946 p. 1013.

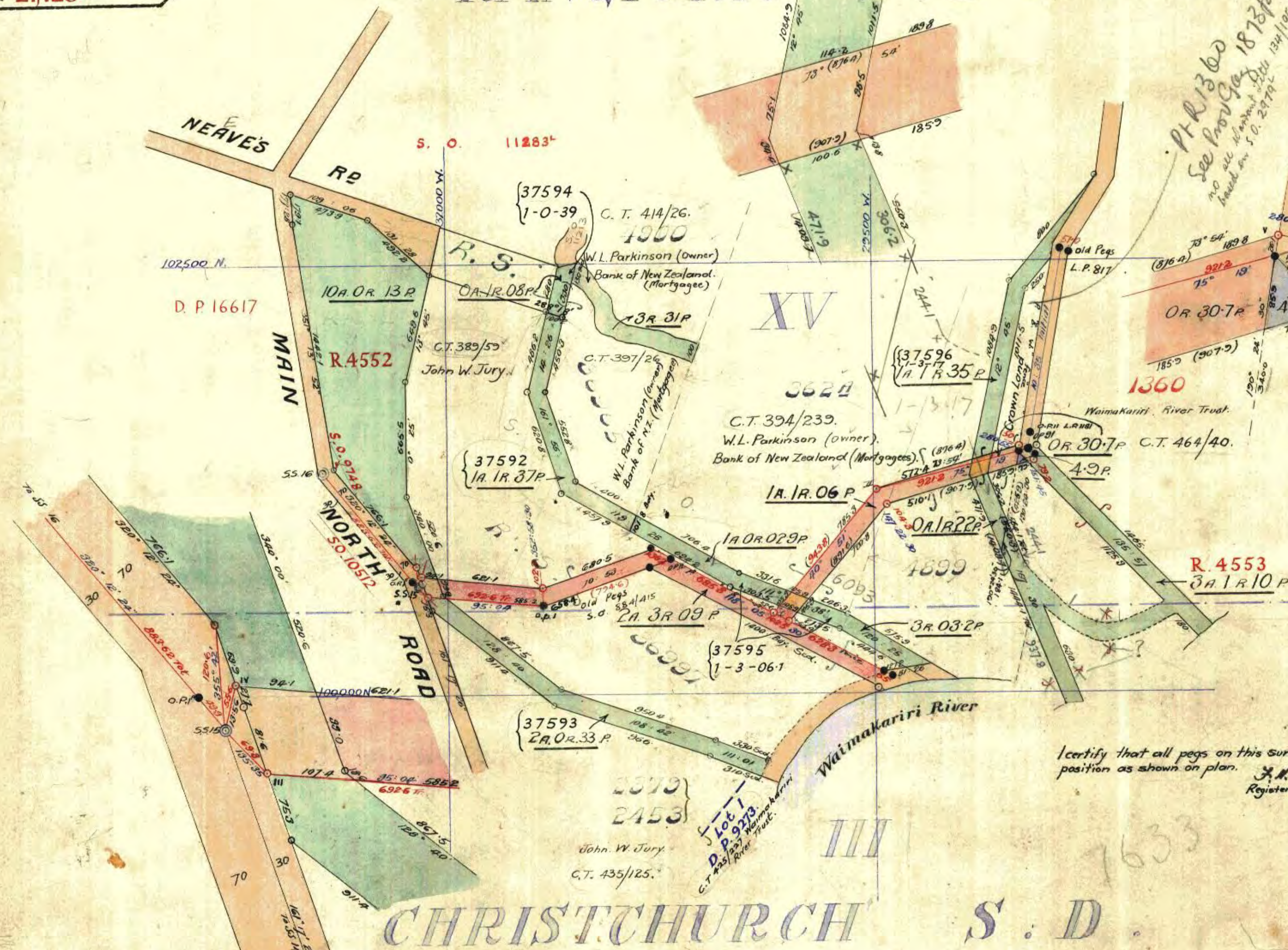
LAND TRANSFER OFFICE.  
 RECEIVED: 29/8/45 PROVL. No.:  
 TITLE REF.:  
 REFERRED TO DRAUGHTSMAN: / /  
 L.T. DRAUGHTSMAN.  
 EXAMINED: *H. Stanton 31-8-45*  
 TRAV. REDNS.: VOL. 45 FOL. 187  
 FIELD-BOOK: No. 969, PAGE 23  
 COMP. Bk. No. 49, REPORT No. 1214  
 REF. PLANS: R.D. 839/415, L.P. 817, 1181  
 Std. Plan 42  
 FILE: 21/120

FOR SURVEYS UNDER THE LAND TRANSFER ACT ONLY.  
 CANTERBURY LAND DISTRICT.

*Eyre County*

R. 4553 reserved for river protection. R. 4552 reserved for drainage works Gaz 1949 p. 2668  
 R. 4552 Vested in Eyre Co. Co. in trust, for drainage works. Gaz. 1950 p. 286.  
 R. 4553 Vested in N. Cant<sup>y</sup>. Catchm<sup>t</sup>. Bd., River prob<sup>n</sup>. purp. Gaz. 1950 p. 286.

RANCIORA S.D.



Place Deposit Stamp here.

*P.R. 1360 1873/7.  
 See Provision 1873/7.  
 based on S.O. 29792*

*(51.5 RD415 M  
 1360)*

I certify that all pegs on this survey are in position as shown on plan.  
*H. A. Parham*  
 Registered Surveyor 31/7/45.

Approved as to Survey.  
*J. Schellman*  
 Chief Surveyor.  
 10/9/1945

PLAN OF ROADS TO BE OPENED COLOURED RED  
 ROADS TO BE CLOSED COLOURED GREEN

Comprised in RS 362A 4899, 36997 & P.R. 1360.

Surveyed by *A. Wells Newton*, Licensed Surveyor, *July*, 1927

Applicant [or Registered Owner].

**7633**

DECLARATION.

I, *Arthur Wells Newton* of *Dhoke*, Licensed Surveyor, do solemnly and sincerely declare that this plan has been made from surveys executed by me and that both plan and survey are correct, and have been made in accordance with the regulations of the Surveyors' Board, dated the 20th day of March, 1923. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Justices of the Peace Act, 1908.

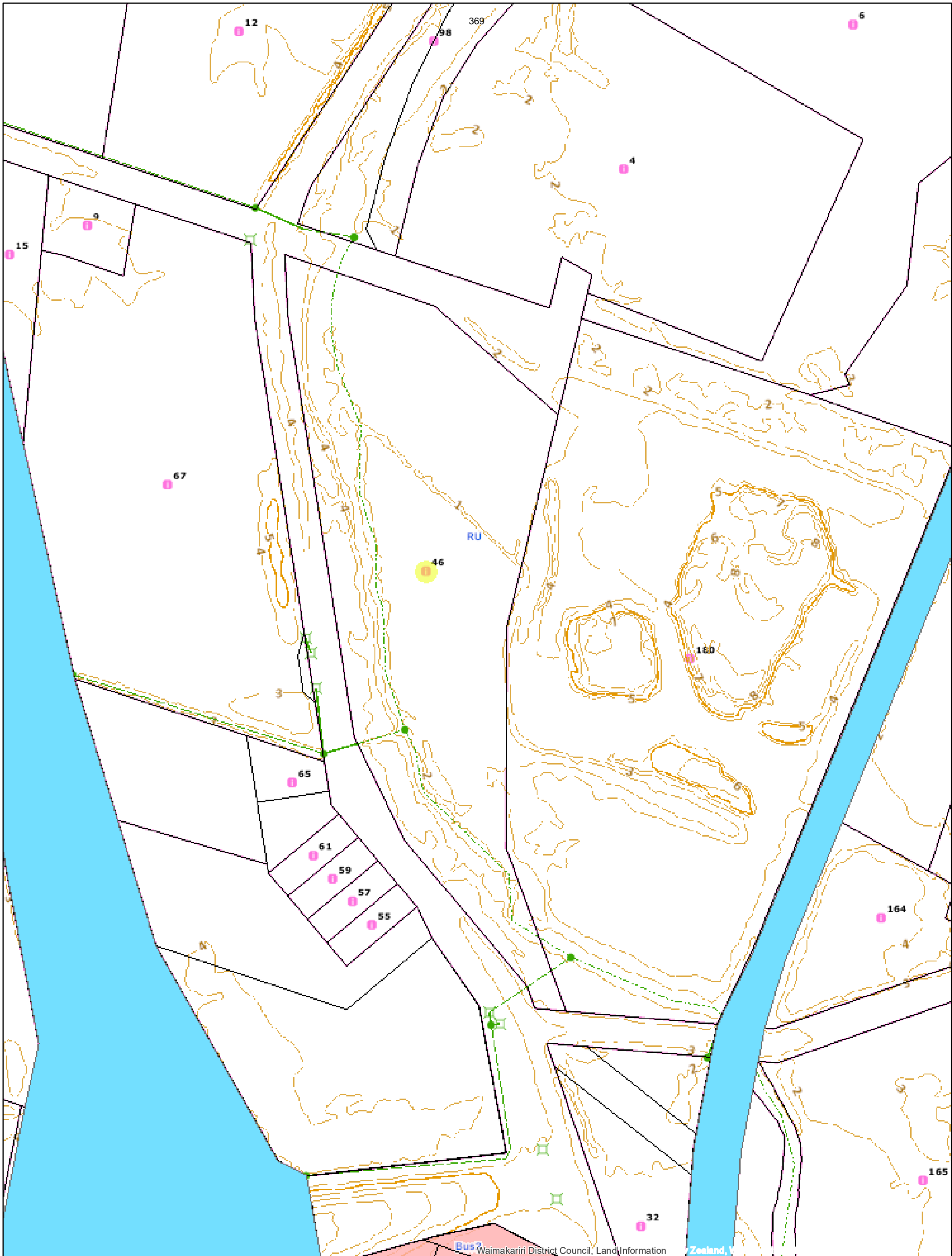
Declared at *Dhoke*, this *27<sup>th</sup>* day of *Beloba*, 19*45*.

*A. Wells Newton*  
 Licensed Surveyor.

Place Declaration Stamp here.

Justice of the Peace [or Solicitor, or Notary Public].





0 25 50 75  
Metres

### District Plan & Property

Date: 5/09/2022

Author: [laura.melville@wmk.govt.nz](mailto:laura.melville@wmk.govt.nz)

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










Scale 1:2000  
Original Size - A3





# Legend

370

	Archaeological Sites		Water Structures		Wastewater Service Lines
	Designations		Water Site Service		Wastewater Network Mains, Facility Pipes & Culverts
	Notable Plants		Water Basins		Wastewater Pipes - Other
	Heritage		Water Control Systems		Wastewater PRIVATE Ownership
	Vegetation & Habitat Sites		Water Mechancial Plant		Wastewater PRIVATE Ownership Pipes
	Waahi Tapu/Waahi Taonga		Water Unknown Classifications - Points		Stormwater Pipes - Labels
	Land parcels		Water Unknown Classifications - Lines		Stormwater Sites - Labels
	Business 1		Water Electrical		Stormwater Sites
	Business 2		Water Service Lines		Stormwater Pumps
	Business 3		Water Network Mains & Facility Pipes		Stormwater Nodes
	Business 4		Conduit Water Pipes		Stormwater Instruments
	Business 5		Manifold Water Pipes		Stormwater Chambers
	Business 6		Other Water Pipes		Stormwater Bores
	Residential 1		Water Supply - PRIVATE Ownership		Stormwater Valves
	Residential 2		Water Supply - PRIVATE Ownership Pipes		Stormwater Structures
	Residential 3		Wastewater Pipes - Labels		Stormwater Site Services
	Residential 4A		Wastewater Sites - Labels		Stormwater Basins
	Residential 4B		Wastewater Sites		Stormwater Control Systems
	Residential 5		Wastewater Tanks		Stormwater Mechancial Plant
	Residential 6		Air Gap Separator		Stormwater Unknown Classifications - Points
	Residential 6A		Gravity Sewer Connection		Stormwater Unknown Classifications - Lines
	Residential 7		Pressure Sewer Connection		Stormwater Electrical
	Rural Pegasus		STEP Sewer Connection		Stormwater Headworks Lines Assets UNMIGRATED
	Rural 4B		Wastewater Connection		Stormwater Headworks Points Assets UNMIGRATED
	RU		Wastewater Pumps		Stormwater Reticulation Assets UNMIGRATED
	Water Pipes - Labels		Wastewater Nodes		Stormwater Service Lines
	Water Sites		Wastewater Instruments		Network Drain
	Water Tanks		Wastewater Chambers		Receiving Waterway
	Air Gap Separator		Wastewater Bores		Stormwater Channels
	On Demand Water Connection		Wastewater Valves		Stormwater Network Mains, Facility Pipes & Culverts
	Restricted Water Connection		Wastewater Structures		Stormwater Pipes - Other
	Water Connection		Wastewater Site Services		Stormwater - PRIVATE Ownership
	Water Pumps		Wastewater Headworks Assets UNMIGRATED		Stormwater - PRIVATE Ownership Pipes
	Support Structure Node		Wastewater Basins		Properties < 1 ha
	Water Node		Wastewater Control Systems		Properties > 1 ha
	Flow Meter		Septic Tank Private Facility		Related Address
	Water Instrument		Wastewater Private Facility		Current Property
	Water Chambers		Wastewater Mechancial Plant		Future Property
	Water Bores		Wastewater Unknown Classifications - Points		Deposited Land Parcels
	Hydrant Valve		Wastewater Unknown Classifications - Lines		
	Water Valve		Wastewater Electrical		

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** BAC-03-116-01 / 220922164255**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 October 2022**AUTHOR(S):** Simon Hart – General Manager, Strategy, Engagement and Economic Development**SUBJECT:** 132 Percival Street Temporary Carpark**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)\_\_\_\_\_  
General Manager\_\_\_\_\_  
Acting Chief Executive**1. SUMMARY**

- 1.1. This report seeks approval from Council to establish a temporary carpark at 132 Percival Street (the old Freemasons Site) to extend the existing public carpark at 136 Percival Street. P120 parking will be extended across the new parking areas. This extension will provide an immediate short-term increase in car parking leading into the busy Christmas and summer period.
- 1.2. Council recently purchased 132 Percival Street as a strategic acquisition to ensure future short to medium term parking opportunities, better access ways through the 'South of High area, and to enable longer term opportunities for influence over wider development and intensification of the South of High area. The image below shows the 132 Percival Street site.



Figure 1 – 132 Percival Street (old Freemasons building site)

- 1.3. The proposed short term car parking improvements are similar to those at the Durham Street Car Park, in that it would not be sealed, but would have delineated parking spaces and include P120 restriction signage.
- 1.4. Staff have been working in the background to develop options for longer term parking improvement options for this site, which to some degree have to date factored in potential future uses of the Bunnings sites. It is anticipated a further report will come to Council early in 2023 providing options for further enhancement of this area.

## 2. **RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. TRIM number 220922164255;
- (b) **Approves** the establishment of a temporary unsealed public carpark at 132 Percival Street noting that a further report providing options for more permanent treatment of this site will come back to Council for their consideration early in 2023.
- (c) **Notes** that a future report early in 2023 will also consider any update on the Bunnings Site and how what influence that might have.
- (d) **Notes** that between 20-30 parks will be temporarily secured within the new site with a P120 restriction applied consistent with the public carpark at 136 Percival Street;
- (e) **Notes** that the new P120 restrictions for the temporary car parks at 136 Percival Street will be retrospectively added to the Parking Bylaw Schedule, and that enforcement of the restrictions could not occur until those changes have been adopted.
- (f) **Approves** funding to be brought forward and reallocated from currently unassigned parking budget in the 2023/24 financial for the temporary parking improvements, estimated at \$27,200 including contingency.

## 3. **BACKGROUND**

- 3.1. Following approval from Council earlier in 2022, staff proceeded to negotiate, and subsequently purchase 132 Percival Street (old Freemasons site) on behalf of Council. The site is considered strategic to Council in that it:
  - Enhances access to, and the value of, an existing 'land locked' Council owned site,
  - Enables greater connectivity between Victoria Park and Percival Street Public Car Park,
  - Allows the future potential development on the Lodge land to provide a more active frontage,
  - Provides better future activation of the 'South of High' Town Centre area (and)
  - Supports further development and growth of the Rangiora Town Centre.
- 3.2. Through discussions with Council, it was determined that the site was to be used as a public car park with a new access way from Percival Street in the short to medium terms, but with the knowledge that it could be used for future development to support activation of the 'South of High' area in the future.
- 3.3. Over recent months, conversations with representatives of the Bunnings Site, and prospective purchasers of that site, lead to some wider thinking and high-level planning related to the alignment of public car parking with future bunnings site developments, and existing Bunnings car parking. These conversations have stalled due to the prospective purchaser no longer pursuing this development.
- 3.4. During a Council briefing in August, Council signalled an interest in negotiating with Bunnings for the potential acquisition of 14 Queen Street (old organic grocer site also

owned by Bunnings), following a signal from Bunning's agent that they would be interested in selling this site separately to the main building if Council were interested. Following the briefing, and advice that Council would be interested in talking with them further, Bunnings advised that they would rather take the property to the market with a competitive process. This process is yet to be advanced.

#### 4. ISSUES AND OPTIONS

- 4.1. The temporary unsealed carpark at 132 Percival Street will add between 20-30 additional carparks to the public parking supply. Parking will be restricted at P120 consistent with the restriction applied across the public carpark at 136 Percival Street.



Figure 2 – new temporary public carpark (orange), existing public carpark (blue)

- 4.2. Wooden wheel stops will demarcate the parking bays across the site, i.e. similar in design to the unsealed portion of the Durham Street carpark. The estimated budget allows for additional metalcourse to be added and levelling to occur if required. If not required, the cost of the works could be reduced by up to \$7,000.
- 4.3. It is anticipated that Council contractors could implement site works in advance of Christmas this year, however staff still need to confirm this through the appropriate procurement process. Temporary car parking arrangements at this site are anticipated to be in place until after Council considers a further report in the first half of 2023, providing options for further more permanent enhancement of this area.
- 4.4. The carpark will be accessible only from the current entrances at Victoria Street, Alfred Street, and Percival Street next to the Bakery. The existing heritage fence fronting Percival Street will remain in place with the unsealed carpark established behind this. The removal



of the heritage fence, and the creation of a new access way from Percival Street would occur following Council's consideration of more permanent improvements to the area, to be supported by a more detailed report in the early part of 2023.

### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Additional public parking in the town centre increases access opportunities for the community to town centre businesses and community services.

- 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 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 likely to be affected by, or to have an interest in the subject matter of this report. Additional public parking in the town centre increases access opportunities for the community to town centre businesses and community services.

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

### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report. Two specific town centre parking projects approved within the Long Term Plan, which for various reasons, are unable to be realised as anticipated, resulted in budget being carried across to the 23/24 financial year. These two projects included:

1. Blake Street carpark extension, \$1,100,000 – Initially scheduled for 2022/23 (101777.000.5135 and 101782.000.5133)
2. Durham Street land purchase for carparking, \$3, 0000,000 - Initially scheduled for 2022/23 (Budget code yet to be allocated)

This report recommends funding of the temporary parking improvements, estimated at up to \$27,000, is brought forward from the currently unallocated Blake Street Car Parking Extension budget.

### **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. The establishment of 132 Percival Street into a public carpark (albeit it a temporary one) may set up expectations in the community about the ongoing provision of public parking at the site. Therefore, appropriate communications around the temporary nature of the site should accompany the carpark's development in case Council wishes to develop the site in the future or divest it to a developer and remove the public parking.

### **6.3 Health and Safety**



There are health and safety risks arising from the adoption/implementation of the recommendations in this report. However, Council's standard health and safety processes around design and contractor management will be followed in the course of the carpark's establishment to ensure the parking design meets industry/District Plan standards.

## **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**

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

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

The centres of our towns are safe, convenient and attractive places to visit and do business

### **7.4. Authorising Delegations**

Council has the delegation to approve developments on Council land including associated spending and budget reallocations.

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

**FILE NO and TRIM NO:** EXC-54/220920162485

**REPORT TO:** COUNCIL

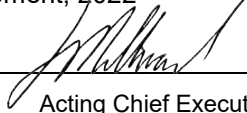
**DATE OF MEETING:** 4 October 2022

**AUTHOR(S):** Simon Markham, Manager Strategic Projects, for the Housing Working Group

**SUBJECT:** Discussion Draft - Council Housing Policy Statement, 2022

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

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

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

**1. SUMMARY**

- 1.1. This report asks the Council to receive and forward to the incoming Council for its consideration following the October elections, a 'discussion draft' Housing Policy Statement 2022 developed by the Housing Working Group (HWG).
- 1.2. The Report notes that the subject of active engagement with Ngāi Tūāhuriri hapū on the draft Statement is not yet advanced, and now is interrelated with development of a Kāinga Nohoanga Strategy under the auspice of the Greater Christchurch Partnership Committee (GCP).
- 1.3. The HWG has been progressing the draft for consideration in response to Council resolution on 1 March 2022 to put in place a 'statement of intent' to guide both Council and other parties on the scope of how the Council intends to give effect to its stated housing outcomes in exercising its roles as provider, funder, advocate, and regulator.
- 1.4. The HWG resolved to forward the draft as it stood to the Council at its 12 September 2022 HWG meeting.

**Attachments:**

- i. Discussion Draft - WDC Housing Policy Statement 2022 12 September 22 (220920162483)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 220920162485.
- (b) **Adopts** the recommendation of the Housing Working Group to provide to the incoming Council following the October elections for its consideration, a 'discussion draft' Housing Policy Statement 2022 (220920162483)
- (c) **Notes** that engagement with Ngāi Tūāhuriri hapū on the draft Housing Policy Statement is not yet advanced and that engagement is interrelated with development of a Kāinga Nohoanga Strategy under the auspice of the Greater Christchurch Partnership Committee (GCP).

### 3. **BACKGROUND**

3.1. The WDC's 2021-31 Long Term Plan includes a comprehensive set of community outcomes as 'strategic objectives for the District' it seeks to achieve in exercising its various roles as provider, funder, advocate, and regulator. Its key housing related outcomes are:

- ✓ *There are wide ranging opportunities to support people's physical health, social and cultural wellbeing*
- ✓ *Housing is available to match the changing needs and aspirations of our community*

3.2. At present the only direct statement of Council policy in relation to housing relates to its provider role in Elderly Persons Housing (EPH). That was adopted by Council on 2 February 2016, on a six-year review cycle, to guide the eligibility for and tenancy management of the stock of 112 units for elderly persons.

[https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0015/33162/S-CP-3810-Housing-for-the-Elderly-Policy.pdf](https://www.waimakariri.govt.nz/data/assets/pdf_file/0015/33162/S-CP-3810-Housing-for-the-Elderly-Policy.pdf)

3.3. That said, through the District Plan and the GCP, the Council is party to policy in relation to its regulator role, but it lacks an overall statement to guide both Council and other parties on the scope of how the Council intends to give effect its stated housing outcomes

This need was identified by the HWG in its Interim Report to the Council on 1 March 2022 and the Council resolved to "*Request the Housing Working Group draft for consideration by the Council a statement of intent to guide both Council and other parties on the scope of how the Council intends to give effect to its stated housing outcome in exercising its roles as provider, funder, advocate and regulator*". For this report see pp125-250 at [https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0023/109526/20220301-Agenda-Council-meeting-part-1.pdf](https://www.waimakariri.govt.nz/data/assets/pdf_file/0023/109526/20220301-Agenda-Council-meeting-part-1.pdf)

3.4 It is relevant to note in parallel with the work of the HWG, the GCP has been giving consideration to progressing a social and affordable housing plan as discussed in the 1 March report referenced above. On 9 September 2022, a draft of this plan was presented to the GCP and alongside it a proposal to develop a Greater Christchurch Kāinga Nohoanga Strategy.

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

4.1 **Attachment i** is the 'discussion draft' Housing Policy Statement 2022 developed by the HWG through several of its meetings in 2022. The draft Statement sets out the background to the Council's involvement in housing to date as well as future focused description of the roles and the intended nature of involvement in each of them.

4.2 This is a reasonably developed draft Statement from the HWG, but it is not and was not intended to be a fully developed housing strategy. Confirming the policy statement and developing such a strategy, needs among other things, to be considered in the context of:

- Discussion with and feedback from Ngāi Tūāhuriri hapū which has not yet taken place
- The resolution of the GCP at its 9 September meeting to develop a Kāinga Nohoanga Strategy for Greater Christchurch and for "*Greater Christchurch Councils, working in partnership with central government and other partners, will take forward a collective approach, led by the Christchurch City Council, to agree*

*the specific actions where collective effort will accelerate the provision of affordable housing over the next 12 months, noting that any specific actions may need appropriate approvals from the relevant partner organisations”.*

- 4.3 Actions that might follow from the above matters could interrelate with the incoming Council finalising the draft Housing Policy Statement 2022, but the HWG did want the progress to date on the policy to be recalled to the incoming Council for its consideration.

### **Implications for Community Wellbeing**

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

It is now widely understood that housing plays a significant role in health outcomes, especially for those on limited incomes. In addition, stable housing also contributes strongly to the social and ultimately cultural wellbeing of communities and to the sense of identity that communities forge over time.

Dry, warm, safe, secure, and affordable housing for all is fundamental to individuals, whanau and community wellbeing and overall social cohesion.

- 4.4 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.

As indicated above, discussion with and feedback from Ngāi Tūāhuriri hapū on the draft Statement has not yet taken place

The Council as a member of the GCP has also been party to collaboration with Ngāi Tahu and Ngāi Tūāhuriri representatives in developing a Draft Greater Christchurch Social & Affordable Housing Action Plan that addresses unmet housing need. This has resulted in resolve to develop a Greater Christchurch Kāinga Nohoanga

### **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.

Apart from actual or potential housing providers in the District, the HWG has through the Housing Forum held in August 2021 engaged with and heard the views of a wider range on groups and organisations with an interest in housing in the District and furthering the purposes of the HWG.

### **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.

As and when there are specific Project proposals in relation to the purpose and objectives on the HWG then wider community consultation could be considered.

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

### **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 have sustainability and/or climate change impacts.

The availability of sufficient, good quality housing that meets the needs of the community is fundamental to individual and whānau wellbeing and so the social sustainability of communities.

### 6.3 Risk Management

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

### 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. It is possible that future housing-related actions by the Council in accordance with its policy may involve potentially significant decisions to be considered as such at that time.

### 7.2. Authorising Legislation

S10 of the Local Government Act 2002 confers on Councils a broad mandate to promote community wellbeing.

### 7.3. Consistency with Community Outcomes

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

#### **People's needs for mental and physical health and social services are met**

- *Housing is available to match the changing needs and aspirations of our community*
- *There are wide ranging opportunities to support people's physical health, social and cultural wellbeing.*

### 7.4. Authorising Delegations

The HWG has been tasked to progress a delegated purpose and objectives on behalf of Council and was directed by it on 1 March to progress a Housing Policy Statement.



# Housing Policy Statement, 2022

## 1. Purpose

This purpose of this policy is to provide a clear 'statement of intent' to guide both Waimakariri District Council (WDC) and other parties on the intended scope and nature of Council initiatives that give effect to its stated housing related community outcomes.

This policy sets out the broad parameters within which the WDC will exercise relevant roles to give effect to the housing related outcomes set out in its Long Term Plan.

It provides a basis for the WDC to progressively develop its housing related strategies and responding to initiatives by others that affect district housing activities.

## 2. Scope

The scope extends to initiatives that enhance the quality, quantity, affordability and accessibility of housing across the district and across the full housing continuum (3.1.3).

However, the focus of Council's efforts will be on strategies that help address housing needs of families and individuals on lower incomes and to those that otherwise face barriers to finding appropriate housing.

The WDC has four main ways in which it influences and contributes to the achievement of its community outcomes being; regulatory, service provision, funding (of others) and advocacy.

Housing supply and demand is a complex ever changing 'system' that is impacted by wider national and Greater Christchurch markets, and the influence of Government and other agencies initiatives.

It is appropriate to consider all of the four roles mentioned above the WDC is engaged in to contribute effectively to achieving positive housing related outcomes.

## 3. Context

### 3.1. Background

3.1.1. The WDC's 2021-31 Long Term Plan includes a comprehensive set of community outcomes as 'strategic objectives for the District' it seeks to achieve in exercising its various roles as provider, funder, advocate and regulator. Its key housing related outcomes are:

- ✓ *There are wide ranging opportunities to support people's physical health, social and cultural wellbeing*
- ✓ *Housing is available to match the changing needs and aspirations of our community*

3.1.2. It is now widely understood that housing plays a significant role in health outcomes, especially for those on limited incomes. In addition stable housing also contributes strongly to the social and ultimately cultural wellbeing of communities and to the sense of identity that communities forge over time.

3.1.3. The WDC believes the following depiction of the 'housing continuum' is key to its

understanding of and response to housing needs:



- 3.1.4. This continuum begins at one end of the spectrum with emergency housing where the needs for shelter are basic and pressing, and so necessary subsidy is high; to the other end where households are self-reliant in unassisted home ownership and no subsidy is necessary – with many gradations in between.
- 3.1.5. Many local Councils, including WDC, have a ‘traditional’ role as a provider of a subset of social/assisted rental housing in the form of Elderly Persons Housing (EPH). This has been the focus of WDC housing policy to date and the main ‘housing specific’ practice historically engaged in by the WDC, outside of the Council’s regulatory role in building control and land use planning.
- 3.1.6. The Waimakariri District is fortunate in having one of the highest levels of private ownership of any local Council area in New Zealand. But like elsewhere in recent years, declining affordability and home ownership, steadily rising rents and growing waiting lists for social/assisted housing are also locally evident.
- 3.1.7. Independent research commissioned by Council into housing needs over a 30 year period was presented to Council in 2020. This clearly identified that in spite of the relatively high home ownership rate, the number of households facing ‘housing stress’ had increased in recent years and was likely to steadily increase over time. It showed the gap between supply and demand by particular demographic groups and those with specific housing type needs was increasingly likely to create hardship, and that this was unlikely to be addressed by the wider property market without some level of intervention.
- 3.1.8. This led to the WDC to form a Housing Working Group (HWG) in 2021 to more closely consider housing needs and responses by the Council and others. The HWG presented its first report to the Council in March 2022 that recommended this overall statement of policy in relation to the Council’s housing roles be prepared - as a first step in furthering the WDC’s housing strategies and plans, by setting out how it overall sees its various roles.
- 3.1.9. The following outlines the relevance and context around four roles for Council involvement in housing.
- a. As a regulator under legislation
    - Through implementing its district planning responsibilities under resource

management legislation and its function as a building control authority, the WDC has significant influence on the supply and quality of housing in the District.

In developing its Reviewed District Plan, (at the time of preparing this Policy at the submission stage), WDC has sought to provide for a wide variety of housing types, consistent with overall projected demand for housing and the changing characteristics towards smaller, older of households. In so doing it seeks to provide appropriate to location infrastructural services as economically as possible.

Enabling housing planning provisions in Kaiapoi Māori Reserve 873 in particular (and applicable to other Māori Reserves), working closely with Te Rūnanga o Ngāi Tūāhuriri, has been a particular focus in preparing the Reviewed District Plan for community consideration.

b. As a service provider

As indicated, the WDC is a long standing provider of a limited amount of EPH – some 112 units across the District. At this scale of involvement; under the current asset management and rental regime, (the latter assisted by tenants able to access the Accommodation Supplement), this activity is sustainable without recourse to rates funding.

There may be economies of scale in management of EPH stock to be achieved by expanding the existing portfolio or seeking alternative arrangements. Councils are periodically required to explore this for all their activities via the Local Government Act 2022 (LGA) S.17A, service delivery options review process.

The WDC acknowledges a number of growing and unmet housing needs in the District There is an increasing wait-listed and evident ‘demographic’ demand for assisted EPH. The presence of a significant number of particularly older persons in motor camp accommodation that is not sustainable long term has been subject to recent study.

Social service agencies report a lack of emergency and transitional housing in the district. Census data evidences a degree of overcrowding, and there is a lack of social housing stock generally, evidenced by a growing public housing waiting list, especially among small households.

Long held aspirations by Ngāi Tūāhuriri whānau to exercise development rights in Māori Reserves in the district stemming from undertakings to original grantees have been frustrated by restrictive planning provisions and lack of provision of infrastructure. This inability to establish housing on ancestral land has contributed to whānau housing stress locally and further afield.

Kāinga Ora is the lead public housing provider across New Zealand, followed by Community Housing Providers able to access the Government’s Income Related Rents Scheme (IRRS) as ‘providers of first resort’, with local Councils as housing providers not acknowledged under current Government policy settings. This approach is unlikely to change unless the Government assistance regime changes – such as extending IRRS and/or capital assistance to local Councils changes.

c. As a funder of others (and d.) as an advocate on behalf of our community

WDC has over many years been a credible source of housing related information and advice. Its research and monitoring of housing trends and changes along with forecasts have contributed to improved awareness and understanding of local and regional challenges associated with housing supply.

Council's role with the Greater Christchurch Partnership Councils, organisations and agencies puts it in a strong position to contribute to the discussion on future housing needs and strategy across Greater Christchurch.

Relationships have already been established to encourage more public housing in appropriate locations in the District and a memorandum of understanding with Kāinga Ora is in the process of being considered at the time of writing this policy. This extends to the process for partner and community engagement for proposed public housing projects as well as in relation to potential partnering with others to address continuing growth in the public housing waiting list.

In a similar way Council has engaged with the Community Housing Provider sector in and as yet beyond the District to foster and encourage approaches from registered CHPs in expanding their presence in/into the District.

Council has been an advocate to Government on behalf of the community around housing related policy and needs.

Council has partnered across many areas of mutual interest with Te Rūnanga o Ngāi Tūāhuriri. This includes facilitating through the District Plan enabling provision for housing and related development rights for 'original grantee' descendants to be exercised in the Māori Reserves in the District.

#### 4. Statement of Intent for Council's Role in support of Housing Outcomes

##### 4.1. As a Regulator

To support the provision of quality housing that is available and affordable WDC will, in developing and implementing District Plan's and through building control Council mechanisms actively seek to

- reduce impediments to the supply of land available for housing;
- where practical and appropriate make the processes involved in developing land and constructing housing as easy and cost efficient for others to deal with, as possible; and,
- balance the above by retaining minimum standards that support the construction of safe, good quality housing and living environments in new subdivisions and with housing intensification.

In particular WDC will closely manage and monitor its performance in terms of timeliness of processing and issuing of consents.

Through the District Plan WDC will enable, (but it cannot require), housing of particular typologies or quantities. It will continue to closely monitor demand and supply, and through this and other roles seeks to ensure that;

*'housing is available to match the changing needs and aspirations of our community'*.

WDC will continue to work in partnership across many areas of mutual interest with Te Rūnanga o Ngāi Tūāhuriri This includes advancing through the District Plan Review as soon as possible, enabling provision for housing and related development rights for 'original grantee' descendants to be exercised in the Māori Reserves in the District.



WDC is progressing 'Transfer of Powers' (RMA S.33) with Te Rūnanga o Ngāi Tūāhuriri to assist implementation of housing (and other) development in Māori Reserves in the District. It will also consider opportunities for 'Joint Management Agreements' (RMA S.36B) with Te Rūnanga o Ngāi Tūāhuriri in Kaiapoi Māori Reserve 873 in particular.

#### 4.2 As a Provider/Funder

WDC view Kāinga Ora as the lead public housing provider across New Zealand, followed by Community Housing Providers – both of whom are able to access the Government's Income Related Rents Scheme (IRRS) as 'providers of first resort'.

As WDC is not able to access the IRRS and unless the Government assistance regime changes, such as extending IRRS and/or capital assistance to local Councils, the role of WDC as a provider is likely to remain constrained. This is because it does not believe it appropriate to directly subsidise housing provision through the use of rating revenue collected from across the community.

WDC will however continue to act as a provider of EPH that is sustainable without recourse to rates funding. It is seeking best possible management of its existing EPH stock and affordable levels of tenancy support within the requirement to be self-funding, inclusive of Government subsidies.

WDC will actively consider operational and management arrangements and approaches that enable efficient, fit-for-purpose and affordable EPH stock and tenancy support. To that end the EPH management activity will in 2022/23 be subject to review under the LGA S.17A service delivery options review process. This will involve consideration of other partnering or management arrangements.

As a potential provider, the WDC is prepared to consider expanding its existing EPH stock, either by itself or via partnership. Proceeds from the sale of houses previously used for a Council owned affordable housing scheme amount to approximately \$2.5M, and at the time of preparing this policy these funds are available to invest.

In light of increased current and future demand for housing, in particular for one and two person households and for people over the age of 65, Council will actively consider investment of limited funds available to it to address these projected demands.

In particular WDC will consider improved economies of scale that may be achieved through the expansion of the existing EPH portfolio.

This responds to:

- reports from social service agencies about a lack of emergency and transitional housing in the district,
- the census data that implies a degree of overcrowding,
- and the lack of social / public housing stock generally within the Waimakariri District,

WDC is prepared to consider contributing land it owns, in partnership with housing providers, towards meeting the other above mentioned housing needs. Depending on circumstances this may be via long term land lease arrangements or in some cases via the sale of land.

#### 4.3 As an Advocate/Facilitator

WDC will continue to provide housing related information and advice in an 'honest broker' role – for local groups, agencies and developers seeking to provide for housing needs and support 'housing stressed' parts of the community.



WDC will continue to research and monitor housing trends and changes. With its Greater Christchurch Partner Councils, organisations and agencies, it will continue to review and analyse future long term housing needs and demand and promote policy and strategies that support and enhance the quality, quantity, affordability and accessibility of housing across the district and across the full housing continuum.

In particular it anticipates being a lead partner in furthering the GCP sponsored Kāinga Nohoanga Strategy on Māori land reserves and traditional Pā sites.

WDC will encourage more public housing in appropriate locations in the District and work with Kāinga Ora around the siting of public housing within the district and engage with them to consider partnering opportunities as they arise in response to the growth in the public housing waiting list.

WDC will seek to stimulate the Community Housing Provider sector in the District and will be open to approaches for support by registered CHPs in expanding their presence in/into the District.

WDC will continue to be an advocate to Government on behalf of the community to ensure unmet housing needs are addressed and is open to partnering with community groups in this regard.

WDC will be strong advocate for the provision to households within social/assisted housing of appropriate to their needs level and nature of support services, especially those locally based and readily available in the Waimakariri District.

## 5. Responsibilities

### 5.1. Responsibility statement

## 6. Definitions

**Definition Name 1** – Definition description

**Definition Name 2** – Definition description

**Definition Name 3** – Definition description

## 7. Questions

Any questions regarding this policy should be directed to the **Position Title of Policy Owner** in the first instance.

## 8. Relevant documents and legislation

- e.g. Statement
- e.g. Quality Document
- e.g. Legislation Reference

## 9. Effective date

**Date Month Year**

## 10. Review date

**Date Month Year**

**11. Policy owned by**

Manager, **Insert Department Name e.g. Regulation**

**12. Approval**

Adopted by Waimakariri District Council on 2 August 2022

HWG Draft @ 12.09.22

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

**FILE NO and TRIM NO:** 220923165233

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 04 October 2022

**AUTHOR(S):** Lynda Murchison, Consultant Contractor & Simon Hart, General Manager, Strategy, Engagement and Economic Development

**SUBJECT:** Submissions: Water Services Entity Bill, Proposed National Policy Statement for Indigenous Biodiversity, and ME 1669 Discussion Document: Managing Wetlands in the CMA.

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

\_\_\_\_\_  
General Manager

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

**1. SUMMARY**

- 1.1 The purpose of this report is to provide Council with the formal opportunity to receive submissions that were submitted to meet Central Government timeframes, but were not able to be received at a formal Council meeting prior to that submission date. Both the submission on Water Services Entity Bill #1 and the National Policy Statement for Indigenous Biodiversity (NPSIB) were considered by the Management Team, and discussed with Councillors at briefings/workshops prior to being finalised by staff.
- 1.2 In July, the government notified the first Water Services Entity Bill as part of the Three Waters Reform process. In addition, the Ministry for the Environment notified a proposed National Policy Statement for Indigenous Biodiversity (NPSIB). In August the Ministry for the Environment released Discussion Document ME 1669 Managing Wetlands in the Coastal Marine Area, which proposes options to amend the National Policy Statement for Freshwater Management 2020 as it applies to wetlands within the coastal marine area (CMA).
- 1.3 Submissions on the Water Services Entity Bill and the proposed NPSIB were directed by Council and signed by the Mayor and Councillors. However, the timeframes for responding did not allow those completed submissions to be formally received by Council before lodgement.
- 1.4 The submission on Discussion Document ME 1669 was prepared as a staff submission because the matter is an operational matter. It is being reported to Council for information.

**Attachments:**

- i. Document 220722125323 - Submission on Water Services Entity Bill
- ii. Document 220721124432 – Submission on Proposed National Policy Statement for Indigenous Biodiversity
- iii. Document 220921163332 – Comments on Discussion Document ME 1669 Managing Wetlands in the Coastal Marine Area

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** the report No 220923165233

- (b) **Receives** the attached submissions on Water Services Bill #1, the Proposed National Policy Statement for Indigenous Biodiversity, and the Discussion Document ME 1669 Managing Wetlands in the Coastal Area.
- (c) **Circulates** the report and attached submissions to the community boards for their information.

### 3. **BACKGROUND**

- 3.1. The government is undertaking major reform across a variety of sectors including Three Waters, resource management and local government. Alongside that reform programme, the government is continuing to make changes to existing legislation and policy.
- 3.2. In July 2022, the Council was briefed on and directed the content of submissions on the proposed NPSIB and the first Water Services Entity Bill. These submissions were due on 21<sup>st</sup> and 22<sup>nd</sup> July respectively. The consultation period for both documents was six weeks. Consequently, there was not time to place draft submissions on a Council meeting agenda for endorsement before they had to be lodged.

#### Water Services Entity Bill

- 3.3 The submission on the Water Services Entity Bill was directed by Council, had staff input and was signed by all Councillors. The submission on the Proposed NPSIB was directed by Council, had staff input and was signed by the Mayor and Chief Executive.
- 3.4 The Water Services Entity Bill was the first in a series of at least two bills (possibly more) that establish the statutory framework and transition the management of drinking water, wastewater and stormwater services from territorial local authorities to four newly established entities.
- 3.5 The Three Waters Reform process has been the subject of several Council reports and briefings, so it is not necessary to recanvas that detail in this report. In summary, this first Bill included provisions pertaining to the entity 'ownership' model for territorial authorities, the entity structure, powers, functions and duties, the operating principles and objectives of the entities, policy and planning requirements including accountability to the community and provisions to 'protect' Three Waters from private ownership.
- 3.6 The submission acknowledged and reflected the Council's position as a member of Communities for Local Democracy. The submission focussed on:
- issues and errors with assumptions as they apply to Waimakariri District;
  - the value of Three Waters infrastructure to the community, in particular the important of retaining control;
  - the investment communities have made in funding Three Waters infrastructure;
  - the input communities can have when their assets are managed by the local council compared with the regime proposed in the Bill,
  - the inequity that ensues if all Three Waters assets and debts are amalgamated into each entity without recognising the different age, capacity and technology and value that contributing community have invested in infrastructure.; and
  - the piecemeal fashion in which the Bills are being presented and the lack of integration it other significant reform processes.

#### ME 1669 Managing Wetlands in the Coastal Marine Area

- 3.7 The discussion document 'ME 1669 Managing Wetlands in the Coastal Marine Area' has been notified by Ministry for the Environment to deal with an administrative complexity. Under the Resource Management Act 1991 (RMA) activities in the CMA (which is defined

as that area seaward of Mean High Water Springs), are managed under s12 of the Act, the New Zealand Coastal Policy Statement 2010 and regional coastal plans. However due to the way the terms 'natural wetland' and 'inland natural wetland' are defined in the National Policy Statement for Freshwater Management 2020, the High Court has ruled (in *Minister of Conservation v Mangawhai Harbour Restoration Society Incorporated* [2021] NZHC 3113) that the National Policy Statement for Freshwater Management 2020 applies to wetlands in the CMA.

- 3.8 This decision creates some potential difficulties for two reasons. Firstly, the definitions are not helpful for determining the boundaries between coastal wetlands and coastal waters proper. Secondly, most planning provisions for manage wetlands, including the National Environmental Standards for Freshwater 2020, have not been drafted considering coastal wetlands. As a result, some rules are too onerous and prevent activities which are necessary or have only minor effects.
- 3.9 In August 2022, the Ministry for the Environment released a short discussion document assessing three options to address the issue and stating a preferred option. The preferred option is to amend the definition of 'inland wetland' in the National Policy Statement for Freshwater Management 2020 to clarify it does not include wetlands in the CMA.
- 3.10 The coastal environment is already managed through the provision of s12 of the RMA, the New Zealand Coastal Policy Statement 2010 (NZCPS), regional coastal plans and district plans (for the coastal environment landward of the CMA). The discussion document was focused on identifying the best technical option to correct the drafting of the National Policy Statement for Freshwater Management 2020, to avoid inadvertently creating a second, unintended and potentially inconsistent planning framework applying to wetlands in the CMA.
- 3.11 As this consultation pertains purely to an operational matter, a staff submission on this discussion document was prepared by Lynda Murchison and signed by the Acting Chief Executive.

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

- 4.1 Issues and options in relation to the three topics the subject of these submissions have been canvassed as part of preparing the submissions.
- 4.2 There are no anticipated issues with this report. The Council has two options: it may receive the report and the submissions, or not.

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

- 4.3 There are no implications on community wellbeing resulting from the report per se. However, the topics addressed in the Water Service Entity Bill and to a lesser extent the proposed NPSIB, will be of interest to, and potentially have an impact on the community.

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

#### **5 COMMUNITY VIEWS**

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

Te Ngāi Tūāhuriri Rūnanga have expressed a different position on Three Waters Reform from Waimakariri District Council, and may well have made their own submissions on these documents.

##### **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.



## 5.2 Wider Community

The wider community is likely to be affected by or to have an interest in the subject matter of this submission on the Water Services Entity Bill and possibly the proposed NPSIB. The likely impacts will need to be considered carefully by Council as various changes resulting from Government reform continues to unfold.

## 6 OTHER IMPLICATIONS AND RISK MANAGEMENT

### 6.1 Financial Implications

There are not financial implications from 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 not risks arising from the adoption/implementation of the recommendations in this report.

### 6.4 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.

### 7.2 Authorising Legislation

Local Government Act 2002

Resource Management Act 1991

### 7.3 Consistency with Community Outcomes

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

*People have wide-ranging opportunities to contribute to the decision-making that affects our district.*

*NPSIB Indigenous flora and fauna are protected, and their habitats, especially Significant Natural Areas are protected and enhanced.*

### 7.4 Authorising Delegations

The (acting) Chief Executive Officer holds delegated authority to make submissions on behalf of the Council.



**In the Matter of  
Water Services Entities Bill**

**Submission by  
Waimakariri District Council**

**22 July 2022**

**Jeff Millward  
Waimakariri District Council  
215 High Street  
Rangiora 7400  
Canterbury**

Address for service: [Jeff.millward@wmk.govt.nz](mailto:Jeff.millward@wmk.govt.nz)

## 1 Introduction

- 1.1 The Waimakariri District Council (WDC) welcomes the opportunity to submit on the Water Services Entities Bill (the Bill).
- 1.2 WDC opposes the Bill. There are multiple reasons why we oppose the Bill but in this submission we have focused on six key reasons for our position.
- 1.3 This submission provides some background about Waimakariri District and our Three Waters' infrastructure. The submission then outlines WDC's position on the Bill and our reasons under the following headings:
- (i) Loss of community-owned assets
  - (ii) Model assumptions
  - (iii) Community representation and influence
  - (iv) Size, structure and agility of the proposed water services entities (WSEs)
  - (v) Management of stormwater and 'mixed use' rural schemes
  - (vi) Integrated management of reform.
- 1.4 WDC is a member of 'Communities 4 Local Democracy' (C4LD). We support the submission made by that organisation, its recommendations to the Select Committee, and the proposed alternative plan.
- 1.5 Last year we surveyed our ratepayers, asking what they thought of the proposed three waters reform and what they wanted us to do. The message was clear, 95 percent of respondents said to opt out of the proposed reforms.<sup>1</sup>
- 1.6 This clear view informed the Council on the position to take. The Council is unanimous in its position. Attached with this submission are the following documents:
- (i) Mayor's letter to Minister Mahuta dated 21 July 2021
  - (ii) Mayor's letter to residents re consultation/survey dated 13 August 2021
  - (iii) Community Consultation: 'Let's Talk About the Government's Three Waters Reform'
  - (iv) Community Consultation: Feedback Form
  - (v) Community Consultation: Survey Results
  - (vi) Council letter to Minister Mahuta dated 28 September 2021
  - (vii) Chief Executive's Report to Council dated 28 September 2021
  - (viii) Extract from Minutes of Council Meeting 28 September 2021
  - (ix) Council Feedback to the Minister of Local Government, Department of Internal Affairs and Local Government New Zealand
  - (x) Waimakariri District Council's Long Term Plan 2021-2031  
[https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0035/95885/Long-Term-Plan-LTP-2021-2031.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0035/95885/Long-Term-Plan-LTP-2021-2031.pdf)
  - (xi) Waimakariri District Council's Infrastructure Strategy 2021-2031

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<sup>1</sup> Based on 3840 responses to a ratepayer survey in 2021

[https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0032/48695/210602088763-Infrastructure-Strategy-2021-2051.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0032/48695/210602088763-Infrastructure-Strategy-2021-2051.pdf)

1.7 We wish to speak to the Select Committee in support of our submission.

## 2. Summary of Position & Recommendations

- 2.1 We wholeheartedly support the establishment of the water regulator Taumata Arowai. We value mana whenua involvement in decision-making at a local level. WDC supports measures to improve the quality and efficiency with which drinking water, wastewater and stormwater are managed.
- 2.2 WDC opposes the Bill in its entirety. The proposed WSE model is not fit for purpose. It removes community control over access to and the quality and cost of drinking water, and results in an appropriation of community-funded assets without adequate compensation. WDC Three Waters assets are worth \$602m and the Government is offering \$22m and two shares in the proposed WSE as part of a mandatory transfer.
- 2.3 The Government's preferred option for reform is based on presumptions about efficiency gains which are not supported in several peer reviews – including those by Three Waters specialists Castalia (2021, 2022). The proposed WSE model is complex, with multiple tiers of governance, large service areas and minimal community input. The Bill is detailed and directive on process, but the objectives and operating principles of the WSEs are broad, not well defined and involve potential conflicts and trade-offs.
- 2.4 In our view, the reform process is hasty, fragmented across several pieces of legislation and regulation, disintegrated from other fundamental reforms in resource management and local government, and dismissive of the concerns raised by territorial authorities and communities across the country. In our view, this matter is too important to get wrong. Rushed reform without adequate time to consider the consequences, and without listening to those affected, is in no one's interest.
- 2.5 Therefore, our first recommendation to Select Committee is that ***the Bill does not proceed any further.***
- 2.6 Our second recommendation to Select Committee is that ***any reform of Three Waters' infrastructure:***
- (i) Is delayed until Taumata Arowai and the economic regulator are both fully embedded and operational;***
  - (ii) Occurs in partnership with local authorities and considers a range of options including C4LD's alternative plan; and***
  - (iii) Is integrated with resource management and local government reform.***

## 3. Background

### Waimakariri District

3.1 Waimakariri District is located in the Canterbury Region, north of the Waimakariri River. The District is approximately 225 000 hectares in area and extends from Pegasus Bay in the east to the Puketeraki Ranges in the west. It lies within the takiwā of Ngāi Tūāhuriri, one of the primary hapū of Te Rūnanga o Ngāi Tahu. The District shares

boundaries with Christchurch City to the south, Selwyn District to the south and west, and Hurunui District to the north.

- 3.2 Waimakariri District is geographically diverse, ranging from provincial townships such as Rangiora and Kaiapoi, through to the remote high country farming area of Lees Valley. Approximately 60 percent of residents live in the four main urban areas of Rangiora, Kaiapoi, Woodend/Pegasus and Oxford. The remainder live in smaller settlements or the District's rural area, including approximately 6 000 rural-residential or rural 'lifestyle' blocks. Eighty percent of the population is located in the east of the District.
- 3.3 Geographically, socio-culturally and economically Waimakariri District is primarily a rural district. People identify with and are attracted to a 'country lifestyle'. However, the district's proximity to Christchurch City means it has a significant and growing urban and 'peri-urban' population. Primary production and construction are the District's two largest economic sectors.
- 3.4 The District's population increased from 33 000 to 62 800 in the years 1996-2020, and is estimated now to be over 69 000. This makes the District one of the larger territorial local authorities of Te Wai Pounamu/ South Island, with a population larger than Invercargill City, Nelson and the Queenstown-Lakes District.

### 3 Waters Infrastructure

- 3.5 On behalf of its community, WDC manages:
- 11 drinking water schemes connecting 52 000 residents<sup>2</sup>.
  - 2 wastewater treatment and disposal schemes connecting 45 000 residents<sup>3</sup>
  - 12 land drainage systems, 7 rural and 5 urban, that in total cover 10% of the District's land area but serve 90% of the population (52 000 residents).
- 3.6 A considerable number of residents, including many on rural lifestyle blocks (0.5-4ha) have private drinking water supplies and wastewater disposal, and are not connected to stormwater or land drainage systems.
- 3.7 The drinking water schemes are a combination of 'on demand' schemes, semi-restricted schemes (allowing up to 19m<sup>3</sup>/day) and restricted (trickle-feed) schemes (in rural areas).
- 3.8 All wastewater schemes within the eastern part of Waimakariri District connect to the Eastern Districts' Sewage Scheme which treats and disposes wastewater to an ocean outfall. The Oxford scheme, located in the west of the District, disposes to land.
- 3.9 The urban stormwater systems are largely piped stormwater networks. Our rural land drainage network consists of purpose-built open drains and modified natural waterways. While our stockwater races have the primary focus of water supply, some have a secondary function of land drainage.
- 3.10 The total value of Three Waters infrastructure assets managed by WDC is \$602m and the annual revenue is \$35m. This asset value is 29% of WDC's total asset value (excluding land under roads).
- 3.11 WDC is rated AA by Local Government New Zealand's Excellence Programme and is AA+ rated by Standard and Poor's. This accreditation is at risk given the economies of

<sup>2</sup> Drinking water supplies are in a process of rationalisation from 16 to 11 proposed sites.

<sup>3</sup> Two schemes have recently connected to the Eastern Districts scheme reducing the number from 4.



scale that would be removed from existing Council structures and service delivery, when services such as stormwater, roading, recreational facilities, and stockwater are segregated across different entities. This will lead to a greater cost to our developers and ratepayers to deliver these services separately. Development will be more complicated and required to transact through additional entities.

- 3.12 WDC has participated in Water NZ's National Performance Review since 2014. We employ 30 staff in Three Waters infrastructure, including an 'in-house' consultancy service, water maintenance technicians, and IANZ accredited laboratory. Over 66% of our staffers hold a tertiary qualification and nine are chartered engineers.
- 3.13 WDC's standard of Three Waters' infrastructure management is high. Over the last 20 years we have spent \$100m on Three Waters' infrastructure upgrades. A further \$41m is allocated in our Long Term Plan (LTP) for drinking water safety upgrades, improved wastewater treatment and to address flood risk over the next 10 years.
- 3.14 Our 30-Year Infrastructure Strategy is a risk-based renewals policy and operates in conjunction with a 150-year renewal programme to ensure renewal investment. Our programme aims to replace highly critical infrastructure at 85% of its expected lifespan. It has been recognised as a national exemplar.
- 3.15 We are extremely proud of our competence and achievements as effective water service providers.
- 3.16 Our debt level peak is at 150% of revenue, well within the 180% necessary to retain a Standard and Poor's AA+ credit rating and the Local Government Funding Agency maximum of 280%.
- 3.17 In our WDC customer satisfaction survey for 2020, 90% of respondents were satisfied with their drinking water, 85% were satisfied with wastewater services and 76% with stormwater.
- 3.18 The 2011 Christchurch Earthquake resulted in damage to our Three Waters infrastructure in the east of the District. Consequently, these areas have very new infrastructure and our communities have already invested strongly in new infrastructure. Also, it means that much of this infrastructure will need renewing at the same time, so we have been very proactive in planning for renewal using a risk-based approach to improving resilience in our 150 year Renewal Programme.

#### **4. Council's Position**

- 4.1 WDC does not oppose the need to review delivery of Three Waters infrastructure, in principle. We believe local government should always be looking to improve performance. WDC entered the Three Waters' infrastructure reform process with an open-mind. However, we do not agree the proposed model for reform, and the process, are the best options.
- 4.2 WDC signed a Memorandum of Understanding with the government in 2020 to provide information on request to the DIA about Three Water' infrastructure in Waimakariri District. In doing so we understood we had an opportunity to make another decision in August 2021 whether to 'opt in' to reform.
- 4.3 In July 2021, we wrote to Minister Mahuta with a series of questions about the reform model, which was responded to in August 2021. Then WDC undertook community consultation to help inform its position on the proposed reform. The information supplied

to the community included the government's proposal, comments from WDC and our Long Term Plan (LTP) projections. The consultation material and analysis of the responses are attached.

- 4.4 WDC sought community feedback from both an on-line 'drop in' session (as this was the Covid-19 lockdown for the 'Delta' variant) and a survey and letter sent to all ratepayers. We received 3844 responses plus a further 260 late responses (which were not used in the analysis). This is the largest response rate the Council has received to any community consultation, by some margin<sup>4</sup>.
- 4.5 Ninety-five percent of respondents said that WDC should 'opt out' of the Three Waters reform proposal. The main reasons given were:
- Losing local knowledge of and control over Three Waters' services
  - Subsidising upgrades to infrastructure in other districts
  - Lack of appropriate compensation for community assets
  - Any reform should be congruent with resource management and local government reforms.
- 4.6 Just over three percent of respondents supported the proposed reforms. The reasons cited included:
- Same level of service for Three Waters across all of New Zealand
  - Keeping up with increasing regulatory requirements
  - 'Opting in' may result in better outcomes.
- 4.7 In September 2021, WDC wrote to Minister Mahuta informing her that, based on our assessment of the proposal and our community consultation, we oppose the proposed model. We suggested an alternative proposal. This has been worked through and informed by Three Waters specialists Castalia.
- 4.8 This remains our position. The Bill has not addressed our Council's nor our communities' concerns. There are many reasons why we oppose the Bill, and our six principle reasons are outlined in sections 5 to 10 below. These reasons are consistent with matters we have raised in previous consultation and exchanges on these reforms.
- 4.9 We support the alternative proposed plan outlined in the submission of C4LD as a more appropriate method to improve delivery of Three Waters infrastructure.
- 4.10 When we entered our first Memorandum of understanding with the government on Three Waters reform, Territorial Authorities were advised we had two opportunities to 'opt out' (Tranch 1, July 2020 and Tranch 2, August 2021). On 27<sup>th</sup> October 2021 Minister Mahuta announced that Three Waters reform would be mandatory. We wish to record, again, our disappointment at the Government's renegeing of this promise and its commitment to work in partnership with local government on Three Waters' reform.

## **5. Loss of Community-Owned Assets**

- 5.1 WDC manages Three Waters infrastructure on behalf of our local communities. These communities paid, and continue to pay, for the development, maintenance and upgrade of these assets. The infrastructure was vested in Council because it was a condition of

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<sup>4</sup> The next largest being 800 responses to a proposal to fund a stadium in 2018.

obtaining central government subsidies at the time. However, in our view, the assets belong to our communities.

- 5.2 This community ownership is not only monetary. Local communities created this infrastructure: they lobbied and fund-raised, donated their land, labour and expertise to design and build it, and continue to manage it today through volunteer service on Council water, wastewater and drainage advisory groups and working groups. All ratepayers also have a democratic say on investment proposals through our Annual and Long Term Planning processes. Community infrastructure projects not only provide drinking water, sanitation and drainage services to residents; they have created and galvanised communities and their connections to place.
- 5.3 The Bill proposes to transfer the ownership of our Three Waters infrastructure from these communities to a new WSE without commensurate compensation, and without any consideration of their non-monetary value to local communities.
- 5.4 We do not agree that the Bill retains 'ownership' of these assets with local communities, or Territorial Local Authorities. The WSE will manage water services assets in ways commensurate with an 'owner,' except for the restrictions on asset disposal in clause 116.
- 5.5 Clause 15(2) of the Bill provides that a WSE is 'co-owned' by the territorial authorities in its service area, in shares allocated according to resident population under clause 16. However, subclause 15(3) limits the right of any 'co-owner' to sell or otherwise transfer their shares. Other clauses also limit the rights of shareholders to act in ways normally associated with shareholding, such as:
- (i) The right to refuse to become a shareholder;
  - (ii) The right to attend an AGM and vote;
  - (iii) Any entitlement to a dividend;
  - (iv) Any rights in title or interest in the assets, security, debts or liabilities of the WSE; or
  - (v) The ability to provide financial support, money or credit to a WSE.
- 5.6 Three Waters assets should continue to be owned by communities through their councils, either directly or through real shareholding arrangements that confer the usual rights and obligations that go with equity ownership.

#### Asset Disposal

- 5.7 WDC does not believe the Bill provides the same level of protection for Three Waters infrastructure against privatisation as the current model of ownership. We note the provisions in Clause 116 and Schedule 4 in relation to the disposal of assets, but two matters concern us.
- 5.8 Firstly, under clause 116(2)(c)(ii) of the Bill, a WSE can lose control of, sell or otherwise dispose of significant infrastructure necessary for providing water services without the agreement of the 'co-owners' under schedule 4, provided the entity retains its capacity to perform or exercise its duties, functions or powers. Under this clause, infrastructure developed and funded by local communities can be disposed of by the entity without using the Schedule 4 process.
- 5.9 Secondly, the provisions in Clause 116 and Schedule 4 can be amended by a majority vote in Parliament. While that is the situation with any legislation, multiple infrastructure schemes vested in 67 Territorial Authorities is not as attractive a proposition for

privatisation as the concentration of these assets under the control of four large entities, acting as monopolies.

## **6. Model Assumptions**

6.1 The reform process, and the model proposed in the Bill, appear founded on unverified assumptions, such as:

- (i) Performance failure in Three Waters infrastructure is widespread among territorial authorities and smaller councils struggle more;
- (ii) The primary concern is the cost of delivery of Three Waters infrastructure; and
- (iii) The 'Scottish Water' model is appropriate for New Zealand and will deliver comparable efficiencies.

6.2 We question these assumptions.

### Performance failure in 'Three Waters'

6.3 There are examples of Territorial Authorities of all sizes that manage Three Waters infrastructure well and others that face challenges. In section 3.2 above, we outlined WDC's performance in 'Three Waters' infrastructure. Our neighbour, Hurunui District Council was the first Territorial Authority to receive an approved drinking water safety plan under the Ministry of Health's 'Drinking Water Safety Plan Framework' released in 2018. On the other hand, some larger city councils are facing issues with aging pipe infrastructure or wastewater treatment that will not meet the requirements of the National Policy Statement for Freshwater 2020.

6.4 Under the WSE model, it is likely that communities in smaller Territorial Authorities will subsidise infrastructure upgrades for larger urban authorities in their WSE. In Waimakariri, our community has invested significantly in Three Waters infrastructure (as outlined in section 3, above). It seems unfair that our residents may pay again to subsidise upgrades for other communities which have chosen not to.

6.5 WDC is cognisant that there are small Territorial Authorities that do not have a sufficient rating base to support drinking water and wastewater treatment to required standards. However, we believe there are more appropriate and effective models to subsidise those costs, such as the proposal outlined in the C4LD submission.

### Cost of Three Waters Infrastructure

6.6 Secondly, the reform proposal assumes that the primary factor in managing Three Waters infrastructure is cost of services. However, drinking water is fundamental to life and to all cultural, social and economic activity. We argue that while cost of supply is important to local communities, control of supply (and effective influence on operational and investment outcomes) is equally important. Through control of supply, local communities can make empowered choices between quality and treatment, reliability of supply, and cost of supply. As noted in paragraph 4.5, 95% of respondents to our residents' survey requested the Council opt out of Three Waters reform because they wanted to retain control of their assets.

6.7 'Delivery of water services in an efficient and financially sustainable manner' is one objective of the WSE, in clause 11(a) of the Bill. However, there is no explicit directive in the Bill to keep costs affordable for local communities. This matter may be dealt with in later legislation. If so, it raises two questions: who determines what is 'affordable' for a local community; and what recourse does that community have, if they do not control the infrastructure and have limited influence in the decision-making of the WSE?

### Appropriateness of WICS model

- 6.8 The WICS report (2021) assumes the ‘Scottish’ model is applicable to New Zealand and that the same efficiency gains enjoyed by ‘Scottish Water’ will accrue in New Zealand. Therefore, WICS argues for efficiency gains of 45% on average for its model compared with local government delivery of Three Waters infrastructure, and 50% for Entity D. However, all the peer reviews of the WICS report raise concerns about the applicability of those assumptions to New Zealand.
- 6.9 Scotland is 77 910km<sup>2</sup> with an average population density of 70 people/km<sup>2</sup>. New Zealand is 268 021km<sup>2</sup> in size and the average population density in Waimakariri District is 11 people/km<sup>2</sup> (Vaugh, 2021, p.23). The percentage of the population living in urban areas is greater in New Zealand (86%) than Scotland (83%) and the distance between urban areas is much greater. (The distance between Edinburgh and Glasgow is only 67km). Therefore, there are more options for efficiency gains through scheme amalgamation in Scotland than is likely in New Zealand, especially in Entity D. As noted in section 3, in Waimakariri we have already amalgamated our drinking water and waste water systems to the extent practicable given the distance between schemes and continue to look for efficiency gains wherever practicable.
- 6.10 The Farriersweir review of the WICS report casts doubt over the appropriateness of the assumptions to New Zealand:

*“It is unlikely that the efficiency assumptions observed in the United Kingdom experience would capture all the important nuances of the future New Zealand regulatory and policy content that are likely to affect actual realised investment and efficiency outcomes.”*

- 6.11 The Castalia Report (2021) concludes that the investment in Three Waters infrastructure calculated by WICS for both Whangārei District Council and New Zealand overall, is overstated. That report recommends using an Australian model as more commensurate with the New Zealand situation.

### Efficiency estimates

- 6.12 The WICS report (2021) analysed nine options for Three Waters service delivery and recommends an entity has at least 800 000 connections to achieve efficiency gains comparable with Scotland. The DIA is consulting on this model. In addition, the report assumes that territorial authorities with fewer than 60 000 connections cannot have any efficiency gains and that only Auckland’s Watercare Services is sufficiently large to get operating efficiencies of 20%.
- 6.13 However, the Vaugh Report (2021) shows that WDC has achieved 6% in efficiency gains in Three Waters management, and has the potential to increase this to 7% through the rationalisation of stormwater discharge permits.
- 6.14 In another example, the Castalia Report (2021) shows Whangārei District Council has efficiencies comparable to Auckland’s Watercare Services. Also, that report notes that many Territorial Authorities contract national service providers such as Downer and Citycare Water to manage Three Waters infrastructure, achieving efficiency gains comparable with larger entities.
- 6.15 The Castalia Reports (2021, 2022) note that the WICS model has not considered efficiency losses in overall service provision by Territorial Authorities that may result from the transfer of Three Waters infrastructure to the WSEs.

### Cost estimates

- 6.16 The WICS model has been criticised for over-estimating the expenditure required for Three Waters' infrastructure. The Castalia Report (2021, p.24) argues that the WICS model uses a number of discretionary assumptions that are highly favourable to the reform scenario and unfavourable to the 'opt out' scenario. For example, the net investment portfolio for the WICS model only includes large investment requirements after 2031, which is just in time for the maximum efficiency gains in the model to apply. However, in the 'opt out' scenario large investment requirements are included from 2021.
- 6.17 In Waimakariri District, our Infrastructure Strategy commits us to spending \$282m in Three Waters' infrastructure over the next 30 years. The current average rates for Three Waters' services is \$1225, which is projected in our LTP to decrease to \$908 by 2051 due to population growth. In paragraph 3.13, we stated that our debt level will peak at 150% of revenue.
- 6.18 However, relying on the WICS model estimates WDC needs to spend \$1bn in Three Waters' infrastructure over the next 30 years. It projects the average Three Waters rates to be \$1640 in the new entity and \$3000 if the Council continues to deliver Three Waters infrastructure. Using this assessment, the DIA has forecasted WDC debt to be at 360%.
- 6.19 As noted in section 3, WDC renewed much of our Three Waters infrastructure post the 2011 Christchurch Earthquake so we are confident our projections are accurate. When we requested further information from the DIA about these estimates, we found there were no major additional projects identified by WICS that are not in our LTP. Rather, the WICS had taken an average infrastructure upgrade cost calculated across all New Zealand and extrapolated it to each Territorial Authority.

## 7. Community Representation and Influence

- 7.1 The Bill does not provide for effective community representation and influence in the management of Three Waters infrastructure. Therefore, in our view, supporting it would be inconsistent with our duty as Elected Members under the Local Government Act 2002, to act in the best interests of the District.
- 7.2 The Local Government 2019 Elected Member's Handbook states that the rationale for local government is: “
- *Local decision-makers are better placed than national decision-makers to tailor services and programmes to meet the needs and preferences of communities.*
  - *Efficiency is enhanced when there is a 'match' between those who benefit from the service and those who pay for it...*
  - *Local government is a way of distributing power and providing an avenue for local citizens to express dissent with the policies of their national government, thus contributing to a stable democracy....”*
- 7.3 Under the Bill, the only vehicle by which Territorial Authorities have any influence in the WSE is through appointments to the Regional Representatives Group (RRG) or a Regional Advisory Panel (RAP), should the WSE constitution provide one.
- 7.4 Under clause 27, the maximum number of RRG appointments is 14, of which half may be Territorial Authority appointments (the other half being mana whenua appointments). How those appointments are made will be set out in the WSE constitution. However, under clause 94, the first constitution for each WSE will be a model constitution set out in regulations. These regulations are not available with the Bill. Therefore it is unclear



how Territorial Authority representation, and therefore community representation, on the first RRG will be determined.

- 7.5 Entity D comprises 20 Territorial Local Authorities and the maximum number of Territorial Authority appointments to the RRG will be 7 (it may be 6). If no Territorial Authority is allowed more than one representative on the RRG, this means only 1/3 of Territorial Authorities within the Entity D service area will be represented on the RRG. Given Territorial Authority 'ownership' of the WSEs is based on shareholdings, linked to resident population, it is not unreasonable that the majority shareholders in Entity D (Christchurch City and to a lesser extent Dunedin City) may have more than one representative on the RRG.
- 7.6 Currently, local communities are able to influence the levels of service and funding of Three Waters infrastructure in their area through the requirement of local authorities to consult with communities in the preparation of Infrastructure Management Plans, Long Term Plans and any significant change in Annual Plans; as well as the requirement to call for submissions on all three documents under the Local Government Act 2002. In addition, local communities, especially in smaller provisional areas, tend to know their constituent Councillors and are able to approach them directly to voice concerns.
- 7.7 An appointee to the RRG is not responsible to their local community in the way of an Elected Member of a Territorial Authority. Under clause 32 of the Bill, a RRG appointment may be an Elected Member of a Territorial Authority 'owner' of the WSE (they may be a Chief Executive or senior manager). However, under clause 29, the RRG must act wholly or mostly for the benefit of all communities in the WSE area, taking into account the diversity of community interests and the interests of future as well as current communities. The Bill does not address how an Elected Member, as an appointee of a Territorial Authority owner, reconciles this duty to the RRG with their mandate under the Local Government Act 2002 to act in the interests of their district.
- 7.8 Under clause 28, the role of the RRG in governance of the WSE is high level and limited. The RRG appoints and removes board members, participates in a process of setting the WSE strategic direction, reviews performance, and reviews the appointment and remuneration policy for the Board Appointment Committee. Authorisation of the operation of the WSE sits with the Board of Directors.
- 7.9 The second avenue for community influence in the WSE is through Territorial Local Authority appointments to a RAP. However, RAPs act only in an advisory capacity to the RRG. In addition, an RAP must be provided for in the constitution, which, after the first constitution, is determined by the RRG.
- 7.10 The result is community representation and influence that is effectively removed from the decisions of the WSE.

## **8. Size, Structure and Agility of the WSE**

- 8.1 WDC is concerned that the WSE will not be sufficiently nimble to deliver Three Waters' infrastructure in an agile and timely way, for the following reasons.
- 8.2 Firstly, proposed Entity D is an area of approximately 120,000km<sup>2</sup> and incorporates the areas of 20 Territorial Authorities. The terrain covered is vast, with substantial distances between major urban centres.
- 8.2 Secondly, the Bill includes a combination of multiple, broad-brushed and potentially conflicting objectives and operating principles for the WSE, alongside very detailed

processes for its establishment, governance and operation. This combination of provisions has the potential to create a complex and highly-prescribed operating environment.

8.3 The objectives in clause 11 and operational principles in clause 13 are broad, and vague, which will require interpretation, value-judgements and 'trade-offs.' For example, Objective (b) is to promote public health and the environment while Objective (d) is to operate in accordance with best commercial practice. Objective (e) is to act in the best interests of present future consumers and communities, which in itself will require trade-offs between short and long-term needs.

8.4 Such value judgments in resource management ought to be made by elected representatives in governance, not service providers. The WICS Report (2021) notes that many political decisions must be made in terms of investment in water:

*“The experience from Great Britain shows that these are choices that realistically can only be taken by central government with input from local government and other stakeholders. Experience suggests that placing a duty on regulators to make these decisions will likely result in sub-optimal decisions.”*

8.3 Thirdly, the two-tier governance structure and the mandate for decision-making in the Bill are not conducive to nimble decision-making. Under clauses 30 and 48, both the RRG and any RAP are required to make decisions by consensus where possible or otherwise a 75% majority vote.

8.3 Finally, we are concerned about the separation of Three Waters' infrastructure delivery from Civil Defence Emergency Management. The Bill is silent on how the delivery of Three Waters' infrastructure is prosed to intersect with Civil Defence and Emergency Management. There is no objective relating to this matter and it is unclear whether Civil Defence Controllers can commandeer WSE services in an emergency.

8.4 Our experiences and observations from the 2011 Christchurch Earthquake, 2016 Hurunui-Kaikōura Earthquake and the 2021 floods in Waimakariri District, reinforce the value of having Territorial Authority governors, staff and contractors on the ground, with local knowledge, and able to respond quickly to infrastructure damage and supply disruption. We question the efficacy of emergency response within an entity the size of Entity D, particularly when decision-making is remote from affected communities and divorced from Civil Defence Emergency Management.

8.6 Also, the Bill does not indicate what obligation may be on the WSE to provide alternative water supplies in drought conditions or otherwise when water supplies are restricted. These matters do not fall within the ambit of Civil Defence Emergency Management, but do fall within the responsibility of Territorial Authorities. Drought and summer dry conditions with water restrictions are a regular occurrence on the east coast of Te Wai Pounamu/ South Island.

## **9. Stormwater and 'Mixed Use' Rural Schemes**

9.1 The Bill is unclear about which aspects of stormwater infrastructure will be managed by WSEs, and whether that includes land drainage and flood protection schemes. Stormwater systems are an integral part of the roading network and it is unclear how they can be easily separated out. In urban areas, stormwater management systems often use swales and artificial wetlands, which also function as greenspace and extended reserve areas.

- 9.2 In rural areas, stormwater systems vested in Territorial Authorities are usually extensive land drainage networks that may comprise both modified, natural waterways and purposely-dug drains. These networks may traverse private land and can be used to provide stockwater or irrigation downstream, e.g. Eifleton Scheme in Ashburton. In Waimakariri District, our stockwater races primarily supply stockwater but they have a secondary land drainage function, and the Oxford Rural No 1 Scheme supplies drinking water and stockwater.
- 9.2 Many rural water schemes in smaller provincial councils provide drinking and stock water, with stock water being the major contributor by volume. The definition of drinking water in the Bill is that in s6 of the Water Services Act 2021:
- “water that is used for human consumption or oral hygiene or preparing food, drink or other products for human consumption; or washing utensils that are used for eating and drinking or preparing, serving or storing food or drink for human consumption, but does not include bottled water or water whose use is regulated under the Food Act 2014, Animal Products Act 1999 or Wine Act 2003.”*
- 9.3 Using this definition, only a very small portion of the water in mixed-use rural schemes will fall under the definition of drinking water.
- 9.4 The Bill is unclear how ‘mixed use’ infrastructure will be managed. For example, will all infrastructure that contributes to drinking water supply or stormwater management be transferred to the WSE or will there be some form of shared responsibility, apportioned by an estimate of the volume and value of the infrastructure used for each purpose? If the latter, this raises the question, shared with whom?
- 9.5 This matter of ‘mixed use’ infrastructure was raised in the Rural Supplies Technical Working Group Report (May 2022). That report observed that leaving ‘mixed use’ supplies with Territorial Authorities is problematic, as under the reform model Territorial Authorities will likely no longer carry the expertise necessary to maintain those systems.

## **10. Integrated Management of Reform**

- 10.1 The Three Waters’ infrastructure reform process is running at pace and in a disintegrated fashion. This approach makes it difficult to consider the proposed reform and its implications in a comprehensive fashion.
- 10.2 The legislation for the WSE is being introduced in several phases which makes it hard to picture how the WSE will operate in totality and the rights and guarantees for consumers. For example, as noted in this submission, the regulations which from the first constitution for each WSE under clause 94 are not included with this Bill. Yet they are instrumental in determining how territorial authority representation on the first RRG will be decided.
- 10.3 Key directives for how a WSE will perform, including implementation arrangements for entities, pricing and charging, economic regulation and consumer protection, providing for settlements under Te Tiriti o Waitangi, and the transfer of service delivery to new entities, are all matters subject to later legislation.
- 10.4 Secondly, there is an inextricable link between land-use planning and the provision of Three Waters infrastructure. Clause 11(c) of the Bill includes an objective to ‘support and enable housing and urban development.’ However, there is no guidance around what ‘support’ entails; how that objective ought to be prioritised by the WSE against the delivery of other objectives; whether the WSE must provide infrastructure as directed

by the land-use planning process or vice versa; and whether the WSE has any duty to support infrastructure for other land-use planning than urban development.

- 10.5 Additionally, the vesting of new Three Waters infrastructure as part of new development is unclear: who builds the infrastructure – developers or the WSE; who does new infrastructure vests with - the Territorial Authority (as they are the shareholder) or the WSE; and the process. Development will be more complicated for developers and required to transact through additional entities.
- 10.6 Finally, and in our view most importantly, the government is embarking on wholesale resource management and local government reform. These processes are inextricably linked with Three Waters infrastructure reform. In our view, these reform processes should be integrated and presented as a comprehensive package for consultation and submissions.

## **11. Conclusions**

- 11.1 WDC thanks Select Committee for the opportunity to submit on the Bill.
- 11.2 WDC supports processes that improve local governance and support, in principle, a review of Three Waters infrastructure delivery. We support the establishment of an independent water regulator (Taumata Arowai) and an economic regulator and believe those processes should be allowed to embed and the results inform the need for any further change.
- 11.3 We support the inclusion of mana whenua in decision making at a local level and the need to review funding options for Territorial Authorities with small rating bases. We agree there is a need to ensure all Territorial Authorities commit to a level of funding and planning that ensures appropriate maintenance, upgrade and renewal of Three Waters infrastructure.
- 11.4 However, we do not support the proposed reform model as an appropriate option. This model will transfer community assets without commensurate compensation and remove local community control over the most fundamental of human resource requirements – drinking water.
- 11.6 Because all Three Waters infrastructure assets are not equal in age and condition, and because those assets are not being purchased by the WSE, the model creates inequities. Communities that have invested heavily in Three Waters infrastructure may now incur more debt (in the form of water charges) to help pay for the costs of upgrades for communities that have not invested. We believe this approach is unfair and rewards poor performance.
- 11.5 We are concerned the reform model is being promoted based on efficiency gains in service delivery based on flawed analysis, and without considering other factors that are equally important in the provision of Three Waters infrastructure.
- 11.6 The process is hasty, piecemeal and divorced from broader resource management and local government reform. All reviews of the WICS report raise concerns, as have a large number of Territorial Authorities in New Zealand. Furthermore, communities across New Zealand have expressed to their Councils that they do not support the proposal. We are disappointed that the government is not considering alternative options suggested by Territorial Authorities, despite our experience in this area. The best outcome for all New Zealanders will come from combining the best of local and national assets, knowledge,

expertise and funding in genuine partnership, rather than unilaterally imposing a solution that is unilaterally opposed.

11.7 In our view, the changes the government is seeking in Three Waters' infrastructure delivery can be achieved within current local government structures, borrowing from models for utility service delivery that have already proven successful in New Zealand.

11.8 Therefore, WDC supports the C4LD alternative proposed plan. There is a better way that respects community property rights and local voice. C4LD's approach throughout has been to be constructive to obtain a durable and bi-partisan approach to Three Waters reform. Even now, we and the wider sector, are willing to partner with the Government to achieve that goal.

11.9 Therefore, we ask that the Bill proceed no further to enable that to occur.

Yours faithfully

Mayor Dan Gordon

Deputy Mayor Neville Atkinson

Councillor Kirstyn Barnett

Councillor Al Blackie

Councillor Robbie Brine

Councillor Wendy Doody

Councillor Niki Mealings

Councillor Philip Redmond

Councillor Sandra Stewart

Councillor Joan Ward

Councillor Paul Williams

### Submission input for NPSIB Exposure Draft Consultation

Consultation Question	Comments
<b>Part 1 Preliminary Provisions</b>	
<p>1. Do you have any feedback on the workability of provision 1.3: Application?</p>	<p>The definition of indigenous biodiversity in the NPSIB does not exclude natural wetlands, and we are concerned that the NPSIB and National Policy Statement for Freshwater Management (NPSFM) do not seem to be aligned. The proposed NPSIB emphasises the need to protect Significant Natural Areas (SNAs) and indigenous biodiversity while the exposure draft of the NPSFW provides for activities that will result in loss of the extent and values of natural wetlands. It is unclear which policy document prevails.</p> <p>The proposed amendments to the NPSFW and NESFW will also render these national planning documents inconsistent with many regional and district plan provisions which recognise and protect natural wetlands under either s6(a) or 6(c) of the RMA. While a regional or district plan may have rules that are more stringent than a national environmental standard, any regional policy statement and regional or district plan must give effect to any national policy statement (s63(2)(c), s67(2)(c) and s74(2)(c)). This means regional and district plans that seek to avoid adverse effects of urban development, earthworks, quarrying and mining, or landfills and cleanfills on natural wetlands will have to be amended to give effect to the amended NPSFW. This undermines clause 3.21 (2) (d) of the NPSIB that prioritises the restoration of wetlands.</p> <p>The distinction between terrestrial ecology in the NPSIB and aquatic ecology in the NPSFW and NESFW is unhelpful. There is little guidance to determine where the 'boundary' lies especially for environments such as natural wetlands, and will likely result in time and resource being dedicated to 'defining' the boundary rather than managing indigenous biodiversity. As the NPSFW does not have the same requirements around maintenance of indigenous biodiversity, special care needs to be taken to ensure that there is consistency between the management of freshwater and terrestrial ecosystems and that the connections between them are maintained.</p> <p>As the NPSIB does not apply to biodiversity in freshwater and marine environments it should be made explicit that appropriate buffering of coastal and freshwater ecosystems, and connections with the terrestrial environment should be considered as part of both SNA mapping and the maintenance of indigenous biodiversity outside SNAs. There are fauna, such as reptiles, that are not on the highly mobile fauna schedule that live in both freshwater and terrestrial environments and require connectivity between them.</p>



	<p>The Council requests that the proposed NPSIB is amended to ensure consistency in the protection given to natural wetlands between rural and urban land uses; and between terrestrial and aquatic biodiversity.</p>
<p>2. Do you have any feedback on the workability of provision 1.5: (2) Te Rito o te Harakeke?</p>	<p>The Council agrees with the holistic, ‘connection of people to the environment’ and kaitiaki principles inherent in the concept of Te Rito o te Harakeke and its usefulness in underpinning the NPSIB but note it will only be workable if Te Ngāi Tūāhuriri Rūnanga agrees with the concept being used for this purpose. The Runanga’s views on this are unknown to us at this stage. Resourcing and capacity for the Runanga to respond to increasing demands from statutory agencies is an ongoing issue. The Council agrees with recommendation four of the joint submission from LGNZ and Taituarā that <i>‘The Government must provide adequate funding and capacity building for tangata whenua so that tangata whenua aspirations for articulating, designing, and delivering indigenous biodiversity policy can be met.’</i></p>
<p>3. Do you have any feedback on the workability of provision 1.5: (3) Maintenance of indigenous biodiversity?</p>	<p><b>1.5 (3) (f)</b> - Population size and range have easily defined parameters but an ecosystem’s ‘resiliency and adaptability’ are more abstract terms impacted by a number of external factors such as climate change. While this may be measurable through assessment of ecosystem composition, functioning and structure, documents with proper definitions and examples of how to understand and assess these concepts will need to be referenced in the NPSIB. There is likely to be a shortage of ecologists with sufficient relevant experience in the field to assess some of the more abstract terms contained within the NPSIB and providing guidance and support to upskill ecologists will necessary to the successful implementation of the NPSIB.</p> <p><b>1.5 (4) (c)</b> – Biodiversity loss is such a difficult thing to remedy it needs to be made clear what this constitutes.</p>
<p>4. Do you have any feedback on the workability of provision 1.5: (4) Effects management hierarchy?</p>	<p>The effects management hierarchy applies subjective terms such as ‘demonstrably avoided’ and ‘where practicable’. We understand the term ‘where practicable’ has some case law clarifying its use but ‘demonstrably avoided’ does not. These terms are subject to loose application and could result in a significant loss of biodiversity. Guidance on how to apply these terms consistently is required.</p> <p>Solid quantitative definitions of what constitutes a ‘baseline’ for species, ecosystems, and habitats across local, regional, and national scales are needed, as well as a way of quantifying the biodiversity impact of further loss, to allow ecologists to manage the cumulative impact of ‘minor’ adverse effects over time and across landscapes. In ecological districts that are well below 10% indigenous vegetation cover impacts that could be deemed ‘less than minor’ represent significant loss in terms of absolute scale.</p>

<p>5. Do you have any feedback on the workability of provision 1.6: Interpretation?</p>	<p><b>Ecological district definition</b> - The ecological district boundaries are necessarily high level as they are set at a national scale and originate from a 1987 DoC reference. The Council has employed a suitably qualified ecologist to ‘ground truth’ the line between the Oxford and High Plains ecological district and subsequently modified it to ensure it works at local scale. The Council would like the flexibility to be able to continue to use this version as it is more accurate than the original dataset. We note in practice the boundary lines are not hard lines and ecotones will be found between habitats and ecological districts but request an additional point <i>(c) modified ecological boundaries can be applied in districts where a suitably qualified ecologist has assessed (b) in situ and noted the need for amendment.</i></p> <p><b>Highly mobile fauna area definition</b> - Further clarification is needed as to what constitutes a ‘specified highly mobile fauna area’. For example, what does ‘used by’ entail? Does it mean their habitat, nesting area, feeding area, or something else? Clarity is also needed on what quantity of these fauna is needed to ‘use’ an area to trigger these provisions (1 bird vs 20 vs 150).</p>
<p><b>Part 2 Objectives and Policies</b></p>	
<p>6. Do you have any feedback on the workability of provision 2.1: Objective?</p>	<p>The objective is supported.</p>
<p>7. Do you have any feedback on the workability of provision 2.2: Policies?</p>	<p><b>Policy 5</b> – In order to achieve the integrated management of indigenous biodiversity, SNAs located on public conservation land should be identified and listed in District Plans. This would make it easier for TA planners, consenting officers and ecologists to manage the biodiversity of their district in its’ full ecological context.</p> <p><b>Policy 10</b> – Providing for economic wellbeing has often been to the detriment of the environment and the true economic, environmental and human cost of this is now being seen in the global climate change crisis. A healthy environment is not mutually exclusive of people and their prosperity and until people in general really start to understand the connection between the health of the people and the health of the environment, the tension between environment and economics inherent in policy 10 will potentially lead to the further loss of indigenous biodiversity. The Council requests that the following words <i>‘while ensuring the ongoing protection of significant natural areas’</i> are added to policy 10 to strengthen it as follows. <i>‘Policy 10: Activities that contribute to New Zealand’s social, economic, cultural, and environmental well-being are recognised and provided for, while ensuring the ongoing protection of significant natural areas’.</i></p>
<p><b>Subpart 1 – Approaches to implementing this NPS</b></p>	

8. Do you have any feedback on the workability of provision 3.2: Te Rito o te Harakeke?	The Council supports this fundamental concept but as per our response to question 2 we wish to highlight recommendation four of the joint submission from LGNZ and Taituarā that <i>'The Government must provide adequate funding and capacity building for tangata whenua so that tangata whenua aspirations for articulating, designing, and delivering indigenous biodiversity policy can be met.'</i> We support 3.2 (b) (ii) requiring a local approach to be taken to give effect to Te Rito o te Harakeke in the recognition that views across iwi and hapū can differ.
9. Do you have any feedback on the workability of provision 3.3: Tangata whenua as kaitiaki?	The Council supports the strengthened recognition and leadership of tangata whenua as kaitiaki in the management of indigenous biodiversity in their rohe and acknowledge that applying cultural values such as the intrinsic value and mauri of indigenous biodiversity to the NPSIB will help to change attitudes that allow it to be deprioritised. There will clearly be additional resource needed to take all reasonable steps to incorporate mātauranga Māori into the implementation of the NPSIB as required by 3.3 (5) for both the Runanga and Council. The Runanga receives numerous requests for input from statutory bodies and only has so much capacity to respond. In the same way a consultant is engaged to provide specialist input, central Government should provide funding to the Runanga to ensure their cultural knowledge/time is recognised as having a financial value.
10. Do you have any feedback on the workability of provision 3.4: Integrated approach?	<b>3.4 (1) (a)</b> - In order to achieve an integrated approach from the mountains to the sea SNAs would need to be identified in freshwater and coastal marine environments as well as the terrestrial environment. This is excluded from the draft NPSIB.
11. Do you have any feedback on the workability of provision 3.5: Social, economic, and cultural wellbeing?	The Council agrees with clause 3.5 (1) (b) and (d) that people and partnerships are critical to the protection, maintenance and restoration of indigenous biodiversity and for this reason believes that the listing of SNAs in District Plans should be a voluntary process. The involuntary listing of SNAs in District Plans has previously generated a back lash in some areas, resulted a breakdown of relationships and led to some perverse outcomes. The Council would like to emphasise that the protection and maintenance of indigenous biodiversity on private land is reliant on the goodwill of the landowner There is a risk that indigenous biodiversity will be removed prior to the commencement of the NPSIB to avoid the controls involuntary listing would bring about. The Council is of the opinion it will take education, time and additional resources for relationships with landowners to be developed to the extent that indigenous biodiversity is better valued and protected on private land.
12. Do you have any feedback on the workability of provision 3.6: Resilience to climate change?	The NPSIB could better align with the national direction for climate change mitigation and adaptation and the Council agrees with LGNZ and Taituarā's submission point 13 that there are missed opportunities to better promote the message that protecting and restoring our native biodiversity will increase climate resilience for our communities. <i>'The NPSIB presents a good opportunity to give the protection, restoration and sustainable use of indigenous biodiversity</i>

	<p><i>recognition as a primary tool to proactively reduce and manage the impacts of climate change</i>'. The Council requests that a new point two is added to 3.6 along the lines of <i>(2) Local authorities must promote the protection and restoration of indigenous biodiversity as a key tool in mitigating and protecting communities from the impacts of climate change.</i></p>
<p>13. Do you have any feedback on the workability of provision 3.7: Precautionary approach?</p>	<p><b>3.7 (1) (b)</b> - Adopting a precautionary approach when the effects of activities are significantly adverse. 'Significantly adverse' is a subjective term open to interpretation. Clarity around how significantly adverse might apply to 1.5 (3) maintenance of indigenous biodiversity would be helpful.</p> <p>The Council requests a new clause 3.7 (1) (c) is added as follows. <i>'3.7. (1) (c) Where there is not sufficient capacity to carry out compliance monitoring and enforcement to ensure activities are carried out in accordance with consent conditions.'</i></p>
<p><b>Subpart 2 - Significant Natural Areas</b></p>	
<p>14. Do you have any feedback on the workability of provision 3.8: Assessing areas that qualify as significant natural areas?</p>	<p><b>3.8 (1)</b> - The Council supports the requirement to identify and map SNAs as this provides certainty, clarity and consistency, provided that the private landowners agree to take part. This is to avoid a breakdown of relationships essential to the protection and maintenance of indigenous biodiversity on private land, and perverse outcomes, such as promoting the hasty removal of indigenous biodiversity.</p> <p><b>3.8 (2) (b)</b> - It is unclear whether it is the intention that draft information relating to all landowners is shared with tangata whenua (as in the process is co-managed) or whether only the information relating to tangata whenua as a 'relevant landowner' is shared with tangata whenua? This needs clarification.</p> <p><b>3.8 (3)</b> - Making Regional Councils available to assist TLAs with the district-wide assessment is supported as staff are likely to have landowner relationships which could be utilised and better access to GIS resources. There is the potential for TLAs to lose ecology staff to regional councils as they gear up to provide this assistance, which could result in more assistance being required.</p>
<p>15. Do you have any feedback on the workability of provision 3.9: Identifying SNAs in district plans?</p>	<p><b>3.8 (2) (d)</b> - The Council does not support involuntary listing of SNAs therefore does not support using the powers of entry under section 333 of the Act to gain access to private properties where the landowner is unwilling to provide this. 'Forced entry' has potential health and safety implications for staff and could lead to perverse outcomes such as the removal of indigenous vegetation which would otherwise have remained intact.</p>

<p>16. Do you have any feedback on the workability of provision 3.10: Managing adverse effects on SNAs of new subdivision, use, and development?</p>	<p>Managing the adverse effects of new subdivision, use, and development on SNAs is supported, although as noted previously in question 4, the effects based hierarchy uses subjective terms such as ‘demonstrably avoided’ and ‘where practicable’ that can be interpreted and applied very differently.</p> <p><b>3.10 (2) (e)</b> – The Council requests that ‘declining’ is removed so the clause reads as follows ‘<i>a reduction in the population size or occupancy of Threatened, At Risk species that use an SNA for any part of their life cycle.</i>’ Our ecologists consider that recovering, relict, and naturally uncommon species warrant the same level of protection as At Risk (declining) species. This change also makes the clause consistent with other clauses such as 3.14 (1).</p> <p><b>3.10 (2) (f)</b> – The Council requests that a new clause 3.10 (2) (f) is added as follows ‘<i>(f) the introduction of new plant and animal pests.</i>’ A local example of how this might apply is where the subdivision consent for a new gated community prohibited property owners from owning cats due to the significance of the wildlife in the area.</p>
<p>17. Do you have any feedback on the workability of provision 3.11: Exceptions to clause 3.10?</p>	<p><b>3.11 (2) (a)</b> – It is unclear how it is determined what constitutes ‘significant’. ECan has a list of significant infrastructure in its regional policy statement but it is unclear what mineral or aggregate extractions would be deemed to provide significant benefit. This appears to be something that is open to interpretation and could be used as a loophole to enable inappropriate development.</p> <p><b>3.11 (2) (c)</b> – The words ‘no practicable alternative locations’ is also open to interpretation influenced by values. It may be more expensive to develop elsewhere and therefore not considered to be ‘practicable’. As indigenous biodiversity has not generally been prioritised above economic benefits, indiscriminate ‘out’ clauses are likely to result in further loss.</p> <p><b>3.11 (4) (a)</b> – The Council requests the words ‘<i>other than that required for effective pest control</i>’ are added to this clause as follows. ‘<i>3.11 (4) (a) the use or development is for the purpose of maintaining or restoring an SNA (provided it does not involve the permanent destruction of significant habitat of indigenous biodiversity other than that required for effective pest control)</i>’. Putting a fence around an SNA for the purpose of pest management does sometimes require the permanent removal of indigenous vegetation. For example, predator proof fencing requires a clear buffer (at least 2 metres) around the fence to ensure pests cannot use vegetation to enter a predator free area.</p> <p><b>3.11 (4) (b) (i)</b> – The Council requests the words ‘deliberately constructed’ or ‘planted’ are used to replace ‘established’ as follows. ‘<i>3.11 (4) (b)(i) – is in an area of indigenous vegetation or habitat of indigenous fauna (other than an area managed under the Forests Act 1949) that was planted and is managed primarily for a purpose other than the maintenance or restoration of indigenous biodiversity.</i>’ This is to avoid the argument that a farm with significant</p>

	indigenous vegetation was established and is managed for another purpose and that clearance of naturally occurring vegetation is now necessary to meet that purpose.
18. Do you have any feedback on the workability of provision 3.12: SNAs on Māori lands?	No comment.
19. Do you have any feedback on the workability of provision 3.13: Geothermal SNAs?	There are no geothermal areas within the Waimakariri District.
20. Do you have any feedback on the workability of provision 3.14: Plantation forests with SNAs?	The Council supports the protection of SNAs located within plantation forests. As an example, Council ecologists have recently discovered an unprotected stand of mature (80 year old plus) Kanuka of high significance for the District in the middle of a plantation forest.
21. Do you have any feedback on the workability of provision 3.15: Existing activities affecting SNAs?	No comment.
22. Do you have any feedback on the workability of provision 3.16: Maintaining indigenous biodiversity outside SNAs?	<p>As the NPSIB offers no quantification for the size of biodiversity that is captured by clause 3.16, it appears that this clause applies to all indigenous biodiversity even if it is a single reed standing within an unimproved pasture area or a single indigenous plant contained within a mixed shrub border on a park that the Council wishes to renew. We request that this is quantified. For example, the Council's proposed District Plan describes maximum indigenous biodiversity clearance amounts (100m<sup>2</sup> or 10% of total area) for certain activities.</p> <p><b>Section 3.16 (2) (a)</b> – The term '<i>irreversible</i>' could have varying interpretation such as the argument that indigenous biodiversity loss is reversible as it could be replanted, with or without seeds sourced from the remnant, and left to regenerate over many years. This would then put remnants at risk of being removed under clause 3.16 (2) (b). To be consistent with policy 3.7 the effects management hierarchy should apply to all adverse effects rather than just those that are irreversible as recovery from a 'temporary' effect can take a long time and be very difficult to assess in advance. Adverse effects should be avoided where possible even if supposedly temporary in nature.</p>
23. Do you have any feedback on the workability of provision 3.17: Maintenance of improved pasture?	<b>Improved pasture definition</b> - There is no baseline data provided for aerial imagery or LiDAR analysis/comparison purposes. This could make improved pasture determination difficult. The current management of improved pasture is causing degradation to SNAs located on the high and low plains that have been assessed for their threatened species.



	<p>This is mainly through nutritional increase from the application of fertiliser, irrigation and the lack of appropriate buffer zones.</p> <p><b>3.17 (2) (a)</b> - The maximum timeframe that constitutes a ‘regular cycle’ should be defined, for example, no less frequently than every 5 years. As it stands the clause could allow significant clearance of high country dryland regenerated vegetation (20 years plus) in areas that have been very sporadically oversown and top-dressed as a permitted activity. As local authorities generally have size limits on this kind of vegetation clearance, the NPSIB would provide less protection than at present.</p> <p><b>3.17 (2) (e)</b> – The Council requests that the word ‘declining’ is removed so the clause reads as follows <i>‘the maintenance of improved pasture will not adversely affect a Threatened or At Risk species’</i> as naturally uncommon and vulnerable ecosystems such as limestone are often managed within an improved pasture landscape.</p>
<b>Subpart 3 – Specific requirements</b>	
<p>24. Do you have any feedback on the workability of provision 3.18: Māori lands?</p>	<p>The Council supports clause 3.18 (2) enabling occupation, use and development of Māori lands to support the social, cultural, and economic wellbeing of tangata whenua while still providing for protection and restoration of indigenous biodiversity and taonga 3.18 (1). The Council acknowledges the historic development limitations on much of this land and the need to provide for whanau housing and other cultural infrastructure. Māori should not be unduly penalized because in many cases they have not already cleared their land for primary production or urban development as has happened elsewhere.</p>
<p>25. Do you have any feedback on the workability of provision 3.19: Identified taonga?</p>	<p><b>3.19 (1)</b> – The Council agrees that it is important to have an agreed process with tangata whenua to determine taonga. DoC lists taonga species that have been developed in consultation with local Iwi and supported by science in the Conservation Management Strategy for each area. The taonga species list used in the Canterbury CMS is from Schedules 97 and 98 of the Ngāi Tahu Claims Settlement Act 1998. While this could be used as a starting point it will be important for Te Ngāi Tūāhuriri Rūnanga to decide if it is the right list and whether there are other species that are important to the runanga at a local level.</p>
<p>26. Do you have any feedback on the workability of provision 3.20: Specified highly mobile fauna?</p>	<p><b>3.20 (1)</b> – The Council requests a new clause is inserted as follows above the existing 3.20 (1) to allow local authorities to contribute species that are important at a local level to the list. An example of this is the Tui on the Canterbury Plains. <i>‘3.20 (1) Specified highly mobile fauna are defined as those species listed in appendix 2 as well as any species that would be classified as Threatened or At Risk at a local level or locally extinct.’</i></p>

	<p><b>3.20 (2)</b> Mapping of these areas in regional policy statements, while not mandatory, may be problematic if the fauna moves and would require regular plan changes to keep up to date. A mapping system that sits outside the regulatory framework would be preferable. For example, these areas could be identified in regional biodiversity strategies.</p>
<p>27. Do you have any feedback on the workability of provision 3.21: Restoration?</p>	<p><b>3.21 (2)</b> - The Council supports the prioritisation of areas referred to in 3.21(2) (a-e) that have existing ecological values and function as retaining and restoring these areas is usually the easiest and most cost effective way to do restoration.</p> <p><b>3.21 (2) (c)</b> – It would be good to clarify whether ‘areas that provide important connectivity or buffering functions’ could continue to include exotic species. These are often pests such as gorse and broom.</p> <p><b>3.21 (3)</b> – The Council supports the provision for incentives in section 3.21(3) for restoration of priority areas, however, ‘must consider’ may not bring about the desired action. Greater clarity around what ‘must consider’ entails would be helpful.</p> <p><b>3.21 (4)</b> – The Council requests the words ‘<i>and include methods for monitoring the success and effectiveness of restoration activities undertaken by consent holders</i>’ are added to this clause as follows ‘<i>Local authorities must consider imposing or reviewing restoration or enhancement conditions on resource consents and designations relating to areas prioritised for restoration, and include methods for monitoring the success and effectiveness of restoration activities undertaken by consent holders</i>’.</p>
<p>28. Do you have any feedback on the workability of provision 3.22: Increasing indigenous vegetation cover?</p>	<p><b>3.22 (1) (a)</b> – The provision to increase indigenous biodiversity cover in urban areas is supported, given that most urban areas contain native species that have partially adapted to urban environments, yet may still be threatened.</p> <p><b>3.22 (1) (b)</b> – The Council requests that a definition be supplied for non-urban environment. In do so, the Council suggests that a distinction be made between different types of non-urban environments, possibly in accordance with ecological districts. While rural Canterbury may have well over 10% cover in montane environments, lowlands will have less than 1%. These sub-regional differences should be teased out rather than the whole non-urban portion of the region being considered as one environment.</p> <p><b>3.22 (3) (a) non-urban</b> - Achieving at least 10% of indigenous vegetation cover in the non-urban environment may require some Councils to ask farmers/lifestyle block owners to plant additional native vegetation other than what is already provided in SNAs. This would be a long term cost imposition on these land owners and is unlikely to be successful unless there is willing consent.</p>

	<p><b>3.22 (3) (a) urban</b> - Intensification of housing limits the space available for those areas with less than 10% cover and there will still be a requirement for much of the existing park space to be left open for general recreation, play and sports. Some residents will also strongly object to reserves being planted more densely, for example as an urban forest, for reasons of loss of amenity, views, and safety issues. The RMA reform legislation must provide for effective NPSIB implementation to occur in urban areas.</p> <p><b>3.22 (4) (b)</b> – This clause requires increases in indigenous vegetation to be shown in policies, particularly the indigenous biodiversity prioritised for restoration, and also ensuring species richness and at a landscape scale. The intensification of housing developments may hamper efforts to increase native biodiversity in urban areas in accordance with this requirement. Alternatives, such as replacements of grass with native species must be able to be considered.</p>
29. Do you have any feedback on the workability of provision 3.23: Regional biodiversity strategies?	Regional biodiversity strategies should also be consistent with the approach in Te Mana o Te Taiao Aotearoa NZ Biodiversity Strategy. As Te Mana o Te Taiao provides the overarching strategic direction for biodiversity in Aotearoa New Zealand, the relationship between these two documents should be clearly described in the NPSIB as well as the relationship between the NPSIB and Te Mana o Te Taiao.
30. Do you have any feedback on the workability of provision 3.24: Information requirements?	<p><b>3.24 (1) (a)</b> – The Council requests the word ‘suitably’ is added to this clause as follows <i>‘is prepared by a suitably qualified and experienced ecologist’</i> to make it consistent with other similar references in the NPSIB.</p> <p><b>3.24 (2)</b> – Section 3.24 should include a clause identifying how resource consent conditions are to be monitored. District Council consenting compliance staff generally lack the expertise to assess and carry out monitoring of biodiversity related consent conditions and monitoring of these areas will generally not form part of regional council monitoring programmes. There may not be the awareness that long term monitoring is needed to assess the effectiveness of mitigations or offsets as provided for in clauses 3.24 (f) and 3.24 (g). We request an addition clause ( h) is added to this section as follows <i>‘(h) detail how best practice methods, or nationally agreed standards/methods will be used to monitor both the area effected by the proposed activity, or the offset, or compensation investment and other areas that allow for comparability over the lifetime of the consent.’</i></p>
31. Do you have any feedback on the workability of provision 3.25: Monitoring by regional councils?	<p><b>3.25 (1)</b> – This section indicates that regional councils are responsible for developing monitoring plans for each district but is silent on whether they or TLAs or a combination of both are responsible for implementing the monitoring programme. The agency responsible for implementation needs to be made clear.</p> <p><b>3.25 (2)</b> – The ongoing monitoring of SNAs and the amount of indigenous cover across the district represents a large time and cost investment, particularly for those districts with a lot of remnant indigenous biodiversity left, and would</p>

	<p>require the specialist input of suitably qualified and experienced ecologists who may be in short supply. The Council submits that central government should financially contribute to the ongoing cost of monitoring indigenous biodiversity on private land leaving TLAs responsible for funding the monitoring of indigenous biodiversity on Council-owned or administered land.</p> <p><b>3.25 (3)</b> – A minimum frequency for monitoring would be helpful for example, ‘at least every 5 years’. Ongoing monitoring would be the most effective but prohibitively expensive. In the absence of any nationally established expectations for this, TLAs may only carry out monitoring once every ten years to inform district plan reviews, in order to minimise costs. This would be detrimental to the achievement of the purpose of the NPSIB.</p> <p><b>3.25</b> – The Council requests that an additional clause (4) is inserted as follows <i>3.25 (4) Regional councils and the Department of Conservation will share monitoring and reporting data in a timely and accessible way with district councils and tangata whenua and ensure they have ongoing access and use of this data.</i></p>
<b>Part 4: Timing</b>	
32. Do you have any feedback on the workability of the provisions under Part 4: Timing?	<p>The wholesale assessment of the district to identify new SNAs and percentage of indigenous biodiversity cover as required by 3.8 (1) and 3.22 (3) (a) respectively will be a large time and cost investment. The Council estimates that it will be a full time commitment by one of our two ecologists to complete the SNA identification process within five years and there is less than 10% of indigenous vegetation cover left in the district. This will reduce efforts in other areas such as education and restoration. The Council submits that the \$19M identified in the draft NPSIB Implementation Plan is insufficient to support NPSIB implementation for iwi/Māori, private landowners and Councils and how this fund will be distributed amongst the various parties is not specified.</p>
<b>Appendices</b>	
33. Do you have any feedback on the workability of provision A: Representativeness criterion?	<p><b>Appendix 1 A (2)</b> – The Council supports the inclusion of degraded examples regardless of whether they are the best examples because of the amount of depleted indigenous biodiversity in some ecological districts.</p> <p><b>Appendix 1 A (6) (b)</b> - In areas that are highly depleted and retain very little original vegetation, habitats should not have to retain at least a ‘moderate’ range of species in order to qualify under this criterion. Alternatively moderate should be defined relative to what remains in the ecological district.</p> <p><b>Appendix 1 3D (2)(b)</b> – As noted previously in point 27, it would be good to clarify whether ‘areas that provide important connectivity or buffering functions’ could continue to include exotic species. These are often pests such as gorse and broom.</p>

<p>34. Do you have any feedback on the workability of provision B: Diversity and pattern criterion?</p>	<p><b>Appendix 1 B (5) (A)</b> – Clarification is sought about whether the definition of ‘moderate’ diversity is dependent upon the regional biodiversity plans and policies or can it be defined locally by a council ecologist? In the Canterbury Plains where very little remains, indigenous biodiversity that is not diverse should be protected because it has ‘moderate’ diversity compared with nothing.</p>
<p>35. Do you have any feedback on the workability of provision C: Rarity and distinctiveness criterion?</p>	<p><b>Appendix 1 C (1) (5)</b> - Less experienced ecologists may need some assistance with defining special ecological/scientific features as required as a key assessment principle.</p> <p><b>Appendix 1 C (6) (a)</b> – The Council requests that ‘declining’ is removed so the clause reads as follows ‘<i>C (6) (a) provides habitat for an indigenous species that is listed as Threatened or at Risk in the New Zealand Threat Classification System lists. The Council’s ecologists consider that recovering, relict, and naturally uncommon species warrant the same level of protection as At Risk (declining) species. This change also makes the clause consistent with other clauses such as 3.14 (1).</i></p>
<p>36. Do you have any feedback on the workability of provision D: Ecological context criterion?</p>	<p><b>Appendix 1 D (2) (a)</b> – An ecologist with a good local knowledge of ecosystem functioning and attributes will be required to assess ‘moderate’ size and shape. Further national guidance on how to do this for each ecological district would be helpful.</p>
<p>37. Are there any species which should or shouldn't be on the specified highly mobile fauna list? (Appendix 2)</p>	<p>The Council requests that a definition is included that explains what constitutes ‘specified highly mobile fauna’. As the council’s ecologists don’t know what criteria has been used to determine the species on the list they don’t know what criteria to apply at a regional or local level. This is considered to be important as outlined in question 3.20.</p> <p>The inclusion of all species on the list is supported although it should be noted the threatened categories of those birds have been reviewed and some have been changed. Given the difficulty in keeping the list up to date within the NPSIB, it may be better for appendix 2 to sit outside of the NPSIB.</p> <p>Cyanoramphus novaezelandiae (Red Crowned Parakeet) should be included on this list. These birds are known to leave forest habitat and use other areas when present in sufficient numbers, for example, in the Wellington Region.</p> <p>A sub-list of regionally rare highly mobile fauna for highly depleted environments like the Canterbury Plains should be provided or alternatively regional councils should be required to include a supplementary list for this purpose in their biodiversity strategy.</p>

	The Council requests clarification around the intent of the ecosystem column. For example, is there any significance in the application of these provisions if a bird is outside the ecosystem type specified such as a wrybill found outside a coastal/riverine ecosystem.
38. Do you have any feedback on the workability of Appendix 3: Principles for biodiversity offsetting?	The Council requests an additional principle 12 is added around the need for monitoring and compliance. Biodiversity offsetting should only be considered when a long term effective monitoring and compliance checking plan can be delivered to ensure the offset happens, is maintained, and that a net-gain has actually been achieved. Research by the Environmental Defence Society indicates that compliance rates for offsetting under the RMA are low and addressing the drivers of this should be a key part of the NPSIB. Without monitoring and compliance requirements it is unlikely that future offsets will be achieve a net gain in indigenous biodiversity.
39. Do you have any feedback on the workability of Appendix 4: Principles for biodiversity compensation?	The Council requests an additional principle 14 is added around the need for monitoring and compliance. As with the principles around offsetting, without clear requirements for monitoring and compliance it is unlikely that biodiversity compensation by consent holders will actually achieve a net gain. Restoration is difficult and requires sustained commitment over a number of years. Monitoring and compliance requirements for offsetting and compensation in the NPSIB should help motivate Councils and consent holders to maintain this focus after a consent has been granted.
40. Do you have any feedback on the workability of Appendix 5: Regional biodiversity strategies?	<p><b>4 (e)</b> - While 4 (e) requires regional biodiversity strategies to be aligned with other legislation the Council requests that specific mention is made of the need to be consistent with the approach in Te Mana o Te Taiao Aotearoa NZ Biodiversity Strategy. The Council proposes a new clause (e) <i>consistency with Te Mana o Te Taiao (NZ Biodiversity Strategy)</i> and an amended (f) <i>alignment with other strategies under other legislation</i>.</p> <p><b>3</b> – Council requests an additional clause is added as follows <i>(3 (d) include a requirement that increases in indigenous vegetation cover are done in accordance with the principles of eco-sourcing</i>.</p> <p><b>3</b> – Council requests an additional clause is added as follows <i>‘3 (e) include lists of fauna that meet the requirements of the high mobile fauna schedule at a local level’</i>.</p>
<b>General Comments</b>	
	The Council appreciates the opportunity to provide feedback on the exposure draft of the NPSIB. The Council understands a previous consultation was carried out on the proposed NPSIB in 2019/20 and attracted over 7,000 submissions, with the majority supporting the need to provide greater protection to indigenous biodiversity in New Zealand. The Council also understands the primary purpose of this consultation, primarily targeted at practitioners, is to obtain views on the workability of the NPSIB and therefore has mainly submitted on technical points.



	<p>The Council supports the LGNZ and Taituarā joint submission on the NPSIB almost in its entirety. A significant point of difference is that Council considers there should be no mandatory listing of SNAs as the goodwill of private landowners is required to protect, maintain and restore indigenous biodiversity. The reasons for this are further outlined in questions 11, 14 and 15.</p> <p>Overarching concerns expressed in the joint submission and shared by the Council are the lack of detail in the NPSIB and associated discussion papers about how the NPSIB will integrate with the Government’s resource management reform programme, the need for a transition programme before the NBA and SPA are enacted, the lack of integration with Te Mana o te Taiao Aotearoa New Zealand Biodiversity Strategy, and the shortfall in the \$19M government funding allocated to effectively implement the NPSIB. The Council therefore would like to emphasise its support for the following recommendations contained within the LGNZ and Taituarā joint submission.</p> <p>Recommendation 5: The Government must work with LGNZ and Taituarā to develop a transition plan for the NPSIB (and other national direction) before the NBA and SPA are enacted.</p> <p>Recommendation 6: The Government must provide clarity on how existing local authority plans that protect SNAs and indigenous biodiversity are to be treated before councils meet their new plan-making requirements under the NPSIB.</p> <p>Recommendation 8: Councils must be adequately supported to identify SNAs within their region and include these in district plans. This could be achieved through increasing the funding available to Councils to identify and include SNAs in plans.</p> <p>Recommendation 12: The Government must make it clearer as to how regional biodiversity strategies can integrate with Te Mana o te Taiao and district plans. As noted in question 29 the Council would extend this to include the need for greater clarity around the relationship between Te Mana o te Taiao and the NPSIB.</p> <p>The Council would also like to emphasise its support for recommendation 13 that the NPSIB be amended to better reflect the key role indigenous biodiversity can play in mitigating and protecting communities from the impacts of climate change.</p> <p>The last point the Council would like to emphasise is that the implementation of the NPSIB will create an increased demand for suitably qualified and experienced ecologists working at governmental, regional and local levels. Even experienced ecologists may not have the knowledge required to carry out in-depth assessments of different ecological districts and ecosystems. National guidance and support is required to upskill practitioners, for example, the NPSFW contains a comprehensive set of guidelines for defining wetlands.</p> <p>The Council would like to be heard with regard to this submission.</p>
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Jeff Millward  
Acting Chief Executive

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Dan Gordon  
Waimakariri District Council Mayor

A handwritten signature in blue ink, appearing to read 'Dan Gordon', written in a cursive style.



**In the Matter of**

**ME 1669 Discussion Document Managing  
our Wetlands in the Coastal Marine Area**

**Comments by  
Waimakariri District Council**

**Jeff Millward  
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215 High Street  
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**21<sup>st</sup> Sept 2022**

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## 1 Introduction

- 1.1 The Waimakariri District Council (WDC) welcomes the opportunity to comment on 'ME 1669 Discussion Document – Managing Wetlands in our Coastal Marine Area' (the document).
- 1.2 Our comments provide a brief introduction to the Waimakariri District before outlining our support for The Ministry's preferred option – to amend the National Policy Statement for Freshwater Management 2020 (NPS-F) and consequently the National Environmental Standards for Freshwater (NES-F) to clarify that they do not apply to wetlands within the Coastal Marine Area (CMA), and our reasons why.
- 1.3 Waimakariri District Council submitted on the recent exposure drafts of amendments to NPS-F and NES-F as they apply to natural wetlands. The Council also submitted on the proposed National Policy Statement for Indigenous Biodiversity and suggested the two sets of policy instruments needed to be clear and consistent in how they managed natural wetlands.

## 2. Summary of Position

- 2.1 We support the Minister consulting on changes to the NPS-F and the NES-F to clarify whether and how the document applies to wetlands in the CMA.
- 2.2 We support the Ministry's preferred option to specify that the NPS-F and NES-F do not apply to wetlands within the CMA, and request that the NPS-F and NES-F be amended accordingly.
- 2.3 For reasons outlined in our comments, we believe this option is the simplest, clearest and most logical way to manage the issue.

## 3. Background

### Waimakariri District

- 3.1 Waimakariri District is located in the Canterbury Region, north of the Waimakariri River. The District is approximately 225 000 hectares in area and extends from Pegasus Bay in the east to the Puketeraki Ranges in the west. It lies within the takiwā of Ngāi Tūāhuriri, one of the primary hapū of Te Rūnanga o Ngāi Tahu. The District shares boundaries with Christchurch City to the south, Selwyn District to the south and west, and Hurunui District to the north.
- 3.2 Waimakariri District is geographically diverse, ranging from small coastal settlements and provincial townships such as Rangiora and Kaiapoi, through to the remote high country farming area of Lees Valley. Approximately 60 percent of residents live in the four main urban areas of Rangiora, Kaiapoi, Woodend/Pegasus and Oxford and 80 percent of the population is located in the east of the District.
- 3.3 The District includes the coastal area from the Waimakariri River north to Ashworths Beach and includes infrastructure reserves and recreational facilities managed by the Council or Council Controlled Organisations, including the 700 ha Tūhaitara Coastal Park that extends from the Waimakariri River mouth to Waikuku Beach.

#### 4. Council's Position

- 4.1 We agree that post the High Court decision in *Minister of Conservation v Mangawhai Harbour Restoration Society Incorporated* [2021] NZHC 3113, the application of the NPS-F and NES-F to natural wetlands in the CMA needs review. The High Court noted that the application of these documents to the CMA may create issues with interpreting the boundaries of coastal wetlands. In addition, we suggest the NPS-F and NES-F have not been written, interpreted and applied with a view to including wetlands in the CMA. Therefore, we do not support the option to do nothing.
- 4.2 We note the comment on page 3 of the document that “the original policy intent was that the NES-F apply to all natural wetlands, including ‘coastal wetlands’, preliminarily defined in the Action for Healthy Waterways discussion document 2019 as ‘natural wetlands found around the margins of estuaries and intertidal areas, and include salt marsh and mangrove areas’.”
- 4.3 However, to determine which option best manages this issue, we suggest a more pertinent factor is to consider how the NPS-F has been interpreted and applied, in the drafting of the NES-F and regional plans. As noted on page 2 of the document, many Councils and stakeholders have assumed that the NPS-F and the NES-F do not apply in the CMA, and have managed wetlands in the CMA in accordance with s12 of the Resource Management Act 1991 (RMA) and regional coastal plans.
- 4.4 In our view, that approach is not unreasonable. By its very name, the NPS-F suggests its scope will be limited to freshwater. Freshwater is defined in the RMA (s2) as “means all water except **coastal water** and geothermal water” (emphasis added).
- 4.5 Coastal water is defined in the RMA (s2) as “means seawater within the outer limits of the territorial sea and includes-
- (a) Seawater with a substantial freshwater component; and
  - (b) Seawater in estuaries, fiords, inlets, harbours or embayments.”
- 4.6 To add further to that argument, the NPS-F was prepared and notified by the Minister for the Environment not the Minister of Conservation as is required for a New Zealand Coastal Policy Statement under s57(1) & (2) of the RMA. Finally, as noted in the document, many of the rules for natural wetlands under the NES-F would be onerous or disproportionate to effects, if they were to apply to coastal wetlands. This outcome further indicates that wetlands in the CMA were not considered when the NES-F was drafted. For these reasons, we support the Ministry’s preferred option to amend the NPS-F and NES-F to clarify that they do not apply to wetlands within the CMA.
- 4.7 The other option proposed in the document is to amend the NES-F to identify rules which do not apply to wetlands in the CMA. We do not think this is the best option for the following reasons:
- (i) It creates a complex regulatory regime;
  - (ii) Not all necessary activities may be identified and exempted;
  - (iii) It does not address the problem of regional councils having to amend their regional freshwater and coastal plans to accommodate the new interpretation of the NPS-F and NES-F; and
  - (iv) It does not address the issue noted by the High Court of defining what constitutes a coastal wetland relative to the coastal marine area proper.

- 4.8 Our final reason for supporting the Ministry's preferred option is because wetlands in the CMA are already well-protected through the provisions of s12 of the RMA, the New Zealand Coastal Policy Statement 2010 (NZCPS) and regional coastal plans. Any effects of activities outside the CMA on wetlands within the CMA must still be considered under s104 of the RMA. This is the status quo and will not change if the Ministry's preferred option is adopted.
- 4.9 We note that the current distinction within the RMA between land within and outside the CMA may prove more problematic in the future with respect to integrated planning, if predicted changes in sea level rise occur. However we suggest that matter is more appropriately considered as part of resource management systems reform.
- 4.10 The RMA has separate planning regimes within and outside the CMA. Therefore, in our view, applying the NPS-F (and consequently the NES-F) to wetlands in the CMA will create a complex, confusing and expensive regulatory regime to draft, administer and comply with: a framework which does not sit comfortably within the current statutory framework.
- 4.11 In conclusion, we agree that a response is required after the High Court findings in *Minister of Conservation v Mangawhai Harbour Restoration Society Incorporated* [2021] NZHC 3113, and we support the Ministry's preferred option as the most pragmatic approach to deal with the issue at this time.
- 4.12 Our contact for service and any enquires is Lynda Murchison (Ph 027 2250 858) or [Lynda.murchison@wmk.govt.nz](mailto:Lynda.murchison@wmk.govt.nz)

Yours faithfully



Jeff Millward  
Acting Chief Executive



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

**FILE NO and TRIM NO:** EXT-01-35/220801120418

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 4 October 2022

**AUTHOR(S):** Jeff Millward – Acting Chief Executive

**SUBJECT:** Recommendations to Incoming Council

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

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

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

**1 SUMMARY**

- 1.1. This report is to enable a number of governance matters to continue and provides recommendations to the incoming Council.
- 1.2. It is good practice for the outgoing Council to make recommendations to the incoming Council regarding matters such as its form in the new term noting, however, that it will be up to the incoming Council to make the decisions.
- 1.3. The Local Government Act, 2002 empowers a Mayor to make certain appointments. However, it is suggested that the Mayor make recommendations to the Council for consideration at its meeting in November 2022, which is consistent with this Council's previous practice.
- 1.4. There is a need to provide for the possibility that urgent decisions might be required during the time of the outgoing Council and the incoming Council. It is recommended that the (acting) Chief Executive be delegated the authority to make such decisions and that he consults with the Mayor-elect.

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No 220801120418.
- (b) **Authorises** the (Acting) Chief Executive, subject to the limitations set out in clause 32(1) of Schedule 7 of the Local Government Act 2002, to make decisions on behalf of the Council and community boards during the period between the declaration of election results and elected members being sworn into office, in respect of urgent matters and, where the Mayor-elect is known, in consultation with the Mayor-elect; and
- (c) **Resolves**, under clause 30(7) of Schedule 7 of the Local Government Act 2002 that the following Joint Committees are not discharged on the coming into office of the members of the Council elected or appointed at, or following, the October 2022 triennial local body elections, and they continue to exercise the delegations made to them:
  - (i) Canterbury Waste Joint Committee
  - (ii) Canterbury Regional Landfill Joint Committee
  - (iii) Canterbury Civil Defence and Emergency Management Joint Committee

- (iv) Greater Christchurch Partnership Committee
- (v) Greater Christchurch Public Transport Joint Committee
- (vi) Canterbury Water Management Strategy Waimakariri Water Zone Committee
- (vii) District Licensing Committee

**THAT** the Council recommends to the incoming Council that it:

(d) **Retains** the following Councillor Portfolios as per the 2019-2022 term:

- **Council:**
  - (i) Iwi Relationships
  - (ii) Greater Christchurch Partnership
  - (iii) Canterbury Water Management Strategy
  - (iv) International Relationships
  - (v) Regeneration (Kaiapoi)
  - (vi) Climate Change and Sustainability
- **Audit and Risk Committee:**
  - (vii) Audit, Risk, Annual and Long Term Plans and the Excellence Programme
  - (viii) Customer Services
  - (ix) Communications
- **Community and Recreation Committee:**
  - (x) Greenspace (Parks, Reserves and Sports Grounds)
  - (xi) Community Facilities (including Aquatic Centres, Multi-use Sports Stadium, Libraries/Service Centres, Town Halls, Museums and Community Housing)
  - (xii) Community Development and Wellbeing
  - (xiii) Waimakariri Arts and Culture
- **District Planning and Regulations Committee**
  - (xiv) District Planning Development
  - (xv) Regulation and Civil Defence
  - (xvi) Business, Promotion and Town Centres
- **Utilities and Roothing Committee**
  - (xvii) Drainage and Stockwater
  - (xviii) Roothing
  - (xix) Transport
  - (xx) Utilities (Water Supplies and Sewer)
  - (xxi) Solid Waste
- **Land and Water Committee**
  - (xxii) Biodiversity
  - (xxiii) Natural, Coastal and Marine Areas

(e) **Notes** that further discussion and decision will occur with the incoming Council as to the final portfolio titles and arrangements to be considered in November, following Mayoral discussions on Councillors interests and strengths/skills.

(f) **Establishes** the following Committees:

- (i) Audit and Risk (Standing Committee)
- (ii) Community and Recreation (Standing Committee)
- (iii) District Planning and Regulation (Standing Committee)
- (iv) Utilities and Roothing (Standing Committee)
- (v) Mahi Tahī Joint Development Committee
- (vi) Hearings Committee
- (vii) Chief Executive Review Committee
- (viii) District Licensing Committee
- (ix) Code of Conduct Committee

- (g) **Notes** the incoming Council would determine the membership of each committee and its member rotation.
- (h) **Retains** the rotation of Chairperson for the Audit and Risk, Community and Recreation, District Planning and Regulation, and the Utilities and Roading Committees.
- (i) **Develops** a customised development plan for the Mayor and Councillors for the coming term.

### 3. **BACKGROUND**

- 3.1 Standing committees, working parties, steering groups of the current Council and appointments to Council representation (including community board appointments) are deemed to be discharged following the 8 October 2022 elections, unless the Council specifically resolves otherwise. To continue with the efficiency and effectiveness of the Council following the triennial local body elections staff recommend several regional joint committees continue, along with the District Licensing Committee which has appointed Commissioners through until at least 2023.
- 3.2 The Local Government Act, 2002 empowers a Mayor to make certain appointments. However, **it is suggested that the Mayor make any recommendations to the Council for consideration at its meeting in November 2022, which is consistent with this** Council's previous practice.
- 3.3 As part of a discussion in September 2022 with the Mayor, consideration to the current arrangements in place was given and it was indicated that generally, the current structure, portfolios and delegations are fit for the new Council as a starting point for its deliberations once the new Council is in place.
- 3.4 Current elected members will vacate office when the members elected at the upcoming elections come into office (section 116(1) Local Electoral Act 2001). Candidates who are elected come into office on the day after the day on which the official result of the election is declared by public notice (section 115(1) Local Electoral Act 2001). The Electoral Officer advises that the notice should be published sometime after 13 October 2022. However the Local Government Act 2002 (cl.14 Schedule 7) provides that a person may not act as a member of the Council until he or she has made an oral declaration, and signed a written declaration. The form of the declaration is set out in clause 14(3). The declaration must be made at a Council meeting following the elections, and is ordinarily made at the first meeting of the Council following the elections. The inaugural meeting of the 12<sup>th</sup> term of the Waimakariri District Council is likely to occur 27 or 28 October 2022, subject to when the election results are declared and published.
- 3.5 There is a need to provide for the possibility that urgent decisions might be required during the time of the outgoing Council and the incoming Council. It is recommended that the (acting) Chief Executive be delegated the authority to make such decisions and that he consults with the Mayor-elect, should the Mayor-elect be known at the time. This delegation will be subject to the general limits on delegations in clause 32(1) of Schedule 7. Should a civil defence emergency occur during the hiatus of Council in mid-October, the Chief Executive and Controllers will make necessary decisions, in consultation with the Mayor-elect.

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

- 4.1 There are no proposed significant changes in the structure from that which has operated well through the 2019-22 term.
- 4.2 The Council does need to resolve to continue its existing joint committees post the election, otherwise, those joint committees would be automatically disbanded, which would cause administrative delays in re-establishing them. Hence the report resolves that those joint committees continue into the next term.

#### 4.3 Standing Committees

It is proposed that for the 2022-25 term, the Council retain the existing arrangement of five Standing Committees being:

- Audit and Risk Committee (A&R)
- Community and Recreation Committee (C&R)
- Utilities and Roothing Committee (U&R)
- District Planning and Regulation Committee (DP&R)
- Mahi Tahi Joint Development Committee

Elected member feedback and previous Council resolutions did not support having external appointments to its Standing Committees. All Standing Committees are currently advised by the relevant General Manager, who has extensive acumen within the Local Government sector. Also, the Standing Committees have the prerogative to request additional expert advice from outside parties if required. It should be noted that the Audit and Risk Committee will consider the option of independent appointments to its committee in the first quarter of 2023, as part of best practice measures.

The Mayor is a member of each committee of a territorial authority, as per Section 41A of the Local Government Act 2002, with full voting rights. It is recommended that the A&R, C&R D&R and U&R Committees continue with five Councillors on each committee and a quorum of three Councillors.

It is suggested that the Chairperson of each standing committee will be rotated on a 12 or 18-month basis to share the workload and assist Councillors in gaining a greater understanding of each area of the Council.

There will be discussion with the incoming Council as to the meeting schedule for the coming months and the primary business day (which is currently Tuesday). A report on meeting schedules will be considered at the inaugural council meeting held in late October.

#### 4.4 Other Committees

The Council will also require the additional ad-hoc committees and subcommittees during the 12<sup>th</sup> term of the Council, which will be subject to a report directly to the 2022-25 Council after the inaugural meeting being held in late October 2022.

#### 4.5 Joint Committees

It is recommended that all joint committees currently constituted continue beyond the election.

#### 4.6 Working Parties, Steering Groups and Workshop Meetings

These meeting types are open to the public, unless the business being discussed falls within the criteria for matters to be dealt with by excluding the public as stipulated in the Local Government Official Information and Meetings Act 1987. Working Parties and Steering Groups have Terms of Reference authorised by their reporting Committee or Board. Working parties included in the current term were:

- Solid and Hazardous Waste Working Party
- Civic Precinct Project Steering Group
- Sustainability Strategy Steering Group
- Rangiora and Kaiapoi Town Centre Strategies Implementation Programme Working Group
- Property Acquisition and Disposal Working Group
- Heritage and Mahinga Kai Area Working Group
- Arohatia Te Awa Working Group
- Southbrook Road Improvements Working Group
- Housing Working Group
- Representation Review Working Party
- Northern Pegasus Bay Implementation Plan Working Party

The new Council will consider new Working Parties on an as-required basis, as some workstreams have ended, or others redefined based on project developments.

#### 4.7 Advisory Groups and appointments to outside organisations

These groups and appointments will be considered at the November or December meeting of the Council and the December meeting of the Community Boards.

#### 4.8 Councillor Portfolios

It has proven successful during the current term for each Councillor and the Mayor to hold various portfolios, which share the workload and knowledge. Note there is a separate report to the incoming Council at the inaugural meeting to confirm remuneration of Councillors and Deputy Mayor.

#### 4.9 Elected Member Training and Development

Councillors have expressed that it would be appropriate for each Councillor to have a Training and Development Plan created for them for the following term. It is anticipated that those joining the Council for the first time would benefit from a range of training, including Standing Orders, Local Government finance 101, media, planning and regulatory frameworks.

Others may have areas that they want to increase their understanding and competency in, such as media training, Resource Management training or specialist aspects related to their portfolios that they would benefit from. Again, having a more structured and tailored development plan would be helpful. Governance staff will work with the elected members during the term to assist in the continuation of their knowledge base.

4.10 The Council can recommend any changes to the recommendations contained in this report, and the incoming Council is not bound by the recommendations report and may resolve something different.

4.11 There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

4.12 The Management Team has reviewed this report and supports the recommendations.

### 5. **COMMUNITY VIEWS**

#### 5.1 **Mana whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report. However, representatives of the Rūnanga serve on various committees and working groups and will be informed of any changes as they become known.

#### 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 be interested in this report's subject matter. However, the structure of the Council needs to be clear and provide certainty as to how the community can engage with the Council and its elected members.

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

#### 6.1 **Financial Implications**

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

6.1.1 The Council is not required to establish committees and some Councils in New Zealand have used a portfolio system where each elected member is allocated one or more activities. It is proposed the portfolio system continue for the new term, as it has proved beneficial during the 2019-22 term. Remuneration is set by the independent Remuneration Authority and it has accepted and approved all Waimakariri Councillors as holding portfolios. Councillors therefore receive a slightly higher remuneration to allow for the additional duties than the base remuneration.

6.1.2 In July 2022, the Remuneration Authority set the remuneration for the elected members. The Councillors remuneration is a base rate from a funding pool set by the Authority. The governance remuneration pool for Councillors (including the Deputy Mayor) from the day after the date of which the official result of the 2022 election is declared is \$555,247.00. This is higher than the base Councillor rate as all Councillors carry high duties with portfolios and chairperson requirements.

6.1.3 The Remuneration Authority have set the elected member remuneration from 1 July 2022 to 30 June 2023 in two stages as follows:

Position	2021/22	Pre-election	Post-election
Mayor	\$137,500	\$139,425	\$146,838
Deputy Mayor	\$58,994	\$59,820	** <i>indicative</i> \$69,373
Councillor (with portfolio and chairing responsibilities) (all 9 Councillors)	\$48,531	\$49,210	** <i>indicative</i> \$53,986
Kaiapoi-Tuahiwi Community Board Chair	\$17,742	\$17,991	\$17,991
Kaiapoi-Tuahiwi Community Board	\$8,871	\$8,995	\$8,995
Oxford-Ohoka Community Board Chair	\$16,715	\$16,949	\$16,949
Oxford-Ohoka Community Board	\$8,358	\$8,475	\$8,475
Rangiora-Ashley Community Board Chair	\$22,885	\$23,206	\$23,206
Rangiora-Ashley Community Board	\$11,443	\$11,603	\$11,603
Woodend-Sefton Community Board Chair	\$14,658	\$14,863	\$14,863
Woodend-Sefton Community Board	\$7,329	\$7,431	\$7,431

6.1.4 Meetings are serviced by appropriate staff and costs are met within existing Council budgets.

## 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

Providing guidance to the incoming Council lessens risk and assists in implementing a structure that has worked well, and would be effective for the Council.

Delegating the Council's decision making powers to the (acting) Chief Executive during the period following the election ensures that any urgent decisions can still be made in conjunction with the Mayor-elect, should this be required.

## 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

- Local Government Act 2002
- Local Electoral Act 2001
- Local Government Official Information and Meetings Act 1987
- Local Government Members (2022/23) Determination 2022
- Remuneration Authority Act 1977



**7.3 Consistency with Community Outcomes**

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

**7.4 Authorising Delegations**

The Council sets the structure of its Committees, as stipulated in the Local Government Act 2002.