



**Te Kaunihera  
o Te Hiku o te Ika**  
Far North District Council

# Te Kaunihera o Te Hku o te Ika

## AGENDA

### Ordinary Te Koukou - Transport and Infrastructure Committee Meeting


**Tuesday, 26 November 2024**

**Time: 10:00am**  
**Location: Council Chamber**  
**Memorial Ave**  
**Kaikohe**

**Membership:**

Kahika Moko Tepania - Chairperson  
Cr Steve McNally  
Kōwhai - Deputy Mayor Kelly Stratford  
Cr Felicity Foy  
Cr Ann Court  
Cr Hilda Halkyard-Harawira  
Cr Babe Kapa  
Cr Penetaui Kleskovic  
Cr Tāmati Rākena  
Cr Mate Radich  
Cr John Vujcich



 <b>Te Kaunihera o Te Hiku o te Ika</b> Far North District Council	<b>Authorising Body</b>	Mayor/Council
	<b>Status</b>	Standing Committee
<b>COUNCIL COMMITTEE</b>	<b>Title</b>	Te Koukou - Transport and Infrastructure Committee Terms of Reference
	<b>Approval Date</b>	11 April 2023
	<b>Responsible Officer</b>	Head of Infrastructure Strategy

### **Kaupapa / Purpose**

The purpose of Te Koukou – Transport and Infrastructure Committee (the Committee) is to ensure cost effective, quality and sustainable infrastructure decisions are made to meet the current and future needs of Far North communities and that Councils infrastructure assets are effectively maintained and operated.

The Committee will review the effectiveness of the following aspects:

- Affordable core infrastructure to support healthy and sustainable living;
- Operational performance including monitoring and reporting on significant infrastructure projects
- Delivery of quality infrastructure and district facilities
- Financial spend and reprogramming of capital works
- Property and other assets

To perform his or her role effectively, each Committee member must develop and maintain his or her skills and knowledge, including an understanding of the Committee's responsibilities, Councils' infrastructure assets such as roading, three waters and district facilities.

### **Ngā Huānga / Membership**

The Committee will comprise of all Mayor and Councillors.

Kahika Mayor Tepania  
Kōwhai Deputy Mayor Kelly Stratford  
John Vujcich  
Ann Court  
Babe Kapa  
Felicity Foy  
Hilda Halkyard-Harawira  
Mate Radich  
Penetaui Kleskovic  
Steve McNally  
Tāmami Rākena

### **Kōrama / Quorum**

The quorum at a meeting of the Committee is 6 members.

### **Ngā Hui / Frequency of Meetings**

The Committee shall meet 4 weekly.

### **Ngā Apatono / Power to Delegate**

The Committee may not delegate any of its responsibilities, duties or powers.

## Ngā Herenga Paetae / Responsibilities

The Committees responsibilities are described below:

### Quality infrastructure and Facilities

- Assess and provide advice to Council on strategic issues relating to the provision of Council's infrastructural activities and district facilities
- Review, and recommend to Council, policy and strategies for the delivery of infrastructural asset services
- Monitor achievement of outcomes included in the Infrastructure Strategy and other transport and infrastructure strategies eg District Transport Strategy
- Ensure that Council protects its investment in its infrastructural assets in accordance with accepted professional standards
- Monitor the risks, financial and operational performance of the Council's infrastructural activities and facilities
- Monitor major contract performance measures/key result areas (KRAs)

### Significant Projects – spend, monitoring and reporting

- Monitor significant projects
- Approve budget overspend (above tolerance levels in the CE delegations) and any reprogramming of capex for a project or programme provided that:
  - The overall budget is met from savings
  - The overall budget for capex is not exceeded. Where this is not the case, the Committee must either:
    - Recommend to Council that additional funding is approved (outside the Annual Plan or Long Term Plan process), or
    - Recommend as part of the next round of Long Term Plan or Annual Plan process that the funding is considered for inclusion.
- Approve tenders and contracts provided they are:
  - Up to \$3 million,
  - in accordance with the current year's plan, whether that be Annual Plan or Long Term Plan, and
  - deemed low by the Significance and Engagement Policy

### Compliance

- Ensure that operational functions comply with legislative requirements and Council policy
- Ensure that consents associated with Council's infrastructure are being met and renewals are planned for

### Service levels (non regulatory)

- Recommend service level changes and new initiatives to the Long Term and Annual Plan processes.

### Relationships

- Monitoring Council's relationship with the Northland Transportation Alliance
- Monitoring Council's relationship with the Far North Waters Alliance Partner

### Property

- Recommend to Council the acquisition or disposal of assets.
- Approve new leases and lease renewals (of non-reserve land), in accordance with the current years' plan, whether that be Annual Plan or Long Term Plan.

### Transport

- Approval of roading contracts beyond CE delegation up to \$3 million
- Receive and consider any consultation document and/or any proposed amended or new legislative instrument that may have a transport related outcomes and where appropriate make submissions and enable political advocacy at a Mayoral Forum Level if required
- Receive and adopt the Asset Management Plan for Transport
- Receive and adopt Far North District Council's walking and cycling strategies
- Receive and consider any placemaking projects that have a transport related component so the committee can ensure the projects are captured (where appropriate) in our funding and planning instruments
- Receive invitations to apply for external funding opportunities in a timely manner so that the committee may advocate for community-initiated infrastructure projects. (Examples PGF, TIF)

Receive updates on changes to national and regional policies and Transport Plans that impact on Council provision of infrastructure and where appropriate make submissions or recommendation to Council.

### **Ngā Ture / Rules and Procedures**

Council's Standing Orders and Code of Conduct apply to all meetings.



**Far North District Council**  
**Ordinary Te Koukou - Transport and Infrastructure Committee Meeting**  
**will be held in the Council Chamber, Memorial Ave, Kaikohe on:**  
**Tuesday 26 November 2024 at 10:00am**

**Te Paeroa Mahi / Order of Business**

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**1 KARAKIA TĪMATANGA / OPENING PRAYER****2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Committee and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Manager - Democracy Services (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

**3 NGĀ TONO KŌRERO / DEPUTATION**

No requests for deputations were received at the time of the Agenda going to print.

## **4 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES**

### **4.1 CONFIRMATION OF PREVIOUS MINUTES**

**File Number:** A4668120

**Author:** Maria Bullen, Democracy Advisor

**Authoriser:** Aisha Huriwai, Manager - Democracy Services

#### **TAKE PŪRONGO / PURPOSE OF THE REPORT**

The minutes are attached to allow the Committee to confirm that the minutes are a true and correct record of previous meetings.

#### **TŪTOHUNGA / RECOMMENDATION**

**That Te Koukou – Transport and Infrastructure Committee confirm the minutes of the meeting held 29 October 2024 are true and correct.**

#### **1) TĀHUHU KŌRERO / BACKGROUND**

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

#### **2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS**

The minutes of the meetings are attached.

Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

#### **TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION**

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meetings.

#### **3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

There are no financial implications or the need for budgetary provision as a result of this report.

#### **ATTACHMENTS**

- 1. 2024-10-29 Te Koukou - Transport and Infrastructure Committee Minutes - A4944736** [↓](#)  


**Hōtaka Take Ōkawa / Compliance schedule:**

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
  - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

<b>He Take Ōkawa / Compliance Requirement</b>	<b>Aromatawai Kaimahi / Staff Assessment</b>
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications for Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example, youth, the aged and those with disabilities).	This report is asking for minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

**UNCONFIRMED**

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Minutes

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**MINUTES OF FAR NORTH DISTRICT COUNCIL  
ORDINARY TE KOUKOU - TRANSPORT AND INFRASTRUCTURE COMMITTEE MEETING  
HELD AT THE COUNCIL CHAMBER, MEMORIAL AVE, KAIKOHE  
ON TUESDAY, 29 OCTOBER 2024 AT 10:02AM**

**PRESENT:** Cr Steve McNally, Kōwhai - Deputy Mayor Kelly Stratford, Cr Felicity Foy (virtual), Cr Ann Court, Cr Hilda Halkyard-Harawira, Cr Babe Kapa, Cr Tāmati Rākena (virtual), Cr Mate Radich, Cr John Vujcich.

**IN ATTENDANCE:** Adele Gardner (Chairperson – Te Hiku Community Board)(virtual), Belinda Ward (Chairperson – Bay of Islands-Whangaroa Community Board)(virtual).

**STAFF PRESENT:** Aisha Huriwai (Manager – Democracy Services), Maria Bullen (Democracy Advisor), Tanya Proctor (Head of Infrastructure Strategy), Roger Ackers (Group Manager – Planning and Policy), Rob Gilmore (Acting Transportation Services Manager), Margriet Veenstra (Manager – Property Information and Business Compliance), Elizabeth Stacey (Senior Road Safety and Traffic Engineer), Di Miller (Asset Management Infrastructure Planning), Guy Holroyd (Chief Executive Officer)(virtual).

**1 KARAKIA TIMATANGA / OPENING PRAYER**

At 10:02am, Cr Steve McNally commenced the meeting and Cr Babe Kapa opened with a karakia.

**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

**APOLOGY**

**RESOLUTION 2024/52**

Moved: Cr John Vujcich  
Seconded: Cr Steve McNally

**That the apology received from Kahika Moko Tepania and Cr Penetaui Kleskovic be accepted and leave of absence granted.**

**CARRIED**

**3 NGĀ TONO KŌRERO / DEPUTATION**

- Doug Jane spoke in regard to the roading conditions on Wainui Road.
- Ange Waitohi and Jodi Betts spoke on public excluded item 7.5, Road Safety Education - FNDC Contract no 7/21/150 extension.

**UNCONFIRMED**

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**4 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES**

**4.1 CONFIRMATION OF PREVIOUS MINUTES**

Agenda item 4.1 document number A4668114, pages 10 - 15 refers.

**RESOLUTION 2024/53**

Moved: Kōwhai - Deputy Mayor Kelly Stratford  
Seconded: Cr John Vujcich

**That Te Koukou – Transport and Infrastructure Committee confirm the minutes of the meeting held 24 September 2024 are true and correct.**

**CARRIED**

**5 NGĀ PŪRONGO / REPORTS**

**5.1 TRANSPORT PORTFOLIO MEMBER REPORTS**

Agenda item 5.1 document number A4668193, pages 16 - 17 refers.

**RESOLUTION 2024/54**

Moved: Cr Steve McNally  
Seconded: Cr John Vujcich

**That Te Koukou – Transport and Infrastructure Committee note the verbal October 2024 reports from Members Ann Court and Steve McNally as Transport Portfolio holders.**

**CARRIED**

**6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS**

**6.1 TE KOUKOU OPEN RESOLUTIONS UPDATE OCTOBER 2024**

Agenda item 6.1 document number A4900503, pages 18 - 20 refers.

**RESOLUTION 2024/55**

Moved: Cr Steve McNally  
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That Te Koukou – Transport and Infrastructure Committee receive the report Te Koukou – Transport and Infrastructure Committee Open Resolution Update October 2024.**

**CARRIED**

**UNCONFIRMED**

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**6.2 INFRASTRUCTURE ABATEMENT NOTICES**

Agenda item 6.2 document number A4905847, pages 21 - 23 refers.

**RESOLUTION 2024/56**

Moved: Kōwhai - Deputy Mayor Kelly Stratford  
Seconded: Cr Steve McNally

**That Te Koukou - Transport and Infrastructure Committee receive the report Infrastructure Abatement Notices.**

**CARRIED**

**6.3 INFRASTRUCTURE CONSENT COMPLIANCE STATUS**

Agenda item 6.3 document number A4907128, pages 24 - 26 refers.

**RESOLUTION 2024/57**

Moved: Cr Steve McNally  
Seconded: Cr John Vujcich

**That Te Koukou - Transport and Infrastructure Committee receive the report Infrastructure Consent Compliance Status.**

**CARRIED**

**6.4 INFRASTRUCTURE WORKING GROUP UPDATES**

Agenda item 6.4 document number A4912267, pages 27 - 37 refers.

**RESOLUTION 2024/58**

Moved: Kōwhai - Deputy Mayor Kelly Stratford  
Seconded: Cr John Vujcich

**That Te Koukou - Transport and Infrastructure Committee receive the report Infrastructure Working Group Updates.**

**CARRIED**

**6.5 INFRASTRUCTURE CONSENTING WORK PROGRAMME**

Agenda item 6.5 document number A4916007, pages 38 - 41 refers.

**RESOLUTION 2024/59**

Moved: Cr John Vujcich  
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That Te Koukou - Transport and Infrastructure Committee receive the report Infrastructure Consenting Work Programme.**

**CARRIED**

**UNCONFIRMED**

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**6.6 CONDITION ASSESSMENT SUMMARY FOR COUNCIL HALLS**

Agenda item 6.6 document number A4907609, pages 42 - 44 refers.

**RESOLUTION 2024/60**

Moved: Cr John Vujcich

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

**That the Te Koukou - Transport and Infrastructure Committee receive the report Condition Assessment Summary for Council Halls.**

**CARRIED**

**6.7 WATERS KPIS**

Agenda item 6.7 document number A4912257, pages 45 - 53 refers.

**RESOLUTION 2024/61**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Steve McNally

**That Te Koukou - Transport and Infrastructure Committee receive the report: Waters KPis.**

**CARRIED**

**6.8 FNDC TRANSPORTATION MAINTENANCE AND RENEWALS ACTIVITY UPDATE - SEPTEMBER 2024**

Agenda item 6.8 document number A4917065, pages 54 - 86 refers.

**RESOLUTION 2024/62**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr John Vujcich

**That Te Koukou - Transport and Infrastructure Committee receive the report FNDC Transportation Maintenance and Renewals Activity Update - September 2024.**

**CARRIED**

**6.9 NORTH HOKIANGA ROADING UPDATE**

Agenda item 6.9 document number A4917715, pages 87 - 114 refers.

**RESOLUTION 2024/63**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Steve McNally

**That Te Koukou - Transport and Infrastructure Committee receive the report for North Hokianga Roading Update.**

**CARRIED**

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**7 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED**

**RESOLUTION TO EXCLUDE THE PUBLIC**

**RESOLUTION 2024/64**

Moved: Cr John Vujcich

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<b>7.1 - Confirmation of Previous Minutes - Public Excluded</b>	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities  s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>7.2 - Te Koukou Public Excluded Open Resolutions Update August 2024</b>	s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege  s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>7.3 - 3Waters Capital Works Programme - September 2024</b>	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information  s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7



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	activities	
<b>7.4 - Road Safety Education &amp; Engineering Update</b>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(d) - the withholding of the information is necessary to avoid prejudice to measures protecting the health or safety of members of the public</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>7.5 - Road Safety Education - FNDC Contract No 7/21/150 Extension</b>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>7.6 - New Kerikeri Motorhome &amp; Caravan Dump Station</b>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

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	<p>enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	
<b>7.7 - Kerikeri CBD Bypass</b>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<b>CARRIED</b>		

**CONFIRMATION OF INFORMATION AND DECISIONS TO BE RELEASED IN PUBLIC**

At the conclusion of the public excluded discussion, Council confirmed the following decision be restated in public meeting as follows:

Road Safety Education - FNDC Contract No 7/21/150 Extension

That Te-Koukou Transport and Infrastructure Committee:

- a) approve the extension of Contract 7/21/150 with Far North REAP for \$REDACTED pending final confirmation of NZTA Waka Kotahi Funding for the two renewal periods (2 x 2 years and 1 x 1 year) to a maximum contract period of six years, expiring 30 June 2027; and
- b) delegate to the Chief Executive Officer the authority to approve and execute the extension, any further variations, and any additional work during the renewal period within the approved Long Term Plan budgets and/or within the NZTA funding limits.

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**4 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER**

**10 MEETING CLOSE**

The meeting closed at 1:20pm.

The minutes of this meeting will be confirmed at the Ordinary Te Koukou - Transport and Infrastructure Committee Meeting held on 26 November 2024.

.....  
**CHAIRPERSON**

## **5 NGĀ PŪRONGO / REPORTS**

### **5.1 TRANSPORT PORTFOLIO MEMBER REPORTS**

**File Number:** A4668213

**Author:** Maria Bullen, Democracy Advisor

**Authoriser:** Aisha Huriwai, Manager - Democracy Services

#### **TE TAKE PŪRONGO / PURPOSE OF THE REPORT**

To note the verbal reports from Transport Portfolio holders. The verbal reports provide feedback to Te Koukou – Transport and Infrastructure Committee on matters of interest or concern to the Committee.

#### **NGĀ TŪTOHUNGA / RECOMMENDATION**

**That Te Koukou – Transport and Infrastructure Committee note the verbal November 2024 reports from Members Ann Court and Steve McNally as Transport Portfolio holders.**

#### **1) TE TĀHUHU KŌRERO / BACKGROUND**

Te Koukou – Transport and Infrastructure Committee Chair Kahika-Mayor Tepania allows members reports as a mechanism to have open communication and transparency on activities undertaken by the Transport Portfolio Members of the Te Koukou – Transport and Infrastructure Committee.

#### **2) TE MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS**

Member reports are provided verbally during the meeting.

- **REASON FOR THE RECOMMENDATION**

To formally receive the Member verbal reports.

#### **3) NGĀ PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

There are no financial implications or the need for budgetary provision as a result of this report.

#### **NGĀ ĀPITI HANGA / ATTACHMENTS**

Nil

## 5.2 WATER PORTFOLIO MEMBER REPORTS

**File Number:** A4963934

**Author:** Maria Bullen, Democracy Advisor

**Authoriser:** Aisha Huriwai, Manager - Democracy Services

### TE TAKE PŪRONGO / PURPOSE OF THE REPORT

To note the verbal reports from Water Portfolio holders. The verbal reports provide feedback to Te Koukou – Transport and Infrastructure Committee on matters of interest or concern to the Committee.

### NGĀ TŪTOHUNGA / RECOMMENDATION

**That Te Koukou – Transport and Infrastructure Committee note the verbal November 2024 reports from Members Penetaui Kleskovic and Mate Radich as Water Portfolio holders.**

### 1) TE TĀHUHU KŌRERO / BACKGROUND

Te Koukou – Transport and Infrastructure Committee Chair Kahika-Mayor Tepania allows members reports as a mechanism to have open communication and transparency on activities undertaken by the Water Portfolio Members of the Te Koukou – Transport and Infrastructure Committee.

### 2) TE MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Member reports are provided verbally during the meeting.

- **REASON FOR THE RECOMMENDATION**

To formally receive the Member verbal reports.

### 3) NGĀ PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

### NGĀ ĀPITI HANGA / ATTACHMENTS

Nil

## 6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

### 6.1 TE KOUKOU OPEN RESOLUTIONS UPDATE OCTOBER 2024

**File Number:** A4958979

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#### TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide Te Koukou – Transport and Infrastructure Committee with an overview of outstanding Te Koukou – Transport and Infrastructure Committee and the previous term Committee decisions from 1 January 2018.

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Open resolutions are a mechanism to communicate progress against decisions/resolutions.
- Open resolutions are also in place for all formal elected member meetings.

#### TŪTOHUNGA / RECOMMENDATION

**That Te Koukou – Transport and Infrastructure Committee receive the report Te Koukou – Transport and Infrastructure Committee Open Resolution Update October 2024.**

#### 1) TĀHUHU KŌRERO / BACKGROUND

Any resolution or decision from a meeting is compiled on an open resolution status report, to capture actions triggered by Te Koukou – Transport and Infrastructure Committee decisions. Staff provide updates on progress against tasks that are not yet completed.

At the request of Te Koukou Chairperson the open resolution report also includes outstanding actions from two previous Infrastructure Committees back dated to 2018.

- Infrastructure Committee (February 2020 – September 2022)
- Infrastructure Network Committee (May 2018 – September 2019)

#### 2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The outstanding tasks are often multi-facet projects that take longer to fully complete. Where a decision differs to the recommendation of staff there may be unintended consequences or challenges that take longer for staff to work through.

#### TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION.

To provide Te Koukou – Transport and Infrastructure Committee with an overview of outstanding Te Koukou – Transport and Infrastructure Committee decisions from 1 January 2018.

#### 3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budgetary provision in receiving this report.

#### ĀPITIHINGA / ATTACHMENTS

1. Te Koukou Open Resolutions - A4968367  

<b>OPEN RESOLUTION REPORT</b>		<b>Printed: Friday, 8 November 2024 10:00:22 am</b>
<b>Division:</b>	Infrastructure Committee, Infrastructure Network Committee and Te Koukou - Transport and Infrastructure Committee	<b>Date From:</b> 1/05/2018
<b>Committee:</b>		<b>Date To:</b> 8/11/2024
<b>Officer:</b>		

Meeting	Title	Resolution	Notes
Te Koukou - Transport and Infrastructure Committee 23/04/2024	Average Speed Safety Cameras for Kaitāia Awaroa Road	<p><b>RESOLUTION 2024/14</b></p> <p><b>That Te Koukou Transport Committee recommend that Council:</b></p> <p>a) <b>endorse NZTA and Far North District Council staff to proceed with investigations of the proposed average speed safety camera location on Kaitaia Awaroa Road between urban Kaitāia and Ahipara; and</b></p> <p>b) <b>endorse installation of average speed safety cameras if investigations validate the site.</b></p> <p style="text-align: right;"><b>CARRIED 5/2</b></p>	<p><b>14 Jun 2024 3:05pm</b> NZTA Waka Kotahi are currently carrying out speed investigations. Initial field visits with council staff identified viable sites for installation of the average speed cameras but additional investigation is required. Final installation is pending available funding in the 24-27 NLTP</p> <p><b>11 Jul 2024 12:41pm</b> Cushla Jordan - no update.</p> <p><b>23 Aug 2024 11:33am</b> Action reassigned to Stacey, Elizabeth</p> <p><b>27 Aug 2024 8:39am</b> NZTA Waka Kotahi are currently carrying out speed investigations. Initial field visits with council staff identified viable sites for installation of the average speed cameras but additional investigation is required. Final installation is pending available funding in the 24-27 NLTP - further information anticipated in late September</p> <p><b>09 Sep 2024 2:37pm</b> Final funding for safety cameras is yet to be determined by NZTA. Following up with this division.</p> <p><b>01 Oct 2024 9:55am</b> Safety cameras have been funded by NZTA and Kaitaia-Awaroa still on NZTA list for installation. Final schedule pending NZTA work programme.</p> <p><b>30 Oct 2024 11:43am</b> Camera locations are under design with construction anticipated in April or May 2025. Working with Te Hono and NZTA on community outreach.</p>
Infrastructure Committee 5/05/2021	Economic and Practicability Assessment for Disposal of Treated Wastewater to Land from Kaikohe and Kaitāia Wastewater Treatment Plants	<p><b>RESOLUTION 2021/13</b></p> <p><b>That the Infrastructure Committee:</b></p> <p>a) <b>agree the option of disposing treated wastewater to land from the Kaitaia and Kaikohe Wastewater Treatment plants is further investigated, specifically:</b></p> <p>i) <b>engagement with affected landowners and mana whenua to determine the selection of a preferred site to be taken forward for preliminary design.</b></p>	<p><b>19 May 2023 8:02am</b> For both of these projects, the OPEX funds allocated no longer exist as they were allocated in a previous financial year. However, wastewater discharge to land investigations in Kaikohe have progressed significantly, consultants are currently finalising a concept design and high level cost estimate for conveyance and discharge of treated wastewater from Kaikohe WWTP to a site located at 80A Jordan Road, which is on the market.</p>

<b>OPEN RESOLUTION REPORT</b>	<b>Printed: Friday, 8 November 2024 10:00:22 am</b>
<b>Division:</b> <b>Committee:</b> Infrastructure Committee, Infrastructure Network Committee and Te Koukou - Transport and Infrastructure Committee <b>Officer:</b>	<b>Date From:</b> 1/05/2018 <b>Date To:</b> 8/11/2024

Meeting	Title	Resolution	Notes
		ii) <b>complete a preliminary design that includes site specific technical, design, and cost investigation of land disposal in which mana whenua are to be included.</b>  b) <b>request that the preliminary designs are to be completed prior to December 2023, to enable the Long Term Plan engagement process and request staff report back to the Infrastructure Committee to present the findings of the preliminary design reports.</b>  c) <b>request staff seek replacement resource consents for discharge of treated wastewater to water from the Kāitaia and Kaikohe Wastewater Treatment Plants and that during the term of the consent, staff progress investigation of disposal to land options for both the Kāitaia and Kaikohe Waste Water schemes.</b>  d) <b>request a treated wastewater disposal to land workshop be scheduled for late 2021 with the Infrastructure Committee, which will cover methodologies and processes associated with establishing a disposal to land scheme.</b>  <b>That the Infrastructure Committee recommend to Council that expenditure of up to \$330,000 to cover both the Kāitaia and the Kaikohe sites, is allocated in the Long Term Plan deliberations, to complete a preliminary design for each Wastewater Treatment Plant, and sufficient staffing resources are assigned to enable ongoing engagement with mana whenua and other stakeholders.</b>  <div style="text-align: right;"><b>CARRIED</b></div>	Staff are also investigating the option of expanding the discharge scheme into Pamu Farms land adjoining 80A Jordan Road, should additional land be required. These investigations have been carried out as part of the Kaikohe WWTP Working Group formed with Nga Hapu o Kaikohekohe and includes investigating and recommending required upgrade of the Kaikohe WWTP. Staff and Nga Hapu o Kaikohekohe are planning to present these findings to elected members via a workshop and subsequent report in the coming months. , Regarding Kaitaia wastewater discharge to land investigations, initial sites of interest (where landowners expressed an interest in receiving treated wastewater) are located in Ahipara Takiwa rohe. Since late 2022 staff have been meeting with (and formed a working group with) Ahipara Takiwa reps to investigate required immediate upgrades to the Ahipara WWTP (to enable the WWTP to start complying with conditions of consent authorising discharge of treated wastewater into water) and to investigate wastewater discharge to land options for both Ahipara and Kaitaia. The priority for this working group has been to determine immediate WWTP upgrades, these were recently finalised and now the group is focusing on the wastewater discharge to land options investigation. During that stage of works, the group will review the sites of interest for Kaitaia WW discharge to land, and will consider any other suitable sites that could receive a combined flow from Kaitaia and Ahipara.  <b>08 Jul 2024 2:18pm</b> Action reassigned to Proctor, Tanya



## 6.2 RIVERVIEW SCHOOL TRAFFIC INVESTIGATION

**File Number:** A4958274

**Author:** Elizabeth Stacey, Senior Road Safety and Traffic Engineer

**Authoriser:** Tanya Proctor, Head of Infrastructure Strategy

### TAKE PŪRONGO / PURPOSE OF THE REPORT

To inform elected members of community concerns about congestion at Riverview School and provide information about the traffic investigation undertaken at Riverview School in Kerikeri.

### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Riverview School, like many schools, experiences congestion during the school drop off and pick up periods along Riverview Road in Kerikeri.
- Residents have expressed concerns about road safety for pedestrians and vehicles, damage to council berms and concerns that emergency vehicles cannot access homes during the school pick up and drop off periods.
- Staff, with consultant support, have conducted a traffic investigation in response to neighbourhood concerns and detailed their findings, including possible projects to improve road function, in the attached report.
- The report has been presented to the school, including members of the Board, Community Board representatives and to residents.

### TŪTOHUNGA / RECOMMENDATION

**That the Te Koukou - Transport and Infrastructure Committee receive the report Riverview School Traffic Investigation.**

### TĀHUHU KŌRERO / BACKGROUND

Riverview School, located on Riverview Road in Kerikeri is situated on a residential street and enrolls approximately 430 students. Over the last ten years a number of interventions have taken place outside the school including the construction of footpaths, a crossing on Landing Road, construction of a school car park for staff, signage, road markings and speed limit reduction.

During the last five years there has been one reported crash, resulting in minor injuries, within 250m of the school. The average speed on Riverview Road, prior to speed limit reductions, was 40.1 kilometres per hour. The school pick up/drop off area includes a dedicated turning loop for bus traffic and a separate pick up/drop off loop for students.

The latest investigation undertaken was as a result of resident concerns that traffic congestion was worsening and there was risk of serious injury to students and residents. There was also concern that vehicles were damaging the council owned berms outside the residences near the school grounds.

NCC Consulting Engineers had conducted previous investigations with Council staff at the school and were retained to conduct a study to see if conditions had substantially changed since 2020. The investigation included a week of traffic and speed counts and a day of onsite investigation which included pedestrian counts, vehicle counts, parking occupancy, number of queued vehicles, blocking of driveways and noted any safety concerns for drivers, residents and students.

## **MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS**

The detailed findings of the investigation are outlined in the attached report. In summary the report finds that:

- The school is in an ideal location, it is in a residential area within its catchment area. The school is also located on a road with very little through traffic.
- The school is well provided for traffic movements with a dedicated staff car park, which has been enlarged in 2020, and two traffic 'loops', one for buses and one for general traffic, there is also nearly 30 roadside parking spaces,
- Based upon the current operation there is no identifiable safety concerns, the safety of the students is well managed so the likelihood of a student being struck by a vehicle is extremely low,
- In the 2.30 to 3.15 period there is a build up of traffic waiting, this generally waits on the roadside in various locations, this traffic is only present for  $\frac{3}{4}$  hour. Whilst the road is busy and in places reduced to a single vehicle wide at no time is access to the neighbouring properties totally blocked,
- Given that the No Stopping at All Times markings are having little effect and are seldom enforced consideration should be given to their removal,
- There is little evidence of property access being blocked, and
- Berm damage is slight and does not detract from the attractive streetscape.

Based on road geometry, traffic volumes and crash history, there is no identifiable problem for which a case could be made to attract NZTA Waka Kotahi subsidy for safety improvements, however the report identifies a number of projects that may improve traffic conditions on Riverview Road and could be funded at 100% council share. In discussions with the school one option that warrants future consideration is improvement of the pedestrian access between the school and Kendall Road, opening up an additional pick up/drop off area for students. If developed, staff have the opportunity to work with the school and parents on school travel planning which includes options for students to travel by more active modes to and from school.

Staff have expressed to both the school, Community Board and residents that there is currently no funded project in the 2024-2027 long term plan for any of the projects listed in the NCC report.

## **PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

There are no financial implications resulting from this report.

## **ĀPITIHINGA / ATTACHMENTS**

1. **Riverview School Technical Assessment FINAL - A4958325** [↓](#) 

# Riverview School

Technical Assessment  
Assessment Report  
August 2024





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C		David Spoonley			David Spoonley		Aug 2024
D							
E							
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## 1. Background

The traffic circulation and parking at Riverview School has been causing comments and complaints for a number of years, both from the school and its neighbours on Riverview Road.

### 1.1. Recent work

This report is not the first report to examine this issue. In the past there has been the following reports

- Riverview School Options Report – NCC July 2018,
- Riverview Technical Assessment Memo – NTA November 2019.

This document aims to build on these reports and updates the information used with surveys conducted on 2 July 2024.

## 2. Riverview School

### 2.1. General

Riverview School provides primary age education for Years 1-6 in Kerikeri.

### 2.2. Location

The school is located on Riverview Road, Kerikeri, it also has a pedestrian access onto the parallel Kendall Road. **Figure 1** shows the location of the school.



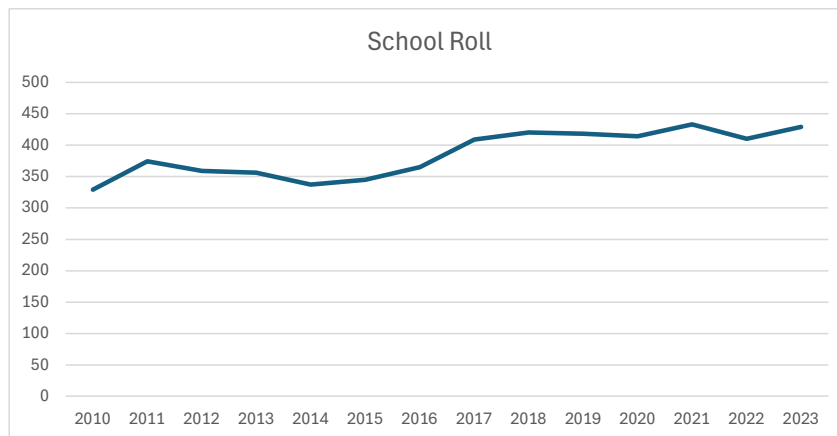
### 2.3. School Roll

**Table 1** Below shows the school roll over the last 14 years 2010-2023.

Year	Roll	Year	Roll
2010	329	2017	409
2011	374	2018	420
2012	359	2019	418
2013	356	2020	414
2014	337	2021	433
2015	345	2022	410
2016	365	2023	429

**Table 1 : School Roll 2010-2023**

**Figure 2** below shows the school roll graphically. Up to 2016 the roll was approximately 350 students, in 2016 there was a marked rise and since then the roll has been between 400 and 450 students.



**Figure 2: School Roll.**





## 2.4. Existing Features

The layout of the site is shown in **Figure 3**. The main features are;

### 2.4.1. Staff Car Park

This is on the western side of the school campus and was extended to accommodate approximately 40 vehicles in 2020. At that time an entry/exit barrier system was installed. This car park appears adequate for the school and its extension has released some of the parking on the road in the past by staff for use by parents/carers collecting and dropping off students.

### 2.4.2. Bus Loop

This area is exclusively for school buses, eight buses were observed using this area in the morning and five in the afternoon.

### 2.4.3. Angle Parking

Ten angle parking spaces alongside Riverview Road between the Bus Loop and Pick up/drop off loop.

### 2.4.4. Dropoff/Pickup area.

The main area used by parents/carers to drop off/collect students using private vehicle.

### 2.4.5. Angle Parking

Eighteen angle parking spaces alongside Riverview Road between the Pick up/drop off loop and the school boundary.

### 2.4.6. Rear pedestrian access from school to Kendall Road

An approximately 4m wide section of land linking the school to Kendall Road. Appears little/never used.

### 2.4.7. Queued Vehicles east of the school

Vehicles wait on the side of the road in this area, appears little used.

### 2.4.8. Queued vehicles on the opposite side of the road from the school

Even though there are no stopping lines in this location this area is heavily used.

### 2.4.9. Queued vehicles to the west of the school

Another heavily used area.

### 2.4.10. Footpath to Landing Road

This is heavily used both to get to the vehicles queued to the west of the school and for students to walk to nearby houses.



### 3. Key indicators

#### 3.1. Road Hierarchy

##### 3.1.1. One Network Road Classification (ONRC)

The roads discussed in this report have the following classifications under the One Network Road Classification (ONRC).

- Landing Road – Arterial Road,
- Riverview Road – Secondary Collector Road,
- Kendall Road – Access Road.

##### 3.1.2. One Network Framework (ONF)

Under the ONF the One Network Road Classification has evolved into a two-dimensional classification focused on Movement and Place functions. The three roads in the study area have been assessed against the ONF and have been determined to be;

- Landing Road – Urban Connector
- Riverview Road – Local Street
- Kendall Road – Local Street



### 3.2. Traffic Volumes

Seven-day counts were carried out using pneumatic loop counters between 23 May and 30 May 2024 (2 sites) and 6 June to 13 June (1 site). These counts were carried out at the following locations

- Riverview Road 290m from its intersection with Landing Road,
- Riverview Road 530m from its intersection with Landing Road,
- Kendall Road 50m from its intersection with Landing Road,

The location of these counts is shown in **Figure 4**.



**Figure 4: Location of Traffic Counts.**



**Table 2** below shows the hour by hour counts for each of the locations for a weekday during the school term, these volumes are graphed in **Figure 5**.

Hour Starting	Weekday Average Riverview RP290	Weekday Average Riverview RP530	Weekday Average Kendall RP50
0:00	0.8	0.4	1.2
1:00	0	0.6	0.3
2:00	0.2	0.4	0
3:00	0	0	0.8
4:00	0.4	0.6	0.8
5:00	3.2	1.4	3.3
6:00	5.2	2.4	17
7:00	35.6	8.2	35.5
8:00	415.8	24	79.3
9:00	46.4	14.2	41.5
10:00	32.4	12.8	39.0
11:00	29	11	39.3
12:00	35	12.8	46.2
13:00	40.4	16.2	49.2
14:00	111.2	46.8	82.4
15:00	181.6	32.4	95.8
16:00	59.8	16.4	58.4
17:00	37.2	12.6	56.5
18:00	18	4.6	34.2
19:00	7.6	4.6	17.8
20:00	6.6	3.4	13.5
21:00	5.4	2.2	9.3
22:00	1.4	2.6	4.2
23:00	0.2	1	2.2

**Table 2 : Hour by hour counts for each location.**

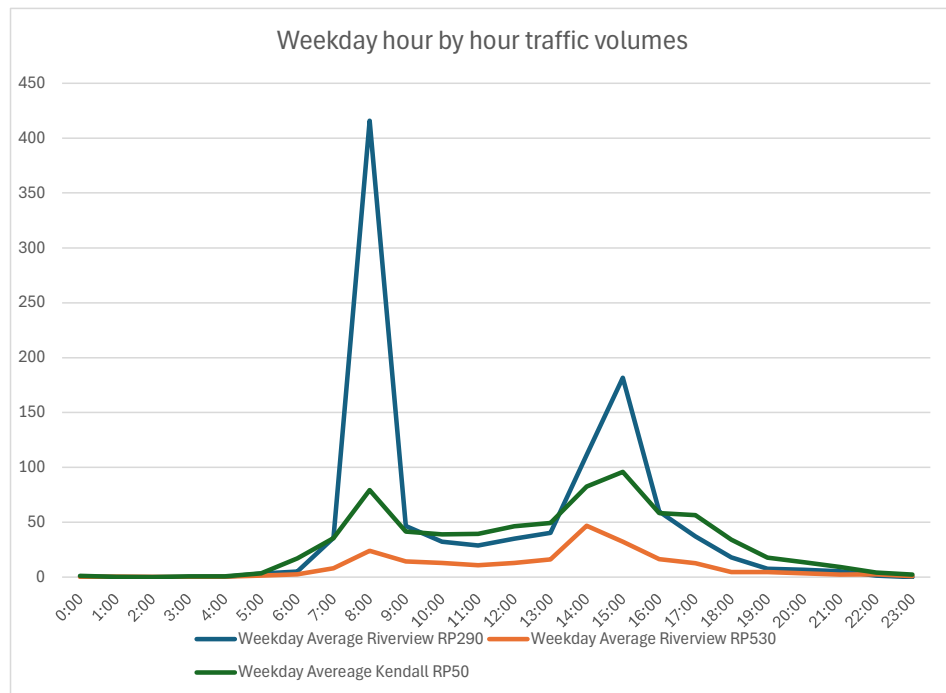


Figure 5: Graph of hour by hour traffic volumes

By comparison **Table 3** shows the traffic volumes at Riverview Road 0.290 for a Saturday, these volumes are graphed in **Figure 6**.

Hour Starting	Saturday Riverview RP290	Hour Starting	Saturday Riverview RP290
0:00	1	12:00	27
1:00	0	13:00	24
2:00	2	14:00	14
3:00	0	15:00	23
4:00	2	16:00	19
5:00	0	17:00	18
6:00	1	18:00	5
7:00	5	19:00	7
8:00	15	20:00	2
9:00	8	21:00	3
10:00	23	22:00	1
11:00	23	23:00	0

Table 3: Saturday Traffic Flows

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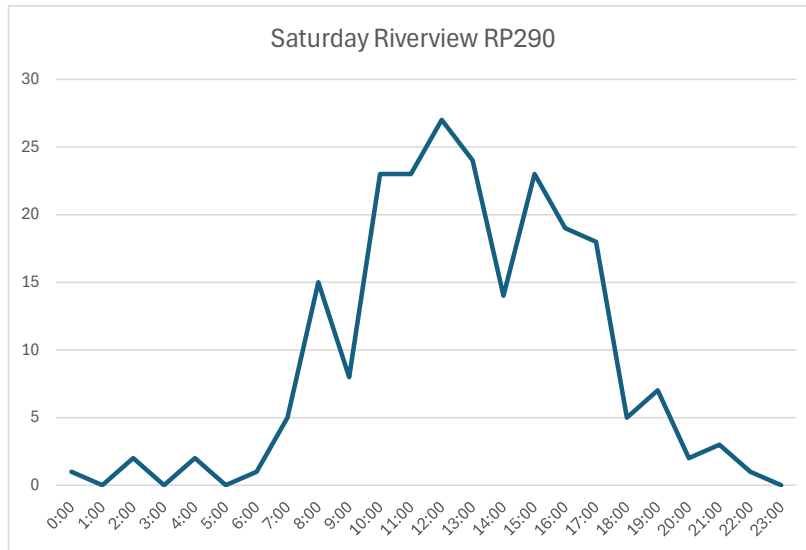


Figure 6: Riverview Road RP290 Saturday Traffic Flow

### 3.2.1. Observations on the traffic volumes

From the above the following observations may be made.

- The school is a major contributor to the traffic on Riverview Road,
- This results in a marked morning peak in the 8-9am hour with an average of 415 vehicles at the count site to the west of the school,
- The afternoon peak is more spread with the traffic spread over a longer time span,
- The school traffic predominantly appears to arrive on Riverview Road directly from Landing Road and depart in the same direction. The counts on Riverview Road east of the school (RP530) and Kendall Road only show low peaks at school start and end times.

### 3.3. Road cross-section

Both Riverview Road and Kendall Road have a sealed width of 6.5m, drainage is by means of roadside watertables. On both roads there is a 1.5m wide footpath on one side of the road. Access to the roadside properties is by means of accesses crossing the watertable with the watertable being piped under the accesses. There is no kerb and channel except on the school frontage

Both roads are effectively roads built to a rural standard in an urban area.

Figure 7 shows Riverview Road in the vicinity of the school.



Figure 7 : Riverview Road in the vicinity of the school.

### 3.4. Crash History

The Waka Kotahi NZ Transport Agency CAS Database shows there has been one recorded crash within 250m of the point of impact in the last 5 years from 2019-2023.

This crash resulted in minor injuries. In this crash a single vehicle lost control and crashed at the point where Riverview Road and Kendall Road meet. The driver of the vehicle was under the influence of alcohol and had not been taking his mental health medication.

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### 3.5. Vehicle Speeds

The same pneumatic loops used to provide the traffic volumes also provided a speed profile at all three locations.

These speed profiles are shown in **Table 4** below.

Location	Mean speed	85 <sup>th</sup> percentile speed	95 <sup>th</sup> percentile speed
Riverview Road RP0.290	40.1km/h	49.32km/h	55.8km/h
Riverview Road RP0.530	39.3km/h	50.94km/h	57.6km/h
Kendall Road 0.050	37.6km/h	43.74km/h	46.98km/h

**Table 4: Speed Profile**

At the time of the survey the speed limit was 50km/h and the above indicates a good compliance with the posted speed limit.

The speed limit on both Riverview Road and Kendall Road is due to be altered to 30km/h as part of the review of all speed limits in the Kerikeri Bay of Islands area.





## 4. School Operations

School operations comprise a morning arrival period, typically between 8am and 9am and an afternoon departure period typically between 2.30pm and 3.30pm.

In the morning period a parent/carer will drop the student students at the pick up drop off area and leave immediately. Thus, in the morning period there is little need for parking/waiting areas as, unless the parent/carer wishes to discuss something with the school, the drop off is a very quick operation.

The afternoon period is busier as parents/carers start arriving for the end of school from up to 25 minutes before the end of school and park/wait in various areas. Each parent/carer is therefore in the vicinity of the school for a longer period during the afternoon period.

There are a number of elements to the parking areas, and these are discussed in turn.

### 4.1. Angle Parking (Areas 2.4.3 and 2.4.5 on Figure 3)

This comprises of 28 angle parking spaces; **Figure 8** shows the angle parking. **Figures 9 and 10** show the number of free spaces over time during the afternoon period. During the 2.45 to 3pm period the angle parking was fully utilised.



Figure 8: Angle parking spaces outside the school

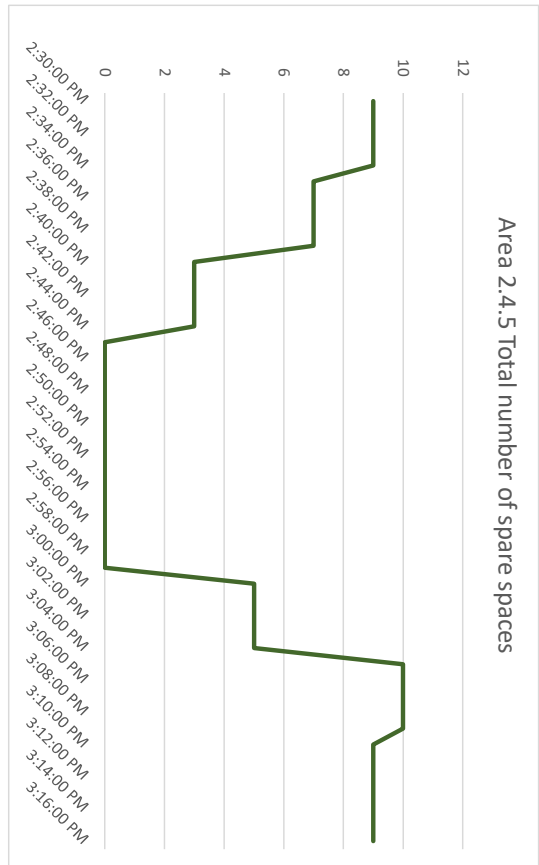


Figure 9: Area 2.4.5 Total number of spare spaces.

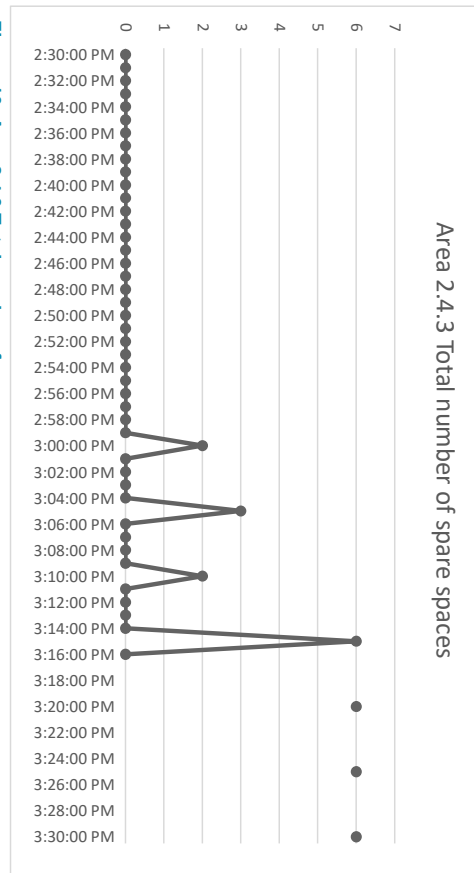


Figure 10: Area 2.4.3 Total number of spare spaces.



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#### 4.2. Pick up/drop off loop (Area 2.4.4 on Figure 3)

This is the main area where students are collected by private vehicles, all students wait in the school grounds and only advance onto the footpath when their parent/carer is at the front of the queue. This area is strictly controlled by school staff to ensure that the area functions as efficiently and safely as possible.

An additional member of staff is at the entry to the area with a radio to ensure that the student is ready for collection once the parent/carer is at the front of the queue.

No student appears to leave this area unsupervised.

Within the constraints of the current infrastructure, this area appears to be operated in a safe and efficient way.

**Figure 11** shows the pick up drop off area. **Figure 12** shows the loading area with staff supervision and **Figure 13** shows the entry.



**Figure 11:** The pick up/drop off area.



Figure 12: The collection area showing the staff supervisor and students waiting in the school grounds.



Figure 13: Entry to the pick up drop off area showing the rear of the queue blocking Riverview Road.

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### 4.3. Bus Loop (Area 2.4.2 on Figure 3)

Surveys carried out on the day indicate that eight buses come to the school in the morning and five come in the afternoon. Apart from sharing its exit area with the staff car park the bus loop is used exclusively by the buses and operates efficiently. The bus loop can accommodate up to 3 buses at once. **Figure 14** shows the bus loop.



Figure 14: The bus loop.



#### 4.4. Staff Car Park (Area 2.4.1 on Figure 3)

This area was extended in approximately 2020 to hold 40 vehicles and appears to function well. The entry/exit is barrier controlled to prevent unauthorised use of the car park. This entrance is shown on **Figure 15**.



**Figure 15:** Staff parking area.



#### 4.5. Roadside Parking east of the school (Area 2.4.7 on Figure 3)

This area is little used in the afternoon period with a maximum of five vehicles parked/waiting in this area. Refer to **Figure 16**.



Figure 16: Vehicles parked/waiting to the east of the school.



#### 4.6. Roadside Parking on north side of Riverview Road (Area 2.4.8 on Figure 3)

This area is the most used and the most contentious, vehicles line up along this side of the road. This gives vehicles an easy access to the pick up/drop off loop from the direction that most vehicles arrive from. There has been a number of concerns raised by residents over the years about this parking/waiting. The concerns area primarily damage to the roadside berms and parking across driveways. **Figure 17** shows vehicles waiting in this area.

At the time of the site visit vehicles were parking partially on the roadside berms but no driveways appear to be blocked.

On this side of the road are No Stopping at All Times lines, which are largely ignored and courtesy 'No Queuing Over Driveways' signs which appear to have the effect of generally preventing waiting vehicles from queuing across the driveways **Figure 18** shows these signs and markings. Given that the No Stopping at All Times markings are having little effect and are seldom enforced consideration should be given to their removal.

**Figure 19** shows the build up of vehicles in this area from the first vehicle arriving at 2.30pm and the last departing at 3.15pm. during that period the maximum number of vehicles queued was just over 25.



**Figure 17: Vehicles queued opposite the school.**





Figure 18: Signs and markings opposite the school.

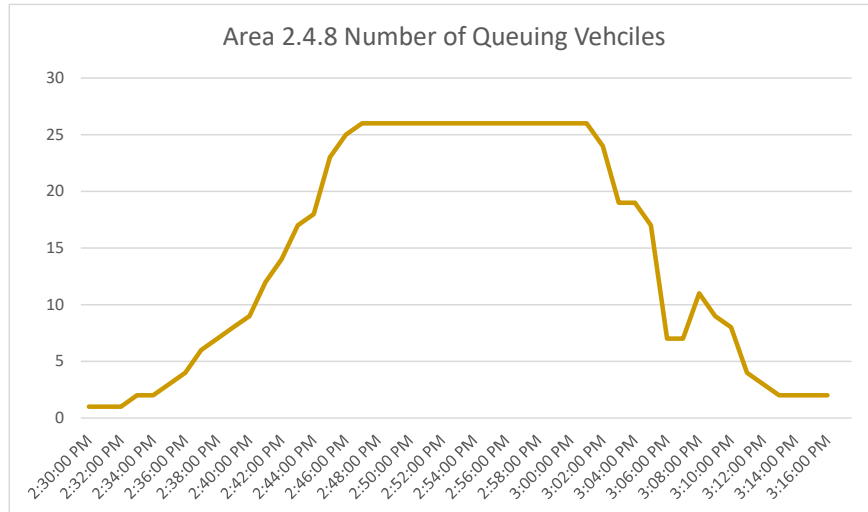


Figure 19: Occupancy of roadside queuing opposite school.

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#### 4.7. Roadside Parking west of the school (Area 2.4.9 on Figure 3)

Vehicles park on the side of Riverview Road facing towards Landing Road. Students can walk along the adjacent footpath to access the vehicles. However, between the footpath and the queued vehicles is the water table which inhibits safe access. **Figure 20** shows vehicles queued in this area. There are no 'No Stopping at All Times' lines or courtesy 'No Queuing Over Driveways' signs in this area.

**Figure 21** shows the build up of vehicles in this area from the first vehicle arriving at, 2.30pm and the last departing at 3.15pm. during that period the maximum number of vehicles queued was just over 10.



**Figure 20:** Queuing on Riverview Road to the west of the school.

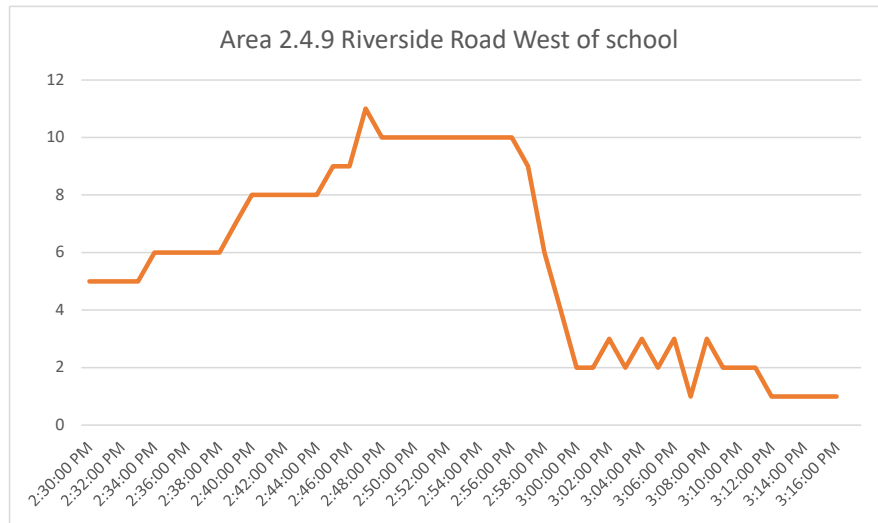


Figure 21: Occupancy of roadside queuing west of the school

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#### 4.8. Rear access off Kendall Road. (Area 2.4.6 on Figure 3)

Located between No36 and No38 Kendall Road is a 4m wide road corridor linking Kendall Road to the school. This corridor has no formed path and is not signed in any way. Counts in both the morning and afternoon period indicated that this access to the school was not used at all. **Figure 22** shows the point where this road corridor joins Kendall Road.



**Figure 22:** Rear access from school onto Kendall Road. The road corridor meets Kendall Road adjacent to the power pole and runs parallel to the bamboo shelter belt.



## 5. Current Concerns

### 5.1. Safety

The author of this report was part of the team that assessed the safety at the school at the request of the school in 2018. Little seems to have changed since then and the following conclusions still apply;

- The location of the school on a low volume residential road with little passing traffic is an ideal location for a school,
- The provision of two loops, one for buses and one for general vehicles is good practice,
- Both loops work well with the students able to get into the respective vehicles without crossing traffic flows,
- The general pick up/drop off loop is well managed by the school, students wait in the school grounds until their parent/carer arrives and only then do they approach the vehicle under the supervision of a staff member,
- A number of students walk towards Landing Road, they are either walking to nearby properties or to the cars parked on the south side of Riverview Road west of the school.

Generally, there are no road safety concerns with the current operation.

### 5.2. Congestion

As is usual with schools there is little congestion in the morning period as each child being dropped off at school only takes a reasonably short length of time. The traffic count for Riverview Road west of the school for the 8am to 9am period indicates a one way traffic count of 415 vehicles. This indicates that in this hour approximately 200 vehicles come to the school to drop off students. Even with this volume there were never vehicles queuing out of the pick up/drop off loop. Congestion is therefore not a concern in the morning period.

In the afternoon period things function differently. The school day ends at 2.55pm. From approximately 2.30 parents/carers start to arrive and wait for their student(s). By 2.45 there are no angle parking spaces left and vehicles start to wait on the road. The peak of vehicles waiting on the road is at 3pm with approximately 40 vehicles waiting on the road. By 3.15 all the vehicles have dispersed, thus the total period of waiting vehicles is approximately  $\frac{3}{4}$  hour from 2.30 to 3.15.

As discussed in **Section 5.1** the school manages the pick up/drop off area both from the safety perspective and efficiency. There is a member of staff at the entry to the loop with a radio, this ensures that there is as little delay to traffic in the loop as possible. The school operates the pickup loop as safely and efficiently as possible within the constraints of the current infrastructure.

At no time do the waiting vehicles completely block Riverview Road so a vehicle cannot get through; through access is possible at all times. In addition, a vehicle wishing to get to a property east of the school has an alternative to use Kendall Road.



### 5.3. Blocking of accesses

During the site visit no evidence was seen of vehicle queuing across accesses, generally parents/carers wait in a courteous manner and remain in their vehicles, so can move quickly if required. For the area opposite the school the five 'No Queuing Over Driveways' signs appear to be effective.

### 5.4. Queuing on the roadside berms

Riverview Road only has a sealed width of 6.5m and to avoid blocking the road the queued vehicles park partially on the roadside berm. Some local residents have complained about the damage to the berms outside their houses and have some have even taken to placing obstructions on the berms. The Council has taken enforcement action against some of these obstructions. Refer to **Figure 23** below.



**Figure 23: Obstructions placed on berms.**

The site visit took place in July in the middle of winter, any damage to the berms caused by waiting vehicles appeared to be superficial and certainly does not detract from the appearance of the streetscape.

**Figures 24 and 25** show the typical condition of the berms at the time of the site visit (2 July 2024).



Figure 24 : Typical berm condition in July.



Figure 25 : Typical berm condition in July.

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## 5.5. Conclusions

Based upon the following;

- The school is in an ideal location, it is in a residential area within its catchment area. The school is also located on a road with very little through traffic.
- The school is well provided for traffic movements with a dedicated staff car park, which has been enlarged in 2020, and two traffic 'loops', one for buses and one for general traffic, there is also nearly 30 roadside parking spaces,
- Based upon the current operation there is no identifiable safety concerns, the safety of the students is well managed so the likelihood of a student being struck by a vehicle is extremely low,
- In the 2.30 to 3.15 period there is a build up of traffic waiting, this generally waits on the roadside in various locations, this traffic is only present for ¼ hour. Whilst the road is busy and in places reduced to a single vehicle wide at no time is access to the neighbouring properties totally blocked,
- Given that the No Stopping at All Times markings are having little effect and are seldom enforced consideration should be given to their removal,
- There is little evidence of property access being blocked,
- Berm damage is slight and does not detract from the attractive streetscape.

There is no identifiable problem for which a case could be made to attract Waka Kotahi New Zealand Transport Agency subsidised funding.





## 6. Potential projects (100% Council Funding)

Complaints about traffic at Riverview School have been ongoing for a number of years, during this time a number of potential projects have been identified to address the perceived issues. As noted in the previous section it is considered that there is no identifiable problem for which a case could be made to attract Waka Kotahi New Zealand Transport Agency subsidised funding. However, the potential projects are however described here for completeness.

These projects mostly centre around the following principles.

- Modal shift,
- Traffic redistribution,
- Provision of additional waiting areas,

### 6.1. Project 1: Speed limit review

In line with the current 'Setting of Speeds Limits Rule' the speed limit on Riverview Road and Kendall Road is being lowered to 30km/h and the current 40km/h courtesy school speed limit signs removed. This change is funded and is being implemented.

### 6.2. Project 2: School Travel Plan

Trips to school in cars have many health and wellbeing dis-benefits, the <http://www.letsgo.org.nz/Schools-Workplaces/School> website lists the following advantages of a school travel plan to reduce the number of car trips used to get to/from school.

- Cost savings for parents and teachers,
- Improved safety and reduced car congestion near the school,
- Improved air quality, energy saved and lower noise pollution,
- Exercise before school improves readiness for learning,
- Walking to school is social for kids and their parents,
- Active travel to school promotes independence and self-confidence, and
- Builds community.

The travel plan seeks to quantify where pupils live, how they get to school, what impediments there are to alternative means of getting to/from school other than being driven and how these impediments may be addressed.

A travel plan would also be beneficial in documenting and formalising the current management practices for bus operations and the drop-off and collection of children at the school.

It is recommended that the school should prepare a travel plan if this has not been done already.



### 6.3. Project 3: Establishment of a School Street

School Streets seek to improve the environment in the vicinity of a school by filtering or restricting traffic in the vicinity of the school. Unless there is a substantial modal shift in the make up of traffic to the school the school street is unlikely to be a viable option as there is no convenient piece of land nearby for school traffic.

### 6.4. Project 4: One Way Street

This would make the Kendall Road/Riverview Road circuit one way. Vehicles would enter via Kendall Road and leave via Riverview Road.

### 6.5. Project 5: Improve Pedestrian Access from Kendall Road

This access is very indistinct, and based on the observations on site is not used. If improved to be a concrete footpath some of the students who live on Kendall Road could use it. In addition, where the access joins Kendall Road students could be collected thus spreading the load from Riverview Road. As it would only be used during daylight hours no lighting would be required.

### 6.6. Project 6: Widen Riverview Road opposite school

This project would widen Riverview Road to formalise the existing waiting area, the number of spaces would be limited by the large number of existing driveways. Effectively no additional waiting area would be gained.

### 6.7. Project 7: Extend pick up drop off loop and widen Riverview Road opposite the school

This project would lengthen the pick up/drop off loop eastwards, this would create approximately 25 off road waiting spaces and possibly create an additional 10 angle parking spaces. As with Project 6 the waiting area opposite the school would be formalised.

### 6.8. Project 8: Extend pick up drop off loop and widen Riverview Road east of the school

Similar to Project 7, this project would lengthen the pick up/drop off loop eastwards, this would create approximately 25 off road waiting spaces and possibly create an additional 10 angle parking spaces. Based on a courtesy change in the direction the traffic approaches the school, Riverview Road would be widened east of the school. This is more favourable for roadside waiting as there are less accesses off the road.

### 6.9. Project 9: Supplement the angle parking for a double stacking area and widen Riverview Road west of the school

This would remove the existing angle parking east of the pick up/drop off loop and replace it with a double stacked waiting area. Whilst this would gain waiting space it would be at the expense of angle parking.

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### 6.10. Project 10 Raised Median

This would prevent right turning into the pick up/drop off loop and encourage vehicles to arrive from Kendall Road.

### 6.11. Project 11: Full Urbanisation of Riverview Road

Riverview Road is a rural road in a predominantly urban area. This project would reconstruct Riverview Road to the FNDC Engineering Standards Type C Cross section. Parking areas would be provided on both sides of the road, the watertables would be piped and a footpath would be provided on both sides of the road



## 7. Comparison of the projects

Table 5 overleaf shows a comparative analysis of the projects.



Project	Description	Category	Advantages	Disadvantages	Cost Band
Project 1	Speed limit review	Completed	<ul style="list-style-type: none"> <li>• Low cost</li> <li>• Carried out already</li> </ul>		\$
Project 2	School Travel Plan	Modal shift	<ul style="list-style-type: none"> <li>• Reduces number of vehicles at school</li> </ul>	<ul style="list-style-type: none"> <li>• May have little effect</li> <li>• Required buy-in for the parents/carers</li> </ul>	\$
Project 3	Establishment of a School Street	Modal shift/Traffic redistribution	<ul style="list-style-type: none"> <li>• Reduces number of vehicles at school</li> </ul>	<ul style="list-style-type: none"> <li>• No readily available space for off-site pickup</li> </ul>	\$\$
Project 4	One Way Street	Traffic redistribution	<ul style="list-style-type: none"> <li>• Low Cost</li> <li>• Reduces conflict points</li> </ul>	<ul style="list-style-type: none"> <li>• Likely to be unpopular with some residents</li> </ul>	\$
Project 5	Improve pedestrian walkway off Kendall Road	Traffic Redistribution	<ul style="list-style-type: none"> <li>• Medium cost</li> <li>• Makes use of an existing asset</li> <li>• Spreads traffic load</li> <li>• Gives better access for residents of Kendall Road</li> </ul>	<ul style="list-style-type: none"> <li>• May be of limited benefit</li> <li>• May take some encouragement to get people to use</li> </ul>	\$\$
Project 6	Widen Riverview Road opposite school	Provision of additional waiting areas	<ul style="list-style-type: none"> <li>• Will improve the most heavily used waiting area</li> </ul>	<ul style="list-style-type: none"> <li>• The large number of accesses mean that the full potential of this area for queuing will not be realised</li> <li>• High cost for limited benefit</li> </ul>	\$\$



Project	Description	Category	Advantages	Disadvantages	Cost Band
Project 7	Extend pick up drop off loop and widen Riverview Road opposite the school	Provision of additional waiting areas	<ul style="list-style-type: none"> <li>Will substantially increase queuing area</li> <li>Will add additional angle parking</li> </ul>	<ul style="list-style-type: none"> <li>High Cost</li> <li>The large number of accesses mean that the full potential of this area for queuing will not be realised</li> <li>Loss of school playing fields</li> </ul>	\$\$\$
Project 8	Extend pick up drop off loop and widen Riverview Road east of the school	Provision of additional waiting areas	<ul style="list-style-type: none"> <li>Will substantially increase queuing area</li> <li>Will add additional angle parking</li> <li>The widening is in an area of less accesses so is more effective</li> </ul>	<ul style="list-style-type: none"> <li>High Cost</li> <li>Loss of school playing fields</li> </ul>	\$\$\$
Project 9	Supplement the angle parking for a double stacking area and widen Riverview Road west of the school	Traffic redistribution	<ul style="list-style-type: none"> <li>Will redistribute traffic east of the school</li> </ul>	<ul style="list-style-type: none"> <li>No gain in waiting space</li> </ul>	\$\$\$
Project 10	Median barrier on Riverview Road	Traffic redistribution	<ul style="list-style-type: none"> <li>Will encourage traffic to access the pick up/drop of area via Kendall Road</li> </ul>	<ul style="list-style-type: none"> <li>Will also limit residents turning</li> </ul>	\$\$









































### 6.3 INFRASTRUCTURE CONSENT COMPLIANCE STATUS

**File Number:** A4961832

**Author:** Simone Elsmore, Infrastructure Consenting Team Leader

**Authoriser:** Tanya Proctor, Head of Infrastructure Strategy

#### TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of the information report is to provide an update to Te Koukou on the compliance status of all Infrastructure consents granted by Northland Regional Council.

#### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Te Kaunihera o te Hiku o Te Ika – Far North District Council currently holds resource consents for Infrastructure as required under the Resource Management Act 1991.
- Council staff report compliance with water and wastewater consent conditions to Northland Regional Council monthly, and stormwater discharges annually.
- In September 2024, eight (8) of the eight (8) water schemes and six (6) of the 15 wastewater schemes were fully compliant.
- Council also holds resource consents for various District Facility activities, e.g. maritime,
- No additional abatement notices or infringement notices were received in September 2024.
- Due to the timing of this report to Te Koukou, only September 2024 Compliance status for water quality and flow was captured as October 2024 is currently being analysed

#### TŪTOHUNGA / RECOMMENDATION

**That Te Koukou - Transport and Infrastructure Committee receive the report Infrastructure Consent Compliance Status.**

#### TĀHUHU KŌRERO / BACKGROUND

Council holds multiple resource consents for the operation of infrastructure activities as required under the Resource Management Act 1991. This includes water, wastewater, stormwater, maritime, airports, solid waste, onsite wastewater for public toilets and campgrounds.

Compliance reporting to Northland Regional Council of water and wastewater consent conditions is monthly (15<sup>th</sup>) via email with stormwater discharges reported annually each July.

Reporting of all other consent conditions is as required by the consent.

An information report was provided to Te Koukou in October 2024 where the results for August 2024 were provided. Due to the timing of the October report to Te Koukou, only August was captured as September had not been analysed. For the month of August 2024, seven (7) of the eight (8) water schemes and four (4) of the 15 wastewater schemes were fully compliant.

The committee requested for the following information to be provided at the next meeting:

- To follow up with the operations and maintenance team to understand why information was not provided in table 1 as shown with the question mark symbol
- Provide regular reports on yellow and red dots highlighted in table 1 to understand the issue and approach moving forward to mitigate
- Provide a list of non-compliances for wastewater and water takes to understand what non-compliances are administrative and what non-compliances are quality related



**MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS**Analysis of consents and consent conditions

CSVue is a nationwide software system that Council uses to hold its consent details. A review of all 3water consents and consent condition data highlighted some discrepancies in the data setup. The implications are that CSVue may be reporting that some consent conditions may be compliant when they are not, or vice versa.

To mitigate this are the following steps:

- Validate the status with of all FNDC 3water consents with NRC.
- Validate and update the data in CSVue for all consents and conditions.
- Audit of FNDC all non-3water consents and conditions.

Compliance status for 3waters consents

The last 12 months (to 30/09/2024) compliance status for water quality and flow for FNDC wastewater treatment plants and water takes is tabled below in the dot report (Table 1).

**Table 1: Compliance status for water quality and flow**

Sites	Sep 23	Oct 23	Nov 23	Dec 23	Jan 24	Feb 24	Mar 24	Apr 24	May 24	Jun 24	Jul 24	Aug 24	Sep 24
Kaitāia water	●	●	●	●	●	●	●	●	●	●	●	●	●
Kaikohe water	●	●	●	●	●	●	●	●	●	●	●	●	●
Kawakawa water	●	●	●	●	●	●	●	●	●	●	●	●	●
Rāwene Ōmanaia water	●	●	●	●	●	●	●	●	●	●	●	●	●
Kerikeri water	●	●	●	●	●	●	●	●	●	●	●	●	●
Okaihau water	●	●	●	●	●	●	●	●	●	●	●	●	●
Ōpononi water	●	●	●	●	●	●	●	●	●	●	●	●	●
Paihia water	●	●	●	●	●	?	?	●	●	●	●	●	●
Ahipara Wastewater (WW)	●	●	●	●	●	●	●	●	●	●	●	●	●
Hihi WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Kāeo WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Kaikohe WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Kaitāia WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Kawakawa WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Kerikeri WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Kohukohu WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Ōpononi WW	●	●	●	●	●	●	●	●	●	●	●	●	●
Paihia WW	●	●	●	●	●	●	●	●	●	●	●	●	●

Rāwene WW	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Rangiputa WW	●	●	●	?	●	●	●	●	●	●	●	●	●	●
Kororāreka/Russell WW	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Taipā WW	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Whatuwhiwhi WW	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Key:

●	Non-compliant and has an abatement notice in place
●	Non-compliant but not yet subject to an abatement notice or enforcement action
●	Complied with water quality and flow data requirements for the month. There may still be administrative non-compliances that are not reported on at a monthly level.
?	No data provided that month

Due to the timing of this report to Te Koukou, only September 2024 was captured as October 2024 had not been analysed.

For the month of September 2024, eight (8) of the eight (8) water schemes and six (6) of the 15 wastewater schemes were fully compliant.

Compliance is measured across all consent conditions which includes reporting, so non-compliance can be the result of failure to submit a report on time.

#### Abatement Notices

No additional Abatement Notices or Infringements were received in August 2024.

Further information as requested from October 2024 Te Koukou meeting:

The committee requested for the following information to be provided at the next meeting:

Feedback from October 2024 Te Koukou meeting	Status
To follow up with the operations and maintenance team to understand why information was not provided in the dot report (table 1) as shown with the question mark symbol	To complete
Provide regular reports on yellow and red dots highlighted in table 1 to understand the issue and approach moving forward to mitigate	To provide in a workshop in February 2025
Provide a list of non-compliances for wastewater and water takes to understand what non-compliances are administrative and what non-compliances are quality related	See table 2 of this information report

**Table 2: Compliance status for wastewater and water takes for September 2024**

Sites	Water Flow and Quality Conditions (non compliances)	Outstanding Administrative and Reporting Conditions (non compliances)
<b>Water Take Consents</b>		
Kaitāia water	Awanui River water take compliant 12 of last 12 months. Sweetwater Bore not yet in production so is not reported here.	This scheme has two water takes, Awanui River and Sweetwater Bore. The bore take is not yet in production. <b>Awanui River</b> <ul style="list-style-type: none"> <li>Condition 5 - meter verifications due every 5 years.</li> </ul> Condition 11 form Iwi liaison group.  <b>Sweetwater Bore</b> <ul style="list-style-type: none"> <li>Condition 17 – provide annual report,</li> <li>Condition 18 – form and operate water user liaison group.</li> </ul>
Kaikohe water	Monument Hill Bore take and Wairoro Stream Take compliant 12 of last 12 months	This scheme has three water take consents, Monument Hills Bore, Wairoro Stream and Taraiare Hills Dam. <b>Monument Hill</b> <ul style="list-style-type: none"> <li>Condition 10 – The Consent Holder must install and maintain water level or flow measuring devices at the Waikotihe Spring and the Punakitere Stream at the Monitoring Locations marked on the attached plan (referenced as Northland Regional Council Plan Number 5078).</li> </ul> <b>Wairoro Stream</b> <ul style="list-style-type: none"> <li>Condition 4 – meter verification due every 5 years.</li> </ul> <b>Taraiare Hills Dam</b> <ul style="list-style-type: none"> <li>Nil</li> </ul>
Kawakawa water	Tirohanga Bore take compliant 12 of last 12 months	<b>Tirohanga Bore</b> <ul style="list-style-type: none"> <li>Condition 4 – meter verification due every 5 years</li> </ul>
Rāwene Ōmanaia water	Petaka Stream take compliant 5 of last 12 months Compliant for September 2024	<ul style="list-style-type: none"> <li>Condition 18 – supernatant monitoring</li> <li>Condition 22 – maintenance records to be maintained and provided to NRC immediately upon request</li> <li>Condition 30 – community liaison group to be established and facilitated</li> </ul>
Kerikeri water	Kerikeri water take compliant 11 of last 12 months. Compliant for September 2024	<ul style="list-style-type: none"> <li>Condition 4 – meter verifications due every 5 years</li> </ul>

Ōkaihau water	Ōkaihau bore water take compliant 12 out of last 12 months	<b>Ōkaihau Bore</b> <ul style="list-style-type: none"> <li>Condition 7 - the Consent Holder shall maintain its water supply reticulation network and treatment system so that it operates effectively at all times and the loss of water from the reticulation network and treatment system is, as far as is practicable, minimised. A record of all maintenance shall be available to view by the Northland Regional Council's assigned monitoring officer immediately on written request by that officer.</li> </ul>
Ōpononi water	Smoothy Bore and Waitotemarama Stream take compliant 8 out of last 12 months	This scheme has three water takes, Waitotemarama Stream, Smoothy Bore, and Waiorohia Dam. The dam is not currently in use. <b>Waitotemarama Stream</b> <ul style="list-style-type: none"> <li>Condition 14 - community liaison group to be established and facilitated to meet at least annually.</li> </ul> <b>Smoothy Bore</b> <ul style="list-style-type: none"> <li>Condition 12 – Leighs Spring monitoring required</li> </ul>
Paihia water	Waitangi River water take compliant 11 out of last 12 months. Non-compliant in December 2023 because flow meter was not operating. Now resolved.	Full Compliance
<b>Wastewater Discharge Consents</b>		
Ahipara WW	Condition 10 - Faecal coliforms have caused non-compliance 12 of last 12 months. SCUUV has now been installed and water quality should improve. Condition 2 – leachate volume was 11m <sup>3</sup> where 10m <sup>3</sup> is consented.	<ul style="list-style-type: none"> <li>Condition 4 – meter verifications required annually</li> <li>Condition 20 – servicing and maintenance records required annually</li> <li>Condition 21 – wastewater management plan review required every three years</li> </ul>
Hihi WW	Non-compliant due to ammonia and <i>E. coli</i> 9 of last 12 months. Compliant in September.	<ul style="list-style-type: none"> <li>Condition 10 – inflow and infiltration prevention</li> <li>Condition 16 – Annual Management Plan review</li> </ul>
Kāeo WW	Non-compliant due to missing flow data and <i>E. coli</i> and ammonia breaches 9 of last 12 months. Compliant in September	<ul style="list-style-type: none"> <li>Condition 11 – new trade and industrial connections to be reported to NRC</li> <li>Condition 12 – servicing and maintenance records required annually</li> </ul>
Kaikohe WW	Non-compliant due to <i>E. coli</i> and or ammonia 12 of last 12 months (condition 7(h))	<ul style="list-style-type: none"> <li>Condition 2 – outlet flow meter accuracy</li> <li>Condition 9 – inflow and infiltration prevention</li> <li>Condition 11 – inlet screen replacement and operation</li> </ul>

Kaitiāia WW	Non-compliant due to either missing flow data or bacteriophages 10 of last 12 months. Condition 6(b) regarding bacteriophages non-compliant in September	<ul style="list-style-type: none"> <li>Condition 9 - inflow and infiltration prevention</li> <li>Condition 14 - wastewater management plan review required every five years</li> </ul>
Kawakawa WW	Non-compliant due to E.coli 3 of last 12 months Compliant in September	<ul style="list-style-type: none"> <li>Condition 12 – annual monitoring report</li> <li>Condition 13 – wastewater management plan review required every three years</li> </ul>
Kerikeri WW	Compliant 12 of 12 months	<ul style="list-style-type: none"> <li>Condition 15 – servicing and maintenance records required annually</li> <li>Condition 18 – community liaison group to be established and facilitated to meet at least annually.</li> <li>Condition 19 – provide monitoring reports to community liaison group</li> </ul>
Kohukohu WW	Non-compliant for either flow or E.coli 9 of last 12 months Condition 23 – faecal coliforms exceeded 50 <sup>th</sup> percentile of 5000mpn/100ml	<ul style="list-style-type: none"> <li>Condition 2 – system management plan finalised with community liaison group</li> <li>Condition 12 – establish Terms of Reference for a community liaison group</li> <li>Condition 27 – odour management plan to be finalised with community liaison group.</li> </ul>
Ōpononi WW	Non-compliant for <i>E. coli</i> 11 of last 12 months Condition 19 – <i>E. coli</i> breached median limit of 3000mpn/100ml	<ul style="list-style-type: none"> <li>Condition 5 – meter verification due annually</li> <li>Condition 7 – tidal clock calibration</li> <li>Condition 21 – community liaison group to be established and facilitated to meet at least annually.</li> </ul>
Paihia WW	Non-compliant for ammonia 6 out of last 12 months Compliant in September	<ul style="list-style-type: none"> <li>Condition 5 – meter verification due annually</li> </ul>
Rāwene WW	Non-compliant TSS and faecal 12 of last 12 months. Note DNA testing of faecal coliforms indicates some contamination coming from birds. Condition 8 – TSS and faecal coliforms exceeding med12 limit	<ul style="list-style-type: none"> <li>Condition 5 – meter verification due annually</li> </ul>

Rangiputa WW	Non-compliant 1 month out of last 12 due to inflow meter failure. Now resolved.	
Russell WW	Non-compliant 9 out of 12 months due to E.coli and leachate flow. E.coli has resolved since installation of new UV.	<ul style="list-style-type: none"> <li>• Condition 8 – land instability report</li> <li>• Condition 9 – bore disposal monitoring and maintenance report</li> <li>• Condition 10 – inflow and infiltration prevention programme</li> <li>• Condition 11 – infiltration and inflow investigation work</li> </ul>
Taipa WW	Non-compliant for ammonia and faecal coliforms 12 out of last 12 months. DNA testing indicates coliforms may be avian. Condition 5 – faecal coliforms exceed 850cfu/100ml at constructed wetland	<ul style="list-style-type: none"> <li>• Condition 11 – advise NRC of intended best practicable option for either land disposal or treatment upgrades.</li> </ul>
Whatuwhiwi WW	Non-compliant for total suspended solids (TSS) 12 out of last 12 months. Condition 8 – TSS exceeded 30 gms/m3	N/A

Key:

<b>Red</b>	Frequent non-compliance and enforcement action has been taken (abatement, infringement or prosecution)
<b>Amber</b>	Amber – frequent non-compliances but no enforcement action yet
<b>Green</b>	Compliant
<b>White</b>	Administrative/report non-compliant

In summary the next steps are as follows:

- Validate the status of all FNDC 3water consents with NRC.
- Validate and update the data in CSVue for all consents and conditions.
- Audit of all FNDC non-3water consents and conditions.
- Establish compliance programmes, such as monitoring and sampling.

### **PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

This is an information report of resource consent compliance levels and as such does not have any direct financial implications or budgetary provision.

### **ĀPITI HANGA / ATTACHMENTS**

**Nil**

## 6.4 INFRASTRUCTURE ABATEMENT NOTICES

**File Number:** A4960916

**Author:** Simone Elsmore, Infrastructure Consenting Team Leader

**Authoriser:** Tanya Proctor, Head of Infrastructure Strategy

### TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this information report is to provide to Te Koukou with an update on progress made towards the removal of Abatement Notices from Northland Regional Council.

### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- As of November 2024, three Abatement Notices remain outstanding.
- An information report was presented to Te Koukou October 2024 meeting and these are the key highlights to raise for Te Koukou November 2024 meeting:
  - Kaitiāia wastewater network abatement notice:
    - Consultation is still progressing
    - Due to consultation, the award date for the contract will now be requested at the February 2025 Council meeting (previously aimed for December 2024 Council meeting)
    - Tender documents have been completed and is out for tender on Government Electronic Tender Service (GETS) at the time of writing this report
    - Resource consent application has been lodged with Northland Regional Council
    - Physical works planned for late March/early April 2025 and is planned to take 3 months to complete
    - Expected completion of the physical works was May 2025 but now July 2025
- Monthly updates on Abatement Notices will be provided to Te Koukou.
- Monthly updates on remediation works to address Abatement Notices will be provided to Northland Regional Council.

### TŪTOHUNGA / RECOMMENDATION

**That Te Koukou - Transport and Infrastructure Committee receive the report Infrastructure Abatement Notices.**

### TĀHUHU KŌRERO / BACKGROUND

Te Kaunihera o Te Hiku o te Ika – Far North District Council hold multiple resource consents for water, wastewater and stormwater activities throughout the District.

Northland Regional Council (NRC) is the Compliance Regulator for the Resource Management Act 1991 (the RMA). Any activity that contravenes or is likely to contravene the RMA, (any Regulations, a Rule in a plan or a resource consent) can result in an Abatement Notice being issued - s322(1)(a)(i).

In October 2024, an information report was presented to Te Koukou which highlighted that the abatement notice for the Kororāreka/Russell Wastewater Treatment Plant was removed by NRC in April 2024. This results in three abatement notices still outstanding.



As of November 2024, there are three outstanding Abatement Notices for breaches of the RMA as highlighted in Table 1.

**Table 1: Outstanding Abatement Notices from NRC**

Scheme	Issued Date	Notice Number	Reason
Ōpononi/Omāpere Wastewater Treatment Plant	20 April 2016	EAC.066718.01	The discharge from the WWTP was not complying with condition 19 of AUT.002667 in particular the E.coli median and 90 percentile levels.
Kaitāia Wastewater Network	20 April 2016	EAC.066717.01	The unconsented discharge of untreated wastewater from the Kaitāia reticulated wastewater network into the Tarawhatoroa Stream, Kaitāia.
Ahipara WWTP	5 September 2022	EAC.071083.01	As per condition 10, faecal coliform concentration exceeded the median and 90 percentile concentrations of the AUT.003775 limits.

**MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS**

Addressing Abatement Notice non-compliance is a priority and progress is ongoing.

Abatement Notices are being addressed as per table 2 below, together with the expected date for completion of mitigation of those tasks.

**Table 2: Abatement Notice programme of work**

Scheme	Mitigation	Expected Completion	Progress	Compliant – Abatement Lifted
Ōpononi/Omāpere Wastewater Treatment Plant	Desludging of ponds	February 2025	Mobilising to site and enabling works commenced in September 2024.	Still in progress
	Wetland reinstatement	June 2025	Confirmation of detailed design is awaiting further test results to confirm mixing times. Procurement process likely to commence March 2025.	
	Installation of baffle curtains			
	Ultraviolet disinfection unit			
Kaitāia Wastewater Network	Construct a new DN450 wastewater main between the Bank Street engineered overflow Point (EOP) and Bonnett Road.  Construct a new 500 m <sup>3</sup> of emergency storage at Bonnett Road.	May 2025 July 2025	Design complete.  Consultation commenced September 2024 and still ongoing.  Tender documents completed and out for tender on GETS at the time of this report.  Consent application has been lodged to NRC.	Still in progress

			Award tender for February 2025 at Council meeting instead of December 2024 council meeting.	
Ahipara Wastewater Treatment Plant	Installation SCUJ treatment	Completed	Initial quality results show significant improvement.	Still in progress  As previously agreed with NRC, the abatement notice will be lifted where there is 6 months of compliant water quality results.

Monthly updates on Abatement Notices will be provided to Te Koukou.

Monthly updates on remediation works to address Abatement Notices will be provided to Northland Regional Council.

**PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

There are no financial or budgetary implications arising from this report.

**ĀPITIHINGA / ATTACHMENTS**

Nil

## 6.5 INFRASTRUCTURE CONSENTING WORK PROGRAMME

**File Number:** A4961739

**Author:** Simone Elsmore, Infrastructure Consenting Team Leader

**Authoriser:** Tanya Proctor, Head of Infrastructure Strategy

### TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this information report is to give an overview and update to Te Koukou on the Infrastructure Consenting work programme.

### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Te Kaunihera o Te Hiku o te Ika – Far North District Council (FNDC) holds a substantial number of resource consents for 3Waters and District Facility infrastructure assets to comply with the provisions of the Resource Management Act 1991 (the RMA).

An information report was provided to Te Koukou in October 2024. Updates to highlight since the last report are as follows:

- **Hihī Wastewater Treatment Plant (WWTP):** FNDC staff have initiated discussions with tangata whenua. A hui is to be held within the next 2 months and cultural impact assessment (CIA) to be commissioned.
- **Kāeo WWTP:** CIA has been completed and staff have prepared a draft addendum which is being reviewed at the time of this report. Expected submission is December 2024.
- **Kaitāia WWTP:** 1 submitter has withdrawn their right to be heard and FNDC staff are waiting for confirmation from the second submitter.

### TŪTOHUNGA / RECOMMENDATION

**That Te Koukou - Transport and Infrastructure Committee receive the report Infrastructure Consenting Work Programme.**

### TĀHUHU KŌRERO / BACKGROUND

An information report was provided to Te Koukou in October 2024. The report outlined that FNDC holds multiple resource consents for 3Waters and District Facilities infrastructure assets to comply with the provisions of the RMA.

The RMA requires applications to renew expiring consents to be lodged no later than 3 months prior to the expiry date (with Northland Regional Council (NRC) agreement). Applications can be placed on hold to allow time to complete necessary steps such as technical investigations and engagement.

The Infrastructure Consenting team has a Key Success Factor of lodging fully completed applications no later than 6 months before the consent expires. To achieve this, historical applications must be completed alongside initiating the consent renewal process for consents expiring in the next 2 years. Excluding non-3Waters District Facility consents, there are a total of 18 consents in the FY24 work programme made up of:

- 7 expired wastewater treatment plant consents
- 1 unexpired wastewater treatment plant consent
- 2 unexpired campground wastewater system consents
- 1 expired urban stormwater consent

- 3 new urban stormwater/drainage consents
- 4 unexpired water take consents

Aligning with Te Pae o Uta, staff are encouraged to ensure meaningful engagement with tangata whenua and key stakeholders to capture local knowledge and effects. A key action is ensuring iwi and hapū are informed of the consent application prior to lodgement.

In addition to consent renewals, consent assessments and applications required for the delivery of capital projects is also required. These are currently unplanned and are undertaken on an ad hoc basis.

Maritime consent renewals are completed by Far North Holdings Ltd.

The primary cause of applications being placed on hold is to undertake meaningful engagement. With improved planning and initiating the consent renewal process earlier, engagement will be completed in advance of lodging applications, thereby avoiding the need to place the application on hold. This is also expected to significantly reduce the number of Council assets operating under expired consents, improving compliance with the RMA and levels of service.

### MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Key changes since the information report provided to Te Koukou in October 2024 are as follows and added in Table 1:

- **Hihī Wastewater Treatment Plant (WWTP):** FNDC staff have initiated discussions with tangata whenua. A hui is to be held within the next 2 months and cultural impact assessment (CIA) to be commissioned
- **Kāeo WWTP:** CIA has been completed and staff have prepared a draft addendum which is being reviewed at the time of this report. Expected submission is December 2024
- **Kaitiāia WWTP:** 1 submitter has withdrawn their right to be heard and FNDC staff are waiting for confirmation from the second submitter

The tables below set out 3Waters related consents only. District Facility consents will be introduced in the February 2025 Te Koukou meeting.

#### FY24 Consent Applications in progress

**Table 1: Consent Application Progress table for wastewater and stormwater discharges**

Scheme, Consent Number & Expiry Date	Application lodged to NRC	Application progress
<b>Wastewater</b>		
Hihī Wastewater Treatment Plant AUT.007399.01.02 Expired 30/11/2022	31/8/2022	<ul style="list-style-type: none"> <li>• Application on hold</li> <li>• Public notification requested</li> <li>• FNDC have re-established discussions with tangata whenua and a hui is to be held.</li> <li>• Commission a cultural impact assessment</li> <li>• Once all information has been collected, lodge addendum with NRC</li> </ul>
Kāeo WWTP AUT.007205.01.03 Expired 31/10/2022	27/7/2022	<ul style="list-style-type: none"> <li>• Application on hold</li> <li>• Public notification requested</li> <li>• FNDC staff have completed the draft addendum and it is under review</li> </ul>

		<ul style="list-style-type: none"> <li>Send finalised addendum to tangata whenua and NRC</li> </ul>
Kaikohe WWTP AUT.002417.01.03 Expired 30/11/2021	27/8/2021	<ul style="list-style-type: none"> <li>Application on hold</li> <li>Public notification requested</li> <li>Focus is on planning the implementation of a Best Practicable Option (BPO) / upgrade</li> </ul>
Kaitiāia WWTP AUT.000932.01.03 Expired 30/11/2021	24/8/2021	<ul style="list-style-type: none"> <li>Public notification completed</li> <li>2 submissions received</li> <li>Staff in discussion with submitters to incorporate feedback into proposed consent conditions</li> <li>1 submitter has withdrawn their right to be heard and we are waiting for confirmation from the second submitter</li> </ul>
Ōpononi & Omāpere WWTP AUT.002667.01.03 Expired 31/8/2019	17/5/2019	<ul style="list-style-type: none"> <li>Mediation completed</li> <li>Paperwork has been submitted with the Environment Court and awaiting final decision</li> </ul>
Rāwene WWTP AUT.002577.01.03 Expired 31/8/2023	March 2023	<ul style="list-style-type: none"> <li>Application to be on hold for 2 years to allow discussions with tangata whenua and better off funding project to be completed as it may result in the current application being updated</li> </ul>
Kororāreka/Russell WWTP AUT.008339.01.03 Expires 30/4/2024	December 2023	<ul style="list-style-type: none"> <li>Application on hold to allow meaningful engagement with key stakeholders and tangata whenua</li> <li>Feedback has been received and being incorporated into Council's application</li> <li>Preparation to lodge addendum with NRC is underway</li> <li>Public notification has been requested</li> </ul>
Whatuwhiwhi WWTP AUT.007205.02.02 Expires 30/11/2025		<ul style="list-style-type: none"> <li>Consent renewal process commenced – technical data being collected and assessed, engagement with tangata whenua initiated, technical experts engaged for advice</li> <li>Lodgement of a full application targeted for April 2025</li> <li>Public notification is planned to be requested for full transparency</li> </ul>
Houhora Campground AUT.007711.01.02 Expires 30/11/2025		<ul style="list-style-type: none"> <li>Consent renewal has been assigned – preliminary stages</li> <li>Lodgement of a full application targeted for April 2025</li> </ul>
Tauranga Bay Campground AUT.004237.01.03 Expires 30/11/2025		<ul style="list-style-type: none"> <li>Consent renewal has been assigned – preliminary stages</li> <li>Lodgement of a full application with NRC by April 2025</li> </ul>

Stormwater		
Kerikeri Stormwater discharge AUT.004835.01.02 Expired 31/3/2012	4/10/2011	<ul style="list-style-type: none"> <li>Section 92 request for more information received in 2011/2012</li> <li>NRC requirements have been clarified</li> <li>Application has been assigned</li> <li>Lodgement of Addendum Application targeted for February 2025 and to request public notification</li> </ul>
Kaitiāia Stormwater discharge		<ul style="list-style-type: none"> <li>Lodgement of a full application targeted for 2025</li> </ul>

Consent Applications to commence in the next 6 months

**Table 2: List of new consents or renewals to be applied for:**

Scheme	New consent or a renewal	Expiry
Waipapa stormwater discharge	New	
Drainage Districts discharge consents	New	
Kaikohe – Monument Hill and Squires Springs AUT.001862.01 & 02.04	Renewal	31/5/2027
Kaikohe – Wairoro Stream AUT.004109.01.03	Renewal	31/5/2026
Ōpononi/Omāpere Waiotemarama Stream Dam AUT.004369.01.03	Renewal	31/08/2026
Ōpononi/Omāpere Waiarohia Stream Dam AUT.007356	Renewal	31/08/2026

Additional Work Streams

District Facility related consents are yet to be incorporated into the Infrastructure Consenting team’s work programme. These will be identified and incorporated into the February Te Koukou report.

The proposed Regional Plan may result in additional consent applications, but the extent of this is currently unknown.

A strategic approach needs to be developed for ad hoc consenting needs to address water resilience and water take compliance, especially during dry weather/low rainfall periods.

Next steps

- Next update due to Te Koukou February 2025 meeting
- District Facility consents, including solid waste, to be included in next update

**PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION**

There are no financial implications or budgetary provision arising from this report.

**ĀPITIHINGA / ATTACHMENTS**

**Nil**



## 6.6 FNDC TRANSPORTATION MAINTENANCE AND RENEWALS ACTIVITY UPDATE - OCTOBER 2024

**File Number:** A4968473

**Author:** Apikali Rokobigi, Maintenance Lead

**Authoriser:** Tanya Proctor, Head of Infrastructure Strategy

### TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present the October 2024 Transportation Maintenance and Renewals activity monthly reports, as an update on progress with approved transportation programmes and activities, for Committee review, discussion and questions.

### WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Activity reports from contractors in the roading and transport space are attached.
- The reports are intended to provide insight into operational and renewals activity completed over that month.

### TŪTOHUNGA / RECOMMENDATION

**That Te Koukou - Transport and Infrastructure Committee receive the report FNDC Transportation Maintenance and Renewals Activity Update - October 2024.**

### TĀHUHU KŌRERO / BACKGROUND

Each month Council's two main roading contractors – Fulton Hogan and Ventia provide updates on works undertaken. The two attachments report on the works undertaken through the month of October 2024.

These reports are published on our FNDC website for public information and **attached** to this report for governance oversight.



### MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The monthly reports are for information only.

### PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budgetary provision.

### ĀPITIHINGA / ATTACHMENTS

1. **October 2024 Monthly Report 7-18-100 North Contract - A4968878** [↓](#) 
2. **October 2024 Monthly Report 7-18-101 South Contract - A4968879** [↓](#) 





















































































**7 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED**

**RESOLUTION TO EXCLUDE THE PUBLIC**

**RECOMMENDATION**

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

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

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>7.1 - Confirmation of Previous Minutes - Public Excluded</b>	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities  s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>7.2 - Te Koukou Public Excluded Open Resolutions Update</b>	s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege  s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>7.3 - Road Maintenance and Renewals Contract Separable Portion 4 for North and South Contract Area</b>	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7



**8 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER**

**9 TE KAPINGA HUI / MEETING CLOSE**