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**PALMERSTON NORTH CITY COUNCIL**

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**AGENDA**

**INFRASTRUCTURE COMMITTEE**

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**9AM, WEDNESDAY 2 SEPTEMBER 2020**

ELWOOD ROOM, CONFERENCE & FUNCTION CENTRE,  
354 MAIN STREET, PALMERSTON NORTH

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## MEMBERSHIP

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**Vaughan Dennison (Chairperson)**

**Susan Baty (Deputy Chairperson)**

**Grant Smith (The Mayor)**

**Brent Barrett**

**Rachel Bowen**

**Zulfiqar Butt**

**Lew Findlay QSM**

**Billy Meehan**

**Karen Naylor**

**Bruno Petrenas**

**Aleisha Rutherford**

**Tangi Utikere**

**Agenda items, if not attached, can be viewed at:**

**pncc.govt.nz | Civic Administration Building, 32 The Square**

**City Library | Ashhurst Community Library | Linton Library**

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**Heather Shotter**

**Chief Executive, Palmerston North City Council**

**Palmerston North City Council**

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**Private Bag 11034, 32 The Square, Palmerston North**



## **INFRASTRUCTURE COMMITTEE MEETING**

2 September 2020

### **ORDER OF BUSINESS**

**1. Apologies**

**2. Notification of Additional Items**

Pursuant to Sections 46A(7) and 46A(7A) of the Local Government Official Information and Meetings Act 1987, to receive the Chairperson's explanation that specified item(s), which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded, will be discussed.

Any additions in accordance with Section 46A(7) must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

Any additions in accordance with Section 46A(7A) may be received or referred to a subsequent meeting for further discussion. No resolution, decision or recommendation can be made in respect of a minor item.

**3. Declarations of Interest (if any)**

Members are reminded of their duty to give a general notice of any interest of items to be considered on this agenda and the need to declare these interests.

**4. Public Comment**

To receive comments from members of the public on matters specified on this Agenda or, if time permits, on other Committee matters.

(NOTE: If the Committee wishes to consider or discuss any issue raised that is not specified on the Agenda, other than to receive the comment made or refer it to the Chief Executive, then a resolution will need to be made in accordance with clause 2 above.)

**5. Presentation - Powerco** Page 7

**6. Confirmation of Minutes** Page 9

“That the minutes of the Infrastructure Committee meeting of 5 August 2020 Part I Public be confirmed as a true and correct record.”

**7. Asset Management Improvement Plan Update** Page 13

Memorandum, presented by Jono Ferguson-Pye, Manager - Asset and Planning.

**8. Six Month Transport Network Safety Update Report - 2019-20 No 2** Page 21

Memorandum, presented by Robert van Bentum, Manager - Transport and Infrastructure.

**9. Update on Infill Lighting Required to Achieve Compliance in P and V Categories** Page 33

Memorandum, presented by Robert van Bentum, Manager - Transport and Infrastructure.

**10. Committee Work Schedule** Page 41

**11. Exclusion of Public**

To be moved:

“That the public be excluded from the following parts of the proceedings of this meeting listed in the table below.

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

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
12.	Minutes of the Infrastructure Committee meeting - Part II Confidential - 5 August 2020	For the reasons setout in the Infrastructure Committee minutes of 5 August 2020, held in public present.	

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public as stated in the above table.

Also that the persons listed below be permitted to remain after the public has been excluded for the reasons stated.

*[Add Third Parties]*, because of their knowledge and ability to assist the meeting in speaking to their report/s [or other matters as specified] and answering questions, noting that such person/s will be present at the meeting only for the items that relate to their respective report/s [or matters as specified].



## **PRESENTATION**

**TO:** Infrastructure Committee

**MEETING DATE:** 2 September 2020

**TITLE:** Presentation - Powerco

**ITEM 5**

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### **RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE**

1. That the Infrastructure Committee receive the presentation for information.

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### **SUMMARY**

Mr Oliver Vincent, SC Corporate Affairs Manager of Powerco, will make a presentation to outline the pipeline of infrastructure Powerco are completing here in the city and wider region.

### **ATTACHMENTS**

Nil



# PALMERSTON NORTH CITY COUNCIL

## Minutes of the Infrastructure Committee Meeting Part I Public, held in the Elwood Room, Conference & Function Centre, 354 Main Street, Palmerston North on 05 August 2020, commencing at 9.00am

<b>Members Present:</b>	Councillor Vaughan Dennison (in the Chair), The Mayor (Grant Smith) and Councillors Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Lew Findlay QSM, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.
<b>Non Members:</b>	Councillors Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta and Lorna Johnson.
<b>Apologies:</b>	Councillor Leonie Hapeta (for early departure).

The Mayor (Grant Smith) was not present when the meeting resumed at 2.07pm. He entered the meeting again at 2.11pm during consideration of clause 16. He was not present for clause 15.

Councillor Susan Baty was not present when the meeting resumed at 2.07pm. She entered the meeting again at 2.10pm during consideration of clause 16. She was not present for clause 15.

Councillor Leonie Hapeta left the meeting at 2.50pm during consideration of clause 18. She was not present for clauses 18 to 20 inclusive.

### 14-20 Apologies

Moved Vaughan Dennison, seconded Lorna Johnson.

#### The COMMITTEE RESOLVED

1. That the Committee receive the apologies.

Clause 14-20 above was carried 16 votes to 0, the voting being as follows:

#### For:

The Mayor (Grant Smith) and Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

The meeting adjourned at 9.01am.

The meeting resumed at 2.07pm.

When the meeting resumed The Mayor (Grant Smith) and Councillor Susan Baty were not present.

**15-20 Confirmation of Minutes**

Moved Vaughan Dennison, seconded Rachel Bowen.

The **COMMITTEE RESOLVED**

1. That the minutes of the Infrastructure Committee meeting of 3 June 2020 Part I Public be confirmed as a true and correct record.

Clause 15-20 above was carried 14 votes to 0, the voting being as follows:

**For:**

Councillors Vaughan Dennison, Brent Barrett, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**16-20 Whakarongo Residential Subdivision 6-Monthly Update**  
Memorandum, presented by Bryce Hosking, Manager - Property.

Councillor Susan Baty entered the meeting again at 2.10pm.

The Mayor (Grant Smith) entered the meeting again at 2.11pm.

Moved Vaughan Dennison, seconded Susan Baty.

The **COMMITTEE RESOLVED**

1. That the memorandum entitled 'Whakarongo Residential Subdivision 6-Monthly Update' presented to the Infrastructure Committee on 5 August 2020, be received for information.

Clause 16-20 above was carried 16 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**17-20 Facilities Management Improvements Update**  
Memorandum, presented by Bryce Hosking, Manager - Property and Sarah Hall, Facilities Management Team Leader.

Moved Vaughan Dennison, seconded Susan Baty.

The **COMMITTEE RESOLVED**

1. That the memorandum entitled 'Facilities Management Improvements Update' presented to the Infrastructure Committee on 5 August 2020, be received for information.

Clause 17-20 above was carried 16 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel

Bowen, Zulfiqar Butt, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**18-20 Infrastructure Capital Works Dashboard - June 2020**

Memorandum, presented by Geoffrey Snedden, Manager Project Management Office.

Councillor Leonie Hapeta left the meeting at 2.50pm.

Moved Vaughan Dennison, seconded Lorna Johnson.

The **COMMITTEE RESOLVED**

1. That the memorandum entitled 'Infrastructure Capital Works Dashboard – June 2020' presented to the Infrastructure Committee on 5 August 2020, be received.

Clause **Error! Reference source not found.** above was carried 15 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**19-20 Committee Work Schedule**

Moved Vaughan Dennison, seconded Tangi Utikere.

The **COMMITTEE RESOLVED**

1. That the Infrastructure Committee receive its Work Schedule dated August 2020.

Clause 19-20 above was carried 15 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

**EXCLUSION OF PUBLIC**

**20-20 Recommendation to Exclude Public**

Moved Vaughan Dennison, seconded Susan Baty.

The **COMMITTEE RESOLVED**

"That the public be excluded from the following parts of the proceedings of this meeting listed in the table below.

The general subject of each matter to be considered while the public is

excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
11.	Minutes of the Infrastructure Committee meeting - Part II Confidential - 3 June 2020	For the reasons setout in the Infrastructure Committee minutes of 3 June 2020, held in public present.	
12.	Procurement of Road Maintenance, Renewal and Capital Improvement Services	Third Party Commercial and Commercial Activities	s7(2)(b)(ii) and s7(2)(h)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public as stated in the above table.

Clause 20-20 above was carried 15 votes to 0, the voting being as follows:

**For:**

The Mayor (Grant Smith) and Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Lew Findlay QSM, Patrick Handcock ONZM, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

The public part of the meeting finished at 3.06pm.

Confirmed 2 September 2020

**Chairperson**

## MEMORANDUM

**TO:** Infrastructure Committee

**MEETING DATE:** 2 September 2020

**TITLE:** Asset Management Improvement Plan Update

**PRESENTED BY:** Jono Ferguson-Pye, Manager - Asset and Planning

**APPROVED BY:** Tom Williams, Chief Infrastructure Officer

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### RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. That the memorandum entitled “Asset Management Improvement Plan Update” presented to the Infrastructure Committee on 2 September 2020, be received.

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#### 1. ISSUE

- 1.1 Asset Management Improvement Plan tasks were developed as part of the 2017 Asset Management Plans (AMPs), but these tasks were not budgeted for or operationalised.
- 1.2 A critical element of asset management (AM) practice is audit and improvement planning. The development and resourcing of a formal organisational asset management improvement plan is critical to the delivery of this element of AM practice.

#### 2. BACKGROUND

- 2.1 The Property Asset Management Planning report to the 6 May 2019 Audit and Risk Committee signalled the Asset Planning Division’s (APD) intention to commission an independent AM Maturity Assessment. The purpose of an assessment was to identify gaps in the Council’s approach to AM practice and to inform the APD’s improvement plan work programme.
- 2.2 Asset Management Maturity describes the level of asset management practice and is an important part of the Asset Management System. Maturity is assessed against each attribute (element) of the asset management process. An organisation’s maturity reflects the extent to which it has achieved a level of AM appropriate to the organisation, given the assets, complexity and risks being managed.

### 3. ASSET MANAGEMENT MATURITY ASSESSMENT FINDINGS

- 3.1 Using the New Zealand Treasury framework, the findings of the AM Maturity Assessment commissioned by the APD in July 2019 are presented at two levels, being overall results and results for each activity.

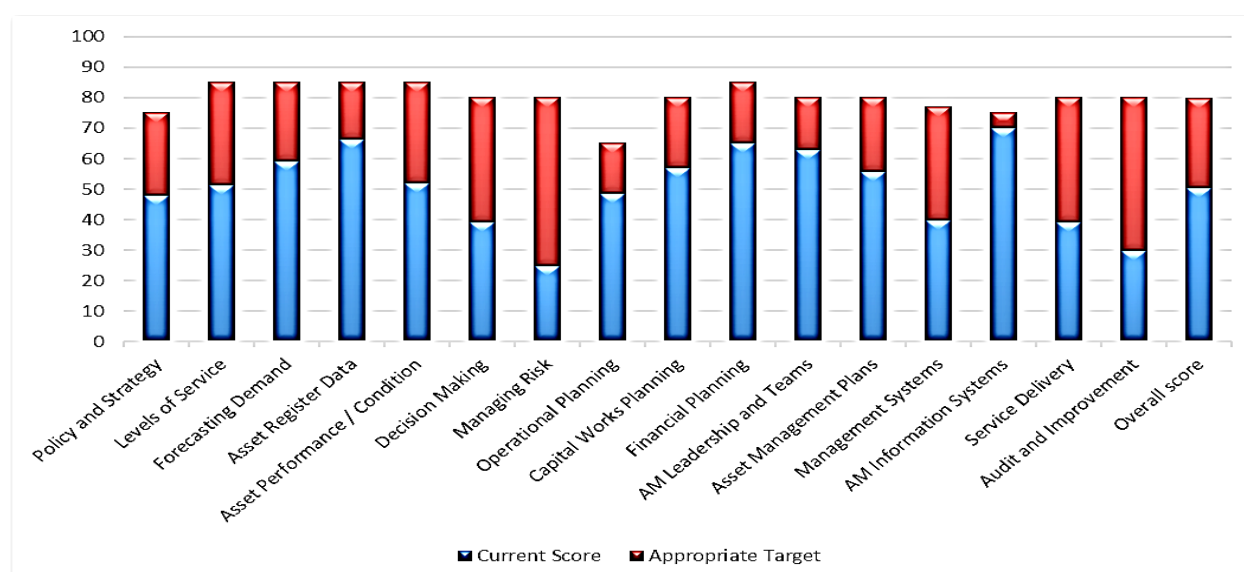
#### Overall Results:

- The overall maturity **target score** is 80 – at the high end of the “Intermediate” level of asset management maturity.

*Note: the target score of intermediate is appropriate for a local government organisation considering the Council’s size and complexity of assets.*

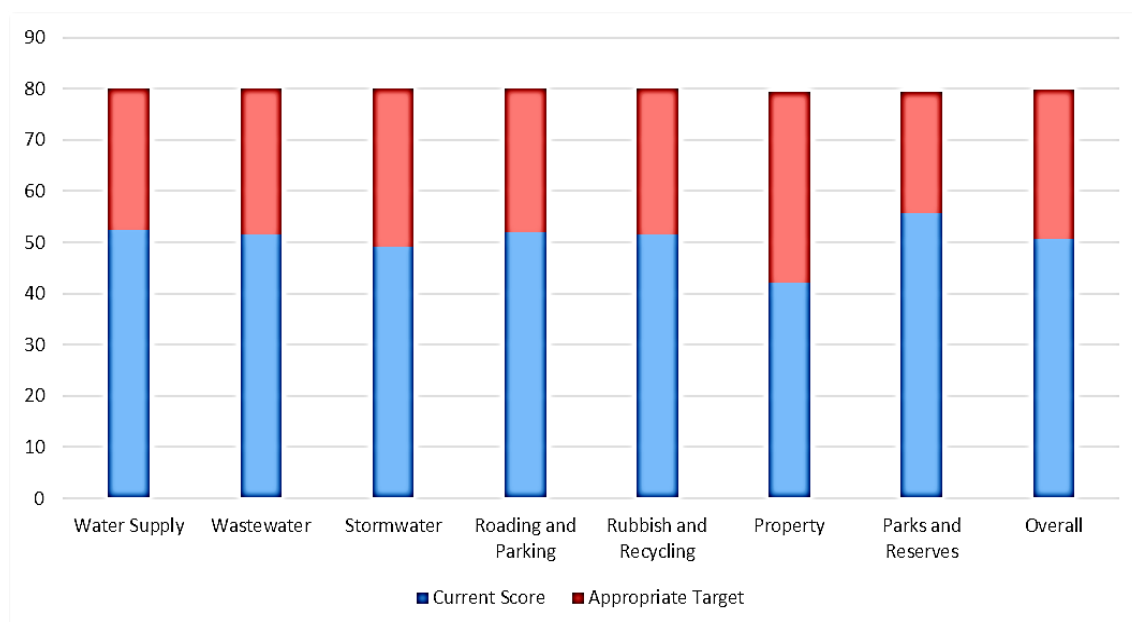
Aware	Minimum	Core	Intermediate	Advanced
0-20	21-40	41-60	61-80	81-100

- Council achieved** a total overall maturity score of 51, which places it in the “Core” level of AM maturity. This leads to an **overall maturity gap of 29**.
- The maturity target for AM practice elements vary between 65 and 85. Council does not have any elements at, or above the target level of maturity.
- The practice elements that have the most opportunity for improvement are **Managing Risk** and **Audit and Improvement**. These practices have the greatest maturity gaps of 55 and 50 points respectively.
- The area of strength is Council’s **Asset Management Information Systems** noting a 5 point difference between the current score and the maturity target.



### Activity Results

- The **Property** activity has the most opportunity for improvement with a gap of 37 points between the current maturity score and the target. Practice elements needing most improvement include Decision Making, Managing Risk and Service Delivery.
- The **Stormwater** activity has the second greatest opportunity for improvement with a gap of 31 points between current maturity score and the target. Practice elements needing most improvement include Managing Risk and Audit and Improvement.
- The **Parks and Reserves** activity is best performing activity with a total of 23 points between the current maturity score and the target. Strengths include Asset Information Systems, Asset Management Plan and Operational Planning.
- The remaining activities range between 27 to 28 points difference between the current maturity score and the maturity targets. Areas for improvement across all activities include Managing Risk, and Audit and Improvement.



- 3.2 **Traffic Light Indicator Table** – the figures and colours in the table below represent the amount of improvement required to reduce the “gap” between the current maturity score and the maturity target. Green shades represent small gaps between the current maturity score and target score while red indicates larger gaps exist, and improvement is a greater priority.

## PALMERSTON NORTH CITY COUNCIL

	Overall *	Roading and Parking	Water Supply	Wastewater	Stormwater	Parks and Reserves	Property	Rubbish and Recycling
Policy and Strategy	30	30	25	30	30	20	30	30
Levels of Service	35	35	35	35	35	15	45	35
Forecasting Demand	25	25	25	25	35	20	35	15
Asset Register Data	20	15	15	15	30	15	20	20
Asset Performance / Condition	30	25	25	30	40	35	40	35
Decision Making	40	40	40	40	40	30	55	40
Managing Risk	55	55	55	55	55	55	55	55
Operational Planning	15	15	15	15	15	10	40	5
Capital Works Planning	25	20	20	20	20	20	40	20
Financial Planning	20	20	20	20	20	20	20	20
Asset Management Leadership and Teams	20	10	10	10	15	15	40	20
Asset Management Plans	25	25	25	25	25	10	35	25
Asset Management Systems	40	40	40	40	40	30	30	40
Asset Management Information Systems	5	5	5	5	5	5	5	5
Service Delivery	40	40	40	40	40	30	55	40
Audit and Improvement	50	50	50	50	50	50	50	50

5	10	15	20	25	30	35	40	50	55

#### 4. ESTABLISHMENT OF A MONITORING AND REPORTING SYSTEM

- 4.1 The Maturity Assessment identified audit and improvement planning as one of the weakest AM elements with a gap of 55 points. A key improvement action recommended by the Maturity Assessment was that:

*PNCC responds to this review by incorporating these actions into a corporate wide action plan to ensure the recommended improvements are implemented throughout the organisation, subject to resource limitations, and that effective monitoring and reporting processes are put in place to provide management and governance overview.*

- 4.2 In order to increase awareness of the need to increase AM practice across the organisation the APD has digitised the findings of the Maturity Assessment into an interactive dashboard that will be available to all staff.
- 4.3 The dashboard clearly shows where the biggest gaps in AM maturity are and links prioritised improvement plan tasks to these gaps in order to provide management and staff with the knowledge of what can be done to close the maturity gap.
- 4.4 The Council does not have the capability or resourcing for all the improvement tasks and has budgeted for making improvements in the areas of the greatest need, i.e. where the gaps in maturity are the greatest.
- 4.5 The dashboard will be developed further as a monitoring and reporting tool to help reinforce adoption and ensure that improvements are embedded into the organisation as business as usual.
- 4.6 There is a strong desire to improve and it is anticipated that the soon to be formed Asset Management Steering Group (AMSG) will be mandated to provide governance and oversight of AM practice across the organisation. The AMSG will ensure that resources are allocated to the implementation of the AM Improvement Plan and monitor the organisation's progress towards maturity targets.

#### 5. THE APD'S IMPROVEMENT PLAN WORK STREAM

- 5.1 The APD's work flow is shaped by the three yearly 10-Year Plan cycle as follows:
- From the mid-point of Year 2 through to the mid-point of Year 3 the focus will be on preparing AMPs and working with activity managers to develop programmes and the associated operational, renewal and capital-new budgets.
  - From the mid-point of Year 3 through to the mid-point of Year 2 of the next 10-Year Plan cycle the focus will be to work across the Council to drive the tasks contained the organisational AM improvement plan.

5.2 The timeframe means the APD will:

- Start project planning for the delivery of the organisational AM improvement plan from November 2020 through to February 2021
- Start implementation of the project plan to deliver improvement plan tasks from March 2021 (second half of Year 3) through to July 2022 (to the mid-point of Year 2).

5.3 For this reason, the ADP have developed a programme for the 2021 10-Year Plan to assist with some of the heavy lifting to implement key improvement plan tasks. Particularly multi-year improvement tasks where extensive change is required. Some of the key improvement tasks include:

- An assessment of the resilience of the network across all activities (Risk Element – Gap 55)
- Undertake a formal review of AM systems and development of AM policies, processes, and procedures captured and managed within a quality system (Management Systems AM Element – Gap 40)
- Review the policy governing asset condition and performance assessment in terms of content and frequency (Asset Performance/Condition Element – Gap 33)
- A detailed review and assessment of how infrastructure capacity will be planned and rolled out to support urban growth needs over the next 30 years. This will feed into more fully fleshed out lifecycle plans that focus on the maintenance, renewal and development needed for each activity to respond to growth and to ensure ongoing asset operation over the lifecycle of these assets (Forecasting Demand, Gap 26)

## 6. NEXT STEPS

- 6.1 The APD to complete preparing AMPs (including improvement plans) and working with activity managers to develop programmes and the associated operational, renewal and capital-new budgets to support the 10-Year Plan through to November 2020.
- 6.2 The ADP to commence project planning for the delivery of the improvement plan from November 2020 through to February 2021.
- 6.3 The APD to start implementation of the project plan to deliver on improvement plan tasks from March 2021 through to July 2022.

## 7. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual 167.2	<b>Yes</b>
Are the decisions significant?	<b>No</b>
If they are significant do they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>No</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 5: A Driven and Enabling Council	
The recommendations contribute to the outcomes of the Driven and Enabling Council Strategy	
The recommendations contribute to the achievement of action/actions in a plan under the Driven and Enabling Council Strategy	
While there are no specific action(s) associated with Goal 5 and its associated strategy and plan, the recommendation is consistent with the aspiration of Goal 5 <i>"to meet, beyond expectations, our responsibility to manage and renew infrastructure our community relies on for its health and wellbeing."</i>	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	Enabling the APD to develop capability in the AM practice element of audit and improvement planning will assist Council to achieve its Goal 5 aspiration to manage and renew infrastructure our community relies on for its health and wellbeing.

### ATTACHMENTS

Nil



## MEMORANDUM

**TO:** Infrastructure Committee

**MEETING DATE:** 2 September 2020

**TITLE:** Six Month Transport Network Safety Update Report - 2019-20 No 2

**PRESENTED BY:** Robert van Bentum, Manager - Transport and Infrastructure

**APPROVED BY:** Tom Williams, Chief Infrastructure Officer

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### RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. That the memorandum entitled `Six Month Transport Network Safety Update Report – 2019-20 No 2` presented to the Infrastructure Committee on 2 September 2020, be received.
2. That the dates for the submission of the six-month update reports to be March and September of each year to align with the availability of crash data from NZTA and Council quarterly reporting, be approved.

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### 1. BACKGROUND

- 1.1. Council is committed to improving safety for all road users, including vulnerable users such as pedestrians and cyclists through reducing all crashes but with a specific focus on reducing deaths and serious injury crashes. In line with the government's policy statement (GPS) outcomes Council also invests in measures across the transport network to improve safety.
- 1.2. To provide oversight of the impact, scope and progress with implementing safety improvements Council has requested a regular six-monthly update report be provided on Transport Network Safety. The first report provided in June 2020, provided an initial overview of the safety issues and their causes, a description of the key approaches to improving safety, a summary of recent Council safety projects and a transport network action plan to guide Council's focus. The report included commentary under five headings:
  - The safety problem
  - Safety issues and causes
  - Key approaches to improving safety
  - Recent safety improvements

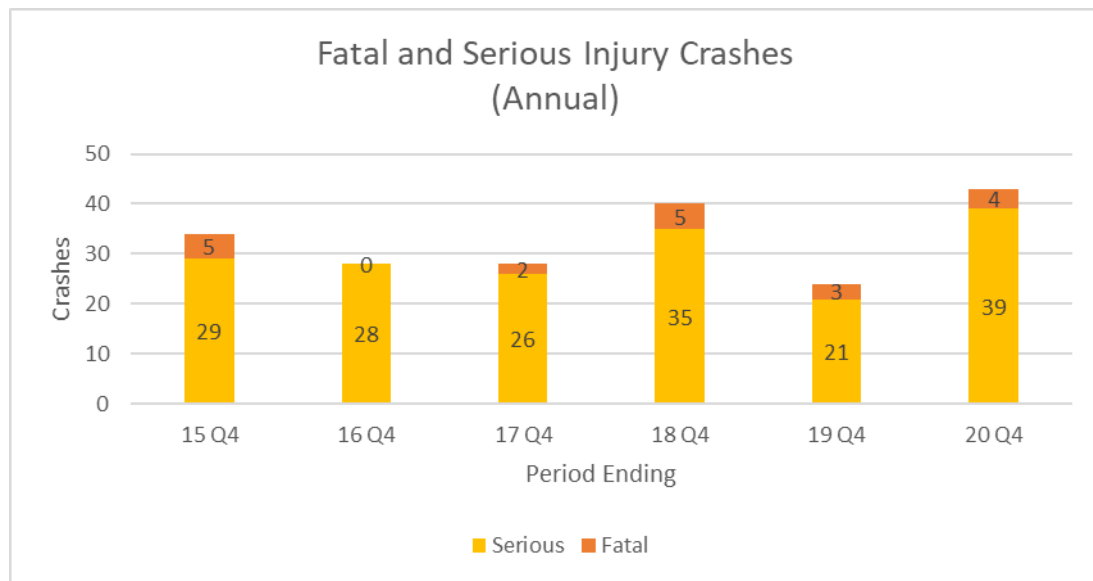
- Transport network safety action plan

- 1.3. At the June 2020 Infrastructure Committee meeting, Council agreed to schedule the update reports six-monthly in March and August to align them with the availability of NZTA crash data and six-monthly and annual reporting to Council.
- 1.4. This second report for the 2019-20 considers crash data for the period up to 30 June 2020, as well as physical progress up until 31 July 2020, and is provided to bring reports into line with the six-monthly cycle. A minor change in report timing from August to September is requested to make allowance for the Infrastructure Committee meetings occurring on the first Wednesday in the month and provide enough time following the end of financial year to report on physical work progress and crash data.
- 1.5. While the June 2020 report provided an overview of the specific safety issues in the PNCC roading network, background to typical approaches to improving safety as well as a progress update on Council's programme of work, this report and subsequent reports will focus on providing an update on work progress as well as highlighting any emerging issues of concern. The report is structured into three sections:
  - Network Safety Trends and Issues
  - Safety Improvement Implementation
  - Transport network safety action plan

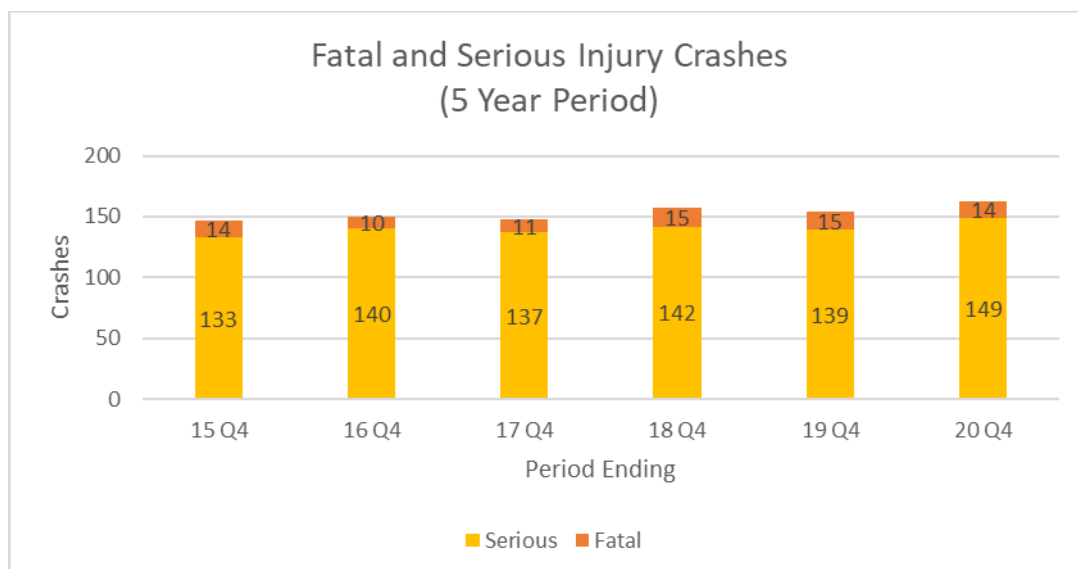
## 2. NETWORK SAFETY TRENDS AND ISSUES

### 2.1 Network Wide Crash Data

- 2.2 Updated data for Council's existing KPI's for network safety performance are displayed in Figures 1 and 2 below. Council key transport safety KPIs comprise:
  - Reduction in the annual average deaths and serious injury crashes
  - Reduction in the five-year annual average deaths and serious injury crashes



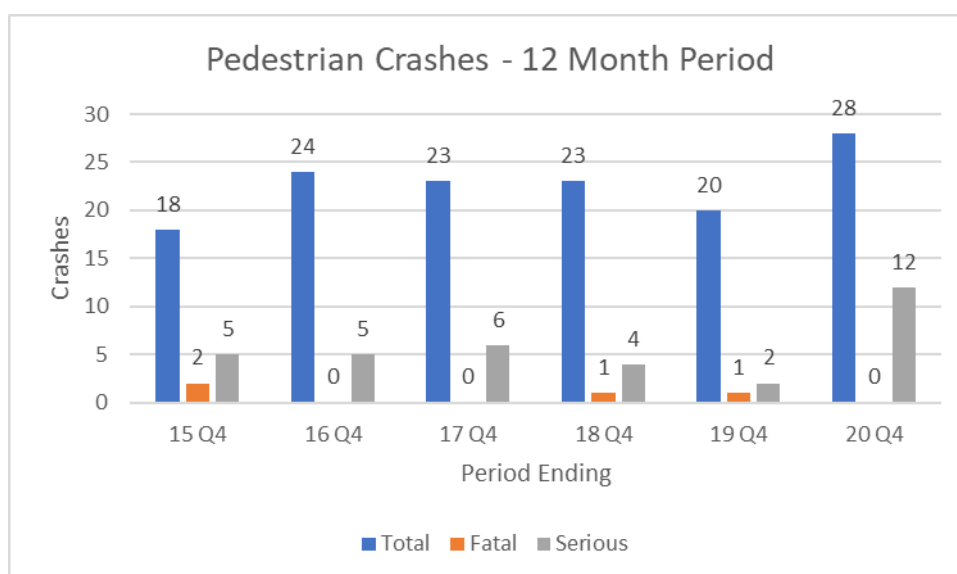
**Figure 1: Annual Fatal and Serious Injury Crashes for periods ending Q4.**



**Figure 2: Five Year Annual Period of Fatal and Serious Injury Crashes for periods ending Q4.**

- 2.3 In the 12 month, period between 1 July 2019 and 30 June 2020, there were 639 crashes recorded in Palmerston North. This included 4 fatal and 39 serious injury crashes. While there was an overall decrease of 146 (19%) in total crashes for the period, the number of fatal and serious injury crashes increased by 19 comprising 1 fatal and 18 serious injury.
- 2.4 It should be noted that Q2 and Q3 of the 19/20 FY is unusually lower than previous quarters and is likely to be related to lower traffic volumes during Covid-19 lockdown.

- 2.5 In comparison to previous years, the annual number of Deaths and Serious Injury Crashes has also been trending upward and the period ending 30 June 2020 was the highest in the last 10 years at 163.
- 2.6 There is no clarity as to the possible reasons for the upward trend in crashes although it is likely that increasing traffic volumes on many arterial roads will be increasing the risk. It is also likely that driver behaviour and skill will be contributing to the increase.
- 2.7 Pedestrian Crashes
- 2.8 Figure 4 summarises annual pedestrian crash data over the last six years.



**Figure 4: Pedestrian crashes for 12 month period ending Q4.**

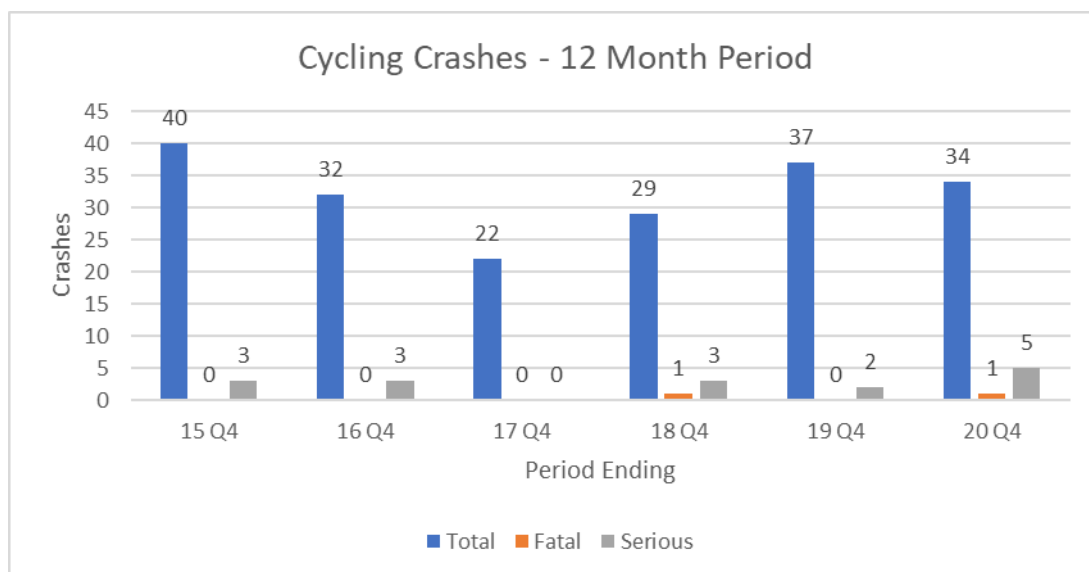
- 2.9 There have been 28 crashes involving pedestrians in the last 12 months, which include no fatal and 12 serious injury crash. The number of serious pedestrian related crashes occurring is significantly higher in comparison to previous years.
- 2.10 In general crashes involving pedestrians are distributed across the network with higher concentrations of pedestrian crashes within the CBD and areas of high pedestrian activity. While no specific locations with significant issues can be identified, crashes involving pedestrians are more common on busy high traffic volume roads with complex vehicle turning manoeuvres, e.g. Featherston, Fergusson, Ruahine Streets.
- 2.11 The data does not indicate any specific emerging issues which have not already been identified. Council will continue to target improving safety outcomes particularly around high pedestrian areas through interventions including:

- continuing enhanced investment in footpath renewals and maintenance
- construction of pedestrian crossing facilities at high pedestrian use locations provided the location is safe to do so
- implementing raised threshold treatments in high pedestrian areas to slow traffic
- changes to intersection vehicle priority to reduce the conflicts with other road users

## 2.12 Cycle Safety Issues

2.13 There have been 34 cycling related crashes in the last 12 months, which include 1 fatal and 5 serious injury crashes. While this was a small overall decrease of 3 crashes compared to the previous period, there was an increase of 1 fatal and 3 serious crashes involving cyclists compared to the previous year.

2.14 Figure 5 below depicts annual cyclist crash data for the last six years.



**Figure 5: Cycling crashes for 12 month period ending Q4.**

2.15 The design of roundabouts in Palmerston North is a significant contributor to poor safety outcomes for cyclists due to their inappropriate and inconsistent design, high operating speeds and high traffic volumes. Council will continue to target improvements to these issues through the following interventions:

- improved design of new and upgraded roundabouts to accommodate cyclists
- implementation of traffic signalised intersections for high volumes intersections to improve safety for cyclists
- implement advanced cycle phases at major intersections

## 2.16 Emerging Safety Issues

2.17 Many of the safety problem areas within the network are intersections. The NOP / NOF analysis undertaken with NZTA support has identified some key issues to be addressed in the network including:

- high traffic speeds on many of the older roundabouts on the collector road network e.g. Church / Cook, resulting in poor safety outcomes for cyclists and pedestrians as well as more vehicle crashes
- issues with mid-block crossings on the dual carriageway network, where vehicles on side streets are trying to cross four or more lanes of traffic. Impatience and poor judgement are resulting in a higher level of crashes at these junctions
- issues with high speeds on some local roads used as alternative routes during busy network periods

2.18 There were 4 fatal crashes in the last 12 month period, 3 of which were reported in the initial June report. The most recent fatality occurred in May on Napier Road (SH3) near Limbrick Street, where one vehicle crossed over the centre island into an oncoming vehicle. As this is a State Highway, NZTA is the authority responsible for considering any road safety improvements on this road.

2.19 More recently beyond the period ending Q4, on 12 August a fatal crash occurred at the intersection of Railway Road/Roberts Line where the driver on the southern end of Roberts Line crossed the rail line and failed to stop at the intersection or recognise approaching traffic. As there have been 2 fatal crashes at this location in the last 3 years, Officers are looking at implementing (at time of writing) some additional short term and long-term measures to improve safety. These include

- Rumble Strips on Approach to the intersection (Short Term)
- Coloured Surfacing (Short Term) and
- Bringing forward the planned closure of Roberts Line (south of the intersection) as indicatively planned by Kiwirail's freight hub project.

2.20 It should be noted, Council Officers have been developing road safety improvements for Railway/Roberts prior to the fatal crashes, which involved turning bays to enable safe waiting spaces in the instances when the rail barrier arms were done. However, it is unlikely the planned improvements would have prevented these crashes.

2.21 Following the first fatal crash, Officers considered improvements to the visibility of the intersection on approach. However, this was impractical to achieve due to the higher level of the rail line compared to the road and the need to facilitate continued use of Roberts Line by heavy vehicles travelling south. Instead, Officers installed additional warning signs to highlight the intersection and made recommendations

for reduced speed limits on three of the approaches under stage 1 of the Speed Limit Bylaw process.

- 2.22 During the presentation of the June 2020 update report, Council asked for data on the number and proportion crashes involving alcohol. Over the past 12 months, of the total of 639, 30 crashes or 4.5% recorded a positive reading for alcohol. Of these 30 crashes, 2 were serious and 6 minor injury crashes. It should be noted that while alcohol was present in 30 crashes it cannot be assumed that alcohol was the primary cause or that the driver exceeded the blood alcohol limit.

### 3. SAFETY IMPROVEMENT IMPLEMENTATION

#### 3.1 Road Safety Improvements

- 3.1.1 In the past 12 months, the following road safety projects have been delivered

- James Line Kiwirail level Crossing Upgrade
- Walding / Taonui Intersection Safety Improvement
- Monrad / Penarrow / Ronberg temporary splitter islands
- Conventry Street - Traffic calming
- Moheke Avenue kerb and channel replacement
- Stoney Creek Road – Whakaronga School Safety Upgrade

- 3.1.2 For 20/21, the following road safety projects are planned for delivery:

- Roberts Line/Railway Road Intersection Safety Improvement
- Benmore Avenue raised platforms and crossing
- Pioneer/Lyndhurst West Intersection Change
- Park Road/Cook Street/Esplanade
- Monrad/Pencarrow Roundabout
- Te Awe Awe/Albert Roundabout upgrade
- Bunnythorpe/Ashhurst Road right turn bays at Kelvin Grove Road and Watershed Road
- Speed Limits Bylaw review - Stage 1

#### 3.2 Pedestrian Improvements and Initiatives

- 3.2.1 In February 2020, Officers altered the traffic signal phases on Church Street Square East intersection outside the plaza to include an additional pedestrian crossing phase. The change was to improve pedestrian priority in the CBD and in turn

promote pedestrian movements and safety whilst discouraging unnecessary traffic movements through the square.

- 3.2.2 Other pedestrian improvements in the CBD are being advanced as part of the Streets for People Square East upgrade.
- 3.2.3 Stage 2 of the Speed Limit Bylaw review will include consideration of reduced speed limits for roads within the CBD as part of promoting pedestrian and active transport priority and discouraging through movement of vehicles through the square.
- 3.2.4 Council has continued its significant investment (>\$1m) in footpath renewals and completed work to remedy over 700 of the 2100 serious faults identified across the footpath network by the end of the 2019/20 financial year. Engagement of a panel of six contracting companies has enabled the full programme budget to be spent despite the impact of Covid-19. Addressing the backlog of footpath condition faults will require on-going renewal investment at this level for at least another 2-3 years, given that new faults continue to emerge and develop.
- 3.2.5 In the past 12 months, the following road safety projects, which included improvements to pedestrian safety, have been completed.
  - Square East – Streets for people upgrade
  - Ashhurst Footpath Extensions of 1420m
  - James Line Pedestrian Islands at Whakaronga Shared Path
  - 700 footpath renewal repairs out of the 2100 private (level 4 and 5) faults recorded in the network
- 3.2.6 For 20/21, the following road safety projects are planned for delivery
  - Innovating Streets – George Street Pedestrian Trial
  - Ruapehu Street Raised Crossing
  - Wood Street pedestrian refuge and Island

### 3.3 Cycling Improvements and Initiatives

- 3.3.1 The first stage of the College Street cycleway from Fitzherbert Ave to Victoria Ave has been completed following resealing and line marking. Indented parking on College Street in the vicinity of the Awapuni neighbourhood centre is complete with indented parking bays on the other sections of College Street to be constructed over the next couple of months. Later in the year the road will be resealed with the new markings put into place to establish the new buffered cycle lanes.

3.3.2 This Bikes in Schools programme aims to support schools with bikes, bike storage and tracks to enable children to develop cycle skills and cycling awareness with the aim of encouraging more children to cycle to and from school. Awapuni School was chosen for support from the programme during 2019/20, and funding support construction of a bike track and storage shed. For 2020/21 Central Normal School and Somerset Schools have been selected for support from the programme.

3.3.3 In the past 12 months, the following road safety projects, which targeted improved safety outcomes for cyclists, have been completed.

- Manawatu River (south side) – Path upgrade from limestone to concrete between Fitzherbert Avenue and He Ara Kotahi
- First stage of College Street Transport Improvement

3.3.4 The following road safety projects, which include cycling safety improvements, are planned for delivery in 2020/21:

- Albert Street Cycleway – Featherston to Manawatu River
- Featherston Street Cycleway – Botanical Road to Rangitikei Street
- Milsons Line – Tremaine Avenue to Flyers Line
- College Street Transport Upgrade
- Innovating Streets – Main Street West Separated Cycleway Trial
- Innovating Streets – Hokowhitu Village Traffic Calming Trial

#### 4. TRANSPORT NETWORK SAFETY ACTION PLAN

4.1 The key elements of Council's investment in delivering long term improvements in road safety can be grouped into the following four areas of work:

- Major Road Safety Improvements
- Minor Road Safety Improvements
- Active Transport Improvement Initiatives
- Network Speed Limit Changes

4.2 Officers have identified and tabulated the key initiatives and actions across the Transport and Active Transport activities which contribute to network safety. These have been tabulated below in Table 1 and Officers will provide updates on progress with achievement as well as adding any new initiatives as they are agreed to provide a ready reference to progress with improving Transport Network Safety.

**Table 1 Transport Network Safety Action Plan**

Recommended Action	Timeframe	Progress
<b>ROAD SAFETY IMPROVEMENTS</b>		
Inspections and audits of existing facilities – rolling 3 year programme to align with LTP. Audits scheduled for March each year.	Annually – March each year.	Audit of Roundabouts completed in Jan 20. Improvements added to Minor Safety Programme, subject to budget and resourcing.
<ul style="list-style-type: none"> <li>Implement major safety projects identified for 2020/21 incl.</li> <li>Intersection upgrade of Park/Cook</li> <li>Intersection upgrade of Pioneer Highway Te Wanaka Road</li> </ul>	June 2021	Park / Cook intersection currently in design, with planned construction in 20/21.  Work will be aggregated with other major roading projects to secure competitive price.
Finalise Safety Network Programme (SNP) with NZTA for major safety funding for next RLTP	June 2020	Projects submitted to NZTA have been approved for consideration within the 2021-24 RLTP/NLTP.
Develop Road Safety Prioritisation Tool and review priorities for road safety for implementation under the Minor Road Safety Improvements Programme	June 2020	Tool in development and on track for completion to inform RLTP and LTP programmes of work.
Implementation of Minor Road Safety Improvements Programme 20/21	June 2021	Programme of work for 20/21 is being finalised, with a priority focus on pedestrian safety projects. Several projects already under investigation/development.
<b>ACTIVE TRANSPORT IMPROVEMENT INITIATIVES</b>		
Support schools to deliver Bikes in Schools infrastructure and programme and School Travel Plans	June 2020	Awapuni School Track and Storage shed has been installed in August 2020.  Central Normal School and Somerset School chosen for 20/21
Apply for and confirm funding for Urban Cycle Network Master Plan Implementation from NZTA.	July 2020	Business case has been developed and submitted in May 2020. Awaiting NZTA's formal review and approval.
Delivery of the Urban Cycle Network Implementation Plan Projects for 20/21	June 2021	Initial planning stages have begun on several projects including Featherston Street and Albert Street and Milsons Line.
Delivery of College Street Transport Upgrade	December 2020	Project works have begun with initial reseal of Victoria to Fitzherbert. Indented parking bays at Awapuni Shops complete. Further indented parking to be constructed between Botanical Rd and Batt Street, with a reseal and new markings to occur in between Oct-Dec 20
<b>PEDESTRIAN IMPROVEMENT INITIATIVES</b>		
Implement Enhanced Footpath Renewal Programme of Work	June 2021	More than 700 serious faults remedied.
Construction of footpath extensions and upgrade projects 20/21	June 2021	New footpaths completed for Wyndham Street and Bamfield Street, Ashhurst.  Footpath extension prioritisation tool is being

		developed.
<b>NETWORK SPEED LIMIT CHANGES</b>		
Implement Stage 1 speed limit changes	December 2020	Awaiting Council Adoption of recommendations before formal consultation and changes can be implemented
Implement Stage 2 speed limit changes	December 2021	Investigation and informal consultation of Stage 2 is still to be undertaken. This is anticipated to occur in Q1 of 20/21

## 5. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>Yes</b>
Are the decisions significant?	<b>No</b>
If they are significant do they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 2: A Creative and Exciting City and Goal 1 – An Innovative and Growing City	
The recommendations contribute to the outcomes of the Creative and Liveable Strategy and the City Development Strategy	
The recommendations contribute to the achievement of action/actions in the Active and Public Transport Plan and the Strategic Transport Plan.	
The action is: <ul style="list-style-type: none"> <li>• Undertaking remedial safety work in areas with high crash or safety concerns, taking into consideration context-sensitive design (based on road function, adjacent land use and user routes).</li> <li>• Identifying and implementing pedestrian and active transport user focussed improvements to intersection and road crossings.</li> <li>• Upgrading on a prioritised basis, pedestrian routes, connections and road crossings.</li> </ul>	
Contribution to strategic direction and to social,	The six month update provides Council with confidence that the package of projects and actions being delivered in the Strategic Transport and Active and Public Transport plans are delivering

economic, environmental and cultural well-being	enduring and sustainable improvements in network safety for all users including specific initiatives for vulnerable users such as pedestrian, cyclists and active transport users.
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**ATTACHMENTS**

Nil

## MEMORANDUM

**TO:** Infrastructure Committee

**MEETING DATE:** 2 September 2020

**TITLE:** Update on Infill Lighting Required to Achieve Compliance in P and V Categories

**PRESENTED BY:** Robert van Bentum, Manager - Transport and Infrastructure

**APPROVED BY:** Tom Williams, Chief Infrastructure Officer

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### RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. That the report entitled “Update on Infill Lighting Required to Achieve Compliance in P and V Categories” dated 14<sup>th</sup> August 2020 be received.
2. That the Committee be provided with further annual updates until the completion of Programme 1367.

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### 1. ISSUE

- 1.1 Council has approved a seven-year programme of work Programme 1367 – Street Light Infill Improvements within the 2018-28 LTP to fund upgrading of lighting to address non-compliance in terms of the light levels provided by the current pedestrian (P) and vehicle (V) category streetlights installed across the city. The programme of work started in 2018-19 and is currently scheduled to be completed in 2024-25.
- 1.2 Council has requested regular updates on progress with the implementation of the programme of work. Officers last reported to the Finance and Performance Committee of Council in August 2019, providing an update on programme progress in year one and the first part of year two. The Committee requested an annual update on programme progress be provided following the completion of each subsequent year of work. This report provides an update of progress achieved to date and specifically progress in 2019-20.
- 1.3 The report also provides an update on the projected cost for completion of the programme of work based on updated estimates. This work has been used to inform the scope and budget for the programme to be included in the next LTP.

## 2. BACKGROUND

- 2.1 Programme 1367 – Streetlight Infill Improvements has a total budget of \$5,734,000 spread over 7 years as detailed in Table 1 below. The programme has been approved for NZTA funding subsidy under the “Low Cost Low Risk” category and is part of PNCC current roading programme in the Regional Land Transport Plan. NZTA funding of 51% was approved provided the programme of work in any one year did not exceed \$1m. NZTA have recently advised that the ceiling for the ‘Low Cost Low Risk’ category has been increased to \$2m.
- 2.2 The original budgets for the programme are detailed along with actual expenditure for the first two years of the programme now completed in Table 1. For the 2019/20 FY an amount of \$53k is indicated as being unspent. This was due to the late submission of invoicing by the contractor for work completed in June. The sum of \$53k has been included in the revised carry forwards submitted to Council for approval.

**Table 1. Capital New Programme 1367 - Streetlight Infill Improvements.**

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
<b>Budget</b>	\$446k	\$865k	\$865k	\$904k	\$951k	\$974k	\$710k
<b>Actual</b>	\$507k	\$812k	\$76k*				

\*Cost to date 31 July 2020

## 3. PROGRESS AND EXPENDITURE UPDATE – 2019-20

- 3.1 The financial year 2019-20 was the second year of implementation of Programme 1367 with an allocated budget of \$865,000. The work undertaken during the year included construction as well as detailed design work for both 2019-20 and the 2020-21 financial years. The work was undertaken in packages with several adjacent streets in an area being upgraded in each package.
- 3.2 Procurement of contract works during 2019-20 was based around the establishment of a panel of contractors to undertake the works. Once established the panel members would be provided with packages of work to price enabling Council to engage more than one contractor at one time to implement the works.
- 3.3 Due largely to the large volume and value of electrical network upgrade works being undertaken in the wider electricity industry, Council received only one application for appointment to the panel. Council has subsequently sought prices for each package of work from this sole panel member, looking to ensure that the tender price is competitive by comparing prices with an independent engineer’s estimate.

- 3.4 Using the above methodology, the 2019-20 budget of \$865,000 was not expensed with \$95300 spent on detailed design and \$769,671 on physical works. This was mainly due to Covid19. The amount of \$53,000 covering work completed in June but invoiced late, has been included in the revised carried forwards for 2020/21 submitted to Finance and Audit Committee of Council
- 3.5 Lighting upgrades were completed in the locations listed below. Design and construction work costs to complete each package of work is summarised in Table 2.
- Sutherland Cres, Waterford Pl, Shetland Pl and Kimberley Gr.
  - Alexander St, Dampier Ave, Benbow Pl, Raleigh St, Wyndham St, Oban Pl, Panako Pl, Frimley St and Milton St.
  - Bendigo St, Rosedale Cr, Geraldine Cr, Herbert Ave, Raglan Ave, Drury St, Hinau Pl, Leslie Ave and Chaytor St.
  - Havelock Ave, Chatsworth Pl, Ashton Pl, Dalwood Gr and Meadowbrook Dr.
  - Nottingham Ave.

**Table 2. Programmes 1367 – Actual Costs for 2019-20 to 30 June 2020**

Programme / Street Location	Design costs	Construction Costs	Cost to Complete
Alexander St, Dampier Ave, Benbow Pl, Raleigh St, Wyndham St, Oban Pl, Panako Pl, Frimley St & Milton St.	\$10,500	\$216,243	\$226,743
Bendigo St, Rosedale Cr, Geraldine Cr, Herbert Ave, Raglan Ave, Drury St, Hinau Pl, Leslie Ave & Chaytor St.	\$17,500	\$263,037	\$227,201
Havelock Ave, Chatsworth Pl, Ashton Pl, Dalwood Gr & Meadowbrook Dr.	\$14,000	\$227,343	\$241,343
Designs for projects to be delivered in 2020/21	\$49,800		\$49,800
<b>Totals</b>	<b>\$95,300</b>	<b>\$769,671</b>	<b>\$811,664</b>

#### 4. PROGRAMME SCOPE AND ESTIMATED COST FOR 2020-21

- 4.1 The programme budget for the 2020-21 year is \$865,000. Given the capacity constraints in respect of design and construction resources, it is critical that work is advanced as soon as possible. Given that detailed designs for several of the 2020-21 upgrade locations were completed in 2019/20. Officers have taken the opportunity

to award construction contracts for one work package (Package 5) to ensure early progress is achieved.

- 4.2 The programme of work for the 2020-21 year has been identified and designs are largely completed. The only delay is the preparation of the plans. Once the remaining plans are completed in the next few weeks the whole of the 2020-21 programme of work can be tendered. Initial estimates for the work have been prepared and are summarised in Table 3 below. The estimates indicate that the budget is enough to enable most of the scheduled work to be completed. However, to enable detailed design of the 2021-22 works to be completed, one of the locations may need to be deferred until next year.

**Table 3. Programmes 1367 – Plan and Cost Estimate for 2020-21 Works**

Programme / Street	Estimated design costs	Estimated Construction Costs	Total Estimated Cost for 2019-20	Current Status
Aberdeen Ave, Beresford St, Forbury Ave, Guy Ave, Havill St & Richmond Ave.	\$5,000	\$319,000	\$324,000	Contract Let
Dittmer Dr, Ruha St, Carow St & Fitchett St.	\$8,000	\$152,000	\$160,000	Designed and plans ready for tender.
Ellesmere Cr, Cobb Pl, Sefton Ave, Pencarrow St & Chadwick Pl.	\$5,000	\$174,000	\$179,000	Designed and plans ready for tender.
Ruamahanga Cr, Mokau Pl & Patea Pl.	\$10,000	\$88,000	\$98,000	Designed
Design for construction in 2021-22.	\$103,000		\$103,000	Locations to be confirmed
<b>Totals</b>	<b>\$131,000</b>	<b>\$733,000</b>	<b>\$865,000</b>	

## 5. REMAINING PROGRAMME SCOPE AND BUDGET – 2020/21 TO 2024/25

- 5.1 The scope and budget for the original programme was prepared utilising information from an external assessment of the lighting levels on the existing roading network which identified the specific streets requiring remedial action. The assessment proposed a three-level priority ranking as well as providing robust and detailed cost estimates for the remedial work to bring lighting in each street up to the required standard. The original cost estimates for the priority rankings in each of the P and V categories are summarised in Table 4 below.
- 5.2 Following the implementation of the first two years of the programme, Officers have a better understanding of the scope of the work and the cost to undertake the work. Some additional scope items have been identified which have added to the cost of implementing the programme. Separately Officers have assessed that all of the works proposed under Level 3 are not required as the level of non-compliance is so small that an upgrade is not considered justified. In addition, NZTA has confirmed it is not funding LED upgrades to its roading network, persuading Officers not to include any upgrades to lighting in the State Highway within the programme scope, given that no NZTA contribution for any work done is likely to be approved.
- 5.3 Using this updated information Officers have re-costed the remaining programme of work to establish the budget required to complete the programme. These revised budgets are summarised in Table 4 alongside the original estimated costs and these will be used to inform the programme scope and budget included in the LTP.

**Table 4. Estimated Costs for Streetlight Infill Improvements for the Remaining Project 2020/21 to 2024/25**

P Category	Original Cost Estimate	Revised Cost Estimate	Difference
Priority rating 1	\$939,800	\$1,022,000	\$82,200
Priority rating 2	\$1,034,000	\$1,477,400	\$443,400
Priority rating 3	\$37,000	\$0.00	(\$37,000)
<b>Sub-total</b>	<b>\$2,010,800</b>	<b>\$2,499,400</b>	<b>\$488,600</b>
<b>V Category</b>			
Priority rating 1	\$1,730,500	\$1,690,700	(\$39,800)
Priority rating 2	\$559,500	\$676,600	\$117,100
Priority rating 3	\$181,500	\$0.00	(\$181,500)
<b>Sub-total</b>	<b>\$2,471,500</b>	<b>\$2,367,300</b>	<b>(\$104,200)</b>
<b>Total</b>	<b>\$4,482,300</b>	<b>\$4,866,700</b>	<b>\$384,400**</b>

\*\*Cost difference from Programme 1367 budget relates to additional unscheduled items, cost escalations, deletion of priority 3 work and deletion of any work on the State Highway

**6. NEXT STEPS**

- 6.1 Officers are currently focussed on finalising the remaining designs and plans for the 2020-21 year and developing the most cost effective procurement approach for the remainder of the programme period given the current limitation on contractor availability.
- 6.2 While the programme budgets appear to be adequate Officers will continue to monitor the costs against budget and identify opportunities to achieve best value for Council.

**7. SUMMARY**

- 7.1 The 2019-20 budget for the first year of Programme 1367 – Streetlight Infill Improvements, was fully expensed to deliver upgraded lighting in five blocks of the city. Designs were also completed for five further areas to be implemented in 2020-21. The 2020-21 programme scope of work has been confirmed and designs completed. Physical work is underway in one area where designs were completed in 2019-20. Following completion of the drawings for the balance of the 2020-21 work areas, Officers will finalise a procurement approach to confirm one or more contractors to complete the work in 2020-21 and potentially into 2021-22.
- 7.2 While 2019-20 costs to complete work in some areas were slightly higher than anticipated, the cost estimates for the scope of work to be completed in 2020-21, indicate that the planned scope of work can be completed within the available budget.
- 7.3 The scope of work for the remaining work to be completed under the programme has been confirmed and revised estimates prepared for the work. Changes to costs are due to additional scope items, cost escalations and removal of work planned for priority 3 areas and the State Highway. The estimated budget to complete the final 5 years of programme implementation from 2020/21 to 2024/25 to complete the entire programme is estimated to be \$4.9 million or \$350k more than the current LTP budget provision.

## 8. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>Yes</b>
Are the decisions significant?	<b>No</b>
If they are significant do they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 3: A Connected and Safe Community	
The recommendations contribute to the outcomes of the Connected Community Strategy	
The recommendations contribute to the achievement of action/actions in the Strategic Transport Plan	
<p>The actions are:</p> <ul style="list-style-type: none"> <li>To identify and implement a package of safety measures across the network.</li> <li>Maintain street lighting and energy efficiency across the network.</li> </ul>	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	Council has a substantial investment in street lighting, which supports safe movement and access for people and goods around the transport system. Programme 1367 contributes to this by raising the standard of existing street lighting to conform with the relevant national standard current today. The benefits to the community are enhanced safety, reduced costs and a more liveable city.

## ATTACHMENTS

NIL



## COMMITTEE WORK SCHEDULE

TO: Infrastructure Committee

MEETING DATE: 2 September 2020

TITLE: Committee Work Schedule

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### RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. That the Infrastructure Committee receive its Work Schedule dated September 2020.

### ATTACHMENTS

1. Committee Work Schedule - September 2020 [↓](#) 

## INFRASTRUCTURE COMMITTEE

### COMMITTEE WORK SCHEDULE – SEPTEMBER 2020

Item No.	Estimated Report Date	Subject	Officer Responsible	Current Position	Date of Instruction/ Point of Origin
1.	September 2020	Update on infill lighting required to achieve compliance in P and V categories	Chief Infrastructure Officer		19 November 2018
2.	<del>September-2020</del> March 2021	Six Month Transport Network Safety Update Report – 2019	Chief Infrastructure Officer		3 June 2020 Clause 9-20
3.	<del>September-2020</del> March 2021	Asset Management Improvement Plan Update (6 monthly)	Chief Infrastructure Officer		
4.	October 2020	Report on CET Arena Redevelopment (3 monthly)	Chief Infrastructure Officer		Council 7 October 2019 Clause 127.2
5.	November 2020	Infrastructure Capital Works Dashboard (Quarterly)	Chief Infrastructure Officer		
6.	December 2020	Papaioea Place Redevelopment Update (6 monthly)	Chief Infrastructure Officer		
7.	December 2020	Streets for People Update (6 monthly)	Chief Infrastructure Officer		
8.	February 2021	Facilities Management Reform (6 monthly)	Chief Infrastructure Officer		
9.	February 2021	Roading Maintenance Contract (6 monthly)	Chief Infrastructure Officer		