PALMERSTON NORTH CITY COUNCIL

AGENDA

INFRASTRUCTURE COMMITTEE

1PM, WEDNESDAY 27 OCTOBER 2021
COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING
32 THE SQUARE, PALMERSTON NORTH

MEMBERS

Vaughan Dennison (Chairperson)
Susan Baty (Deputy Chairperson)
Grant Smith (The Mayor)

Brent Barrett	**Karen Naylor**
Rachel Bowen	**Bruno Petrenas**
Zulfiqar Butt	**Aleisha Rutherford**
Lew Findlay QSM	**Orphée Mickalad**
Billy Meehan	

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

Heather Shotter

Chief Executive | PALMERSTON NORTH CITY COUNCIL

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INFRASTRUCTURE COMMITTEE MEETING

27 October 2021

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.)

12.   **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

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:	**27 October 2021**
TITLE:	**Presentation - New Zealand Defence Force**

RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

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

SUMMARY

Major Andy Olivier and Mr Hayden Prosser from the New Zealand Defence Force will make a presentation on the new state-of-the-art, sustainably designed maintenance workshop currently under construction at Linton Military Camp, to outline the design, strategic investment and job opportunities this will create.

ATTACHMENTS

Nil

PALMERSTON NORTH CITY COUNCIL

Minutes of the Infrastructure Committee Meeting Part I Public, held in the Council Chamber, First Floor, Civic Administration Building, 32 The Square, Palmerston North on 24 March 2021, commencing at 9.00am

Members Present:	Councillors Vaughan Dennison (in the Chair), Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Billy Meehan, Karen Naylor and Bruno Petrenas.
Non Members:	Councillors Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson and Orphée Mickalad.
Apologies:	The Mayor (Grant Smith) (on Council Business), and Councillors Aleisha Rutherford (on Council Business) and Lew Findlay QSM.

1-21   Apologies

Moved Vaughan Dennison, seconded Bruno Petrenas.

The **COMMITTEE RESOLVED**

1.   That the Committee receive the apologies.

Clause 1-21 above was carried 13 votes to 0, the voting being as follows:

For:
Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas and Orphée Mickalad.

2-21   Confirmation of Minutes

Moved Vaughan Dennison, seconded Karen Naylor.

The **COMMITTEE RESOLVED**

1.   That the minutes of the Infrastructure Committee meeting of 2 December 2020 Part I Public and Part II Confidential be confirmed as a true and correct record.

Clause 2-21 above was carried 12 votes to 0, with 1 abstention, the voting being as follows:

For:
Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor and Bruno Petrenas.

Abstained:
Councillor Orphée Mickalad.

3-21   **Arena Redevelopment Quarterly Update**
Memorandum, presented by Bryce Hosking, Manager - Property.

Moved Vaughan Dennison, seconded Billy Meehan.

The **COMMITTEE RESOLVED**

1. That the memorandum titled 'Arena Redevelopment Quarterly Update' presented to the Infrastructure Committee on 24 March 2021 be received for information.

Clause 3-21 above was carried 13 votes to 0, the voting being as follows:

For:
Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas and Orphée Mickalad.

4-21   **BPO Update Report 2020 - 21 - No 1**
Memorandum, presented by Robert van Bentum, Manager - Transport and Infrastructure.

Moved Vaughan Dennison, seconded Susan Baty.

The **COMMITTEE RESOLVED**

1. That the Committee receive the update for the Wastewater BPO Project as detailed in the report titled `BPO Update Report 2020 - 21 – No 1" presented to the Infrastructure Committee on 24 March 2021.

Clause 4-21 above was carried 13 votes to 0, the voting being as follows:

For:
Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas and Orphée Mickalad.

5-21   **Committee Work Schedule**

In discussion Elected Members requested a business assurance internal audit on the Arena Development Project.

Moved Susan Baty, seconded Karen Naylor.

The **COMMITTEE RESOLVED**

1. That a business assurance internal audit on the Arena Development Project be added to the work schedule and referred to the Finance & Audit Committee.

Clause 5-21 above was carried 13 votes to 0, the voting being as follows:

For:
Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor,

Bruno Petrenas and Orphée Mickalad.

Moved Brent Barrett, seconded Lorna Johnson.

2. That the Infrastructure Committee receive its Work Schedule dated March 2021.

Clause 5-21 above was carried 13 votes to 0, the voting being as follows:

For:
Councillors Vaughan Dennison, Brent Barrett, Susan Baty, Rachel Bowen, Zulfiqar Butt, Renee Dingwall, Patrick Handcock ONZM, Leonie Hapeta, Lorna Johnson, Billy Meehan, Karen Naylor, Bruno Petrenas and Orphée Mickalad.

The meeting finished at 2.19pm

Confirmed 27 October 2021

Chairperson

MEMORANDUM

TO:	**Infrastructure Committee**
MEETING DATE:	**27 October 2021**
TITLE:	**Papaioea Place Redevelopment Six-Monthly Update**
PRESENTED BY:	**Bryce Hosking, Manager - Property**
APPROVED BY:	**Sarah Sinclair, Chief Infrastructure Officer**

RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. **That the report titled `Papaioea Place Redevelopment Six-Monthly Update' presented to the Infrastructure Committee on 27 October 2021 be received for information.**

2. **That Councillors note that external funding was secured to contribute towards Stage 2 of the work.**

1. ISSUE

1.1 Stage 2 of the Papaioea Place Housing Redevelopment is funded through Programme 1219 – Social Housing – Papaioea Stage 2.

1.2 The Finance and Performance Committee Chairperson requested a quarterly update to be brought back to the Finance and Performance meeting for the duration of the construction period.

1.3 The terms of reference for the new Infrastructure Committee Meeting include scope for updates on the progress of the Papaioea Place Redevelopment. As such, this report is being presented to this Committee, and all future update reports for this programme will now be presented to the Infrastructure Committee, not the Finance and Performance (now Finance and Audit) Committee.

1.4 In the December 2019 Infrastructure Committee Meeting it was agreed that the quarterly updates would change to six-monthly updates moving forward.

2. BACKGROUND

2.1 The Papaioea Place project form of contract is a design and build contract between Palmerston North City Council (Principal) and Latitude Homes (Contractor) of New Plymouth.

2.2 Papaioea Place Stage 1 was delivered through Programme 357. This saw the demolition of the 32 existing units and the construction of 50 new units in their place. Stage 1 was completed as planned on 28 February 2020 and within budget.

2.3 Papaioea Place Stage 2 sees the demolition of the remaining blocks of units on site and the old hall and the construction of an additional 28 new units. Once complete this will take the total number of new units on the site to 78.

2.4 The overall project management for both stages of the development is being provided by WT Partnership Advisory. The day-to-day project management is being carried out by Council Officers.

2.5 Site meetings and Project Control Group meetings are held on the last Thursday of each month. This report is a summary from a meeting held on 28 April 2021.

3. **SUMMARY – PROJECT CONTROL GROUP REPORT FOR STAGE 2 – APRIL 2021**

Health and Safety

3.1 Latitude has provided an updated Site-Specific Safety Plan (SSSP) and COVID-19 Health and Safety Protocols for New Zealand Residential Construction Sites following lowering of the Alert Level to Alert Level 1.

3.2 Latitude has confirmed protocols are in place and required protocols, when entering and on site, have been issued to their subcontractors.

3.3 Aside from this, there has been one incident reported to date.

Programme Update

3.4 Stage 2 is being delivered in two portions:

 Portion 5A & 5B – due for completion July 2021

 Portion 6 – due for completion September 2021

3.5 The dates above reflect a delay of approximately a month, which has primarily been caused due to delays in receiving materials which are an on-flow from global supply chain issues.

Financial

3.6 There is an approved Programme Budget for Stage 2 of $5,205,680.

3.7 Stage 2 continues to track within the programme budget and all variations have been accommodated within the project contingency.

3.8 Council was successful in obtaining approx. $4.7M of external funding from the Provincial Growth Fund as a contribution towards the delivery of Stage 2.

Stage 3 Progress

3.9 Now that scope has been confirmed for Stage 3, detailed design has commenced and is due to be submitted for consent in October/ November 2021.

4. NEXT STEPS

4.1 Continue the construction programme to complete Stage 2 as per the budget and updated timeline.

5. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	**Yes**
Are the decisions significant?	**No**
If they are significant do, they affect land or a body of water?	**No**
Can this decision only be made through a 10 Year Plan?	**No**
Does this decision require consultation through the Special Consultative procedure?	**No**
Is there funding in the current Annual Plan for these actions?	**Yes**
Are the recommendations inconsistent with any of Council's policies or plans?	**No**
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 Social Housing Plan. The action is: Upgrade the Papaioea housing complex.	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	Stage 2 of the Papaioea Place Redevelopment will: - Increase Council's social housing to help meet the demand for this type of housing and reduce the housing waiting list; - Improve the housing condition of the complex by replacing the old units; and - Provide a complex that delivers on the Social Housing Plan.

ATTACHMENTS

NIL

MEMORANDUM

TO:	**Infrastructure Committee**
MEETING DATE:	**27 October 2021**
TITLE:	**Infrastructure Unit Capital Works Dashboard - June 2021**
PRESENTED BY:	**Geoffrey Snedden, Manager Project Management Office**
APPROVED BY:	**Sarah Sinclair, Chief Infrastructure Officer**

RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. That the report titled 'Infrastructure Unit Capital Works Dashboard - June 2021' presented to the Infrastructure Committee on 27 October 2021 be received for information.

1. ISSUE

To provide the June Dashboard update on the delivery of the Infrastructure Capital New and Capital Renewal Projects.

The June Dashboard provides an overview of the 2020/21 Capital Works Programme.

2. BACKGROUND

The purpose of the Infrastructure Capital Works Dashboard is to provide the Committee with a high-level report on the performance of the Infrastructure Unit's delivery of the Capital Programme.

The June 2021 dashboard provides a review of the performance and lessons captured for the 2020/21 Financial Year (FY) along with the major projects to be delivered in the 2021/22 FY.

3. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	**Yes**
Are the decisions significant?	**No**
If they are significant do they affect land or a body of water?	**No**
Can this decision only be made through a 10 Year Plan?	**No**
Does this decision require consultation through the Special Consultative procedure?	**No**
Is there funding in the current Annual Plan for these actions?	**No**

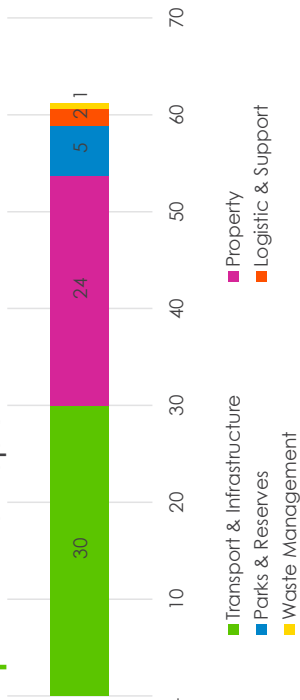| Are the recommendations inconsistent with any of Council's policies or plans?	**No**
The recommendation contributes to Goal 5 – A Driven and Enabling Council	
The recommendation contributes to the outcomes of the Driven and Enabling Council Strategy	
The recommendation contributes to the achievement of action/actions in a plan under the Driven and Enabling Council Strategy The action is: to enable Council to exercise governance by reviewing financial and operating performance of the Infrastructure Unit Capital Works programme.	

ATTACHMENTS

1.   August 21 - Infrastructure Capital Works Dashboard ⇩ 📄

INFRASTRUCTURE CAPITAL WORKS DASHBOARD
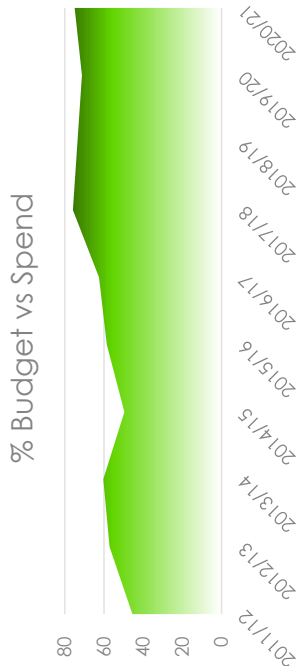
SUMMARY FY 20/21

$62 million spent

Transport & Infrastructure
Parks & Reserves
Waste Management
Property
Logistic & Support

Bar chart values: 30, 24, 5, 2, 1
Axis: 10, 20, 30, 40, 50, 60, 70

245 projects completed

139 projects in train

Delivered **75%** of budget

% Budget vs Spend

Axis: 0, 20, 40, 60, 80
2011/12, 2012/13, 2013/14, 2014/15, 2015/16, 2016/17, 2017/18, 2018/19, 2019/20, 2020/21

Highlights

- Completion and blessing of **CET Arena** Redevelopment
- Opening of the **Memorial Park** playground
- Completed a full refurbishment of the **Ashhurst Village Valley Centre**
- The delivery of **7 Asset Management Plans** and **Strategic Asset Management Plans** to support the 10YP
- Successful roll out of the **Sustainable Living Programme**
- Opening of social housing units at **Papaioea Place** by Prime Minister Jacinda Ardern
- Finished seismic strengthening of 2 of the 3 sedimentation tanks at the **Wastewater Treatment Plant** with the remaining tank work underway
- $1.7m invested into relining **1.2km of large diameter sewers** throughout the city to increase their lifespan by 60-80 years
- Completion of 20/21's **infill lighting programme** across the city

Key Learnings

- **Market constraints** have caused under-delivery in both capital new and renewal
- Early tendering, improved KPIs and bundling will be looked into going forward
- Other **capacity management initiatives,** such as bringing forward more design budget will be investigated for future annual plans
- The need to publicise and communicate **the Infrastructure pipeline** of works to the industry to enable early planning
- **Earlier contractor** involvement will be piloted on projects with identified buildability constraints where appropriate

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INFRASTRUCTURE CAPITAL WORKS DASHBOARD

SUMMARY FY 21/22

Projects to look out for this year

- Completion of the new entrance to the **Esplanade** and **Park Road** intersection
- Completion and opening of **Bunnythorpe Community Centre**
- Commencement of construction of the **Animal Shelter**
- The upgrade of the Women's changing rooms at the **Fitzherbert Grandstand**
- Commencement of the **Healthy Homes Compliance** upgrades throughout the housing portfolio
- Construction of the viewing platform & interpretive signage at **Turitea Pa** site
- Completion of the **Duplicate Main** providing water supply resilience from the Water Treatment Plant to the city
- Pavement upgrades to **Cloverlea** and **Bunnythorpe** roundabouts
- Commissioning and commencement of supply of water to the network from the **Railway Road** bore
- Significant infrastructure investment into the **North East Industrial Zone**

Key Risks & what we are doing about them

- **Early engagement** with industry through procurement strategies to address **increasing lead times** in some materials and trades
- Increase contractor response to Infrastructure tenders by **bundling packages of work** across multiple programmes
- Awaiting final confirmation of **value of contribution** to the transport programme from **Waka Kotahi**

$98 million budget

New 46%
Renewal 27%
Growth 21%
Risk 6%

New budget $68 million

50.0 | 11.00 | 6.60 | 0.76

- Transport & Infrastructure
- Parks, Reserves & Fleet
- Property
- Solid Waste

Renewal budget $30 million

18.00 | 6.40 | 4.70 | 0.47

- Transport & Infrastructure
- Parks, Reserves & Fleet
- Property
- Solid Waste
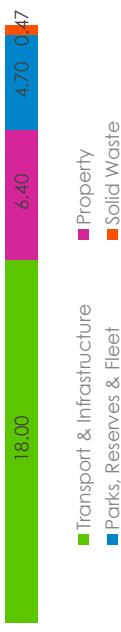
240 programmes 420 projects

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MEMORANDUM

TO:	**Infrastructure Committee**
MEETING DATE:	**27 October 2021**
TITLE:	**Six Month Transport Network Safety Update Report - 2019-20 No 3**
PRESENTED BY:	**Sandra King, Acting Manager Transport and Infrastructure**
APPROVED BY:	**Sarah Sinclair, Chief Infrastructure Officer**

RECOMMENDATION(S) TO INFRASTRUCTION COMMITTEE

1. **That the report titled 'Six Month Transport Network Safety Update Report – 2019-20 No 3' presented to the Infrastructure Committee on 27 October 2021, be received for information.**

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.   A regular six-monthly update report is to 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.

1.3.   This report provides an update on crash data for the period up to 30 June 2021, emerging issues of concern, physical progress up until 31 July 2020. The report is structured into two sections:

- Network Safety Trends and Issues
- Safety Improvement Implementation

2.   NETWORK SAFETY TRENDS AND ISSUES

2.1   Network Wide Crash Data

2.2   Updated data for Council's existing key performance indicators (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
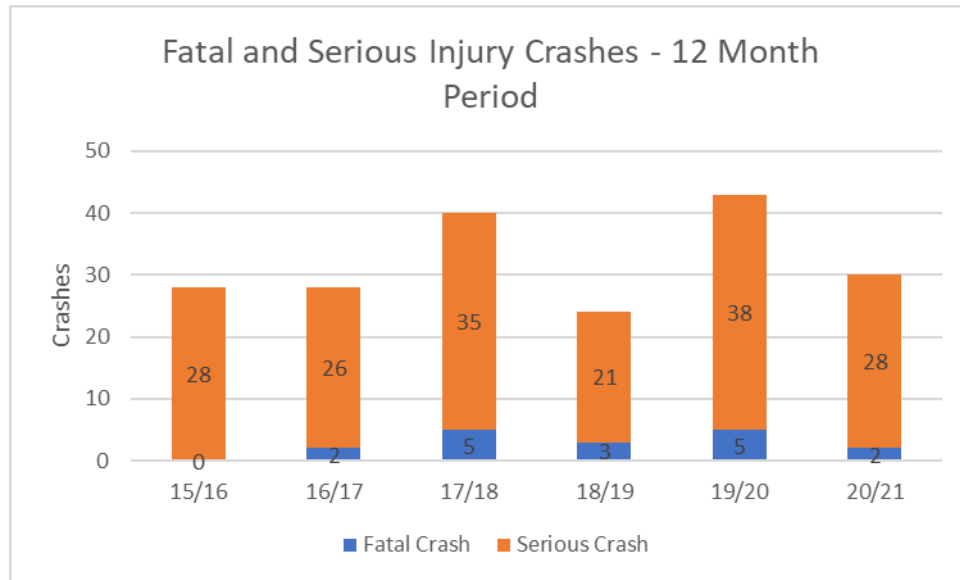
Figure 1: Annual Fatal and Serious Injury Crashes for period ending Q4.
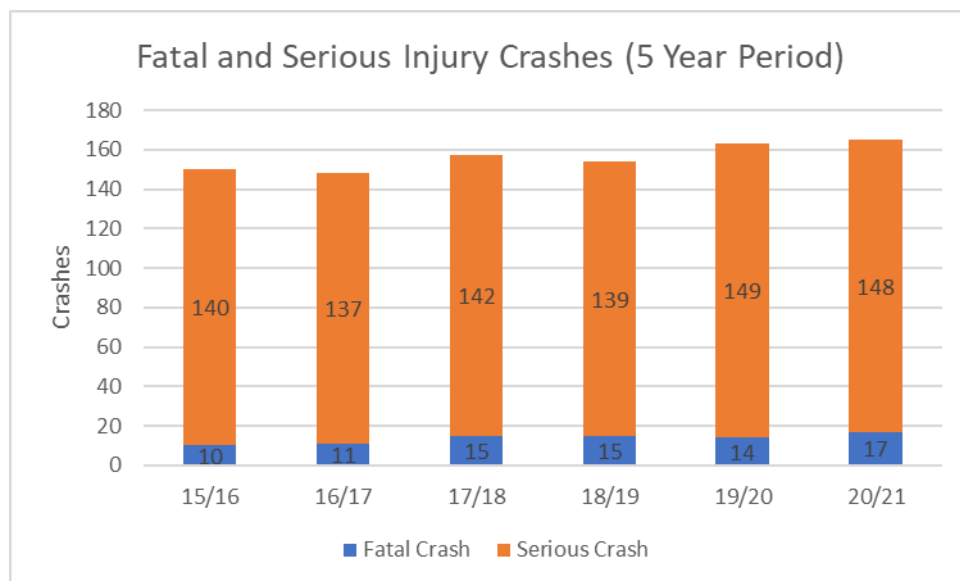
**Figure 2: Five Year Annual Period of Fatal and Serious Injury Crashes for period ending Q4.**

2.3   In the 12-month period between 1 July 2020 and 30 June 2021, there were 2 fatal and 28 serious injury crashes. This is a decrease of 3 fatal and 10 serious injury crashes on the year prior. The 2 fatal crashes in 20/21 were:

☐ A vehicle crash at the intersection of Railway Road/Roberts Line (mentioned in Sep 2020 in report 2)

☐ A bus/train collision at Railway Road/Clevely Line/Rail Line.

2.4 The total number of crashes recorded in 2020/21 was 513, compared to 672 recorded crashes in 2019/20. However, Waka Kotahi NZ Transport (Waka Kotahi) have advised that the non-injury crashes reported in 2021 have not yet been uploaded into their Crash Analysis System so the total number of reported crashes in 2020/21 is expected to be much higher than 2019/20.

2.5 In comparison to previous years, the total annual number of death and serious injury crashes (commonly referred to as DSI's) is below the average of the previous 5 years, indicating a reduction in crash severity on the network.

2.6 **Pedestrian Crashes**

2.7 Figure 4 summarises annual pedestrian crash data over the last 6 years.
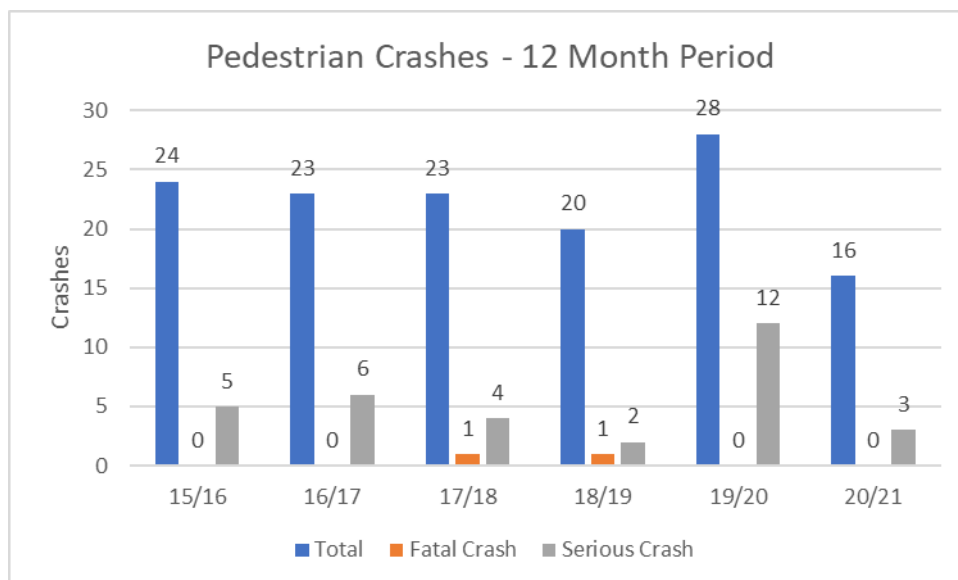
Figure 4: Pedestrian crashes for 12-month period ending Q4.

2.8 There have been 16 recorded pedestrian/vehicle crashes in the last 12 months, which involves 3 serious injury crashes. This is the equal lowest number of fatal and serious crashes compared to the previous 5 years.

2.9 Figure 5 shows a heat map of the previous 5 years of pedestrian crashes. Based on this map, it appears pedestrian crashes are concentrated around:

- Square East (Crashes are prior to street scape upgrade)
- The intersection of Featherston/Rangitikei; and
- Highbury Avenue

It is noted that not all crashes occurred at these locations but may have occurred nearby.

No pedestrian crashes were recorded in Bunnythorpe or Ashhurst, while one serious injury crash occurred in Longburn on State Highway 56 in 2019.
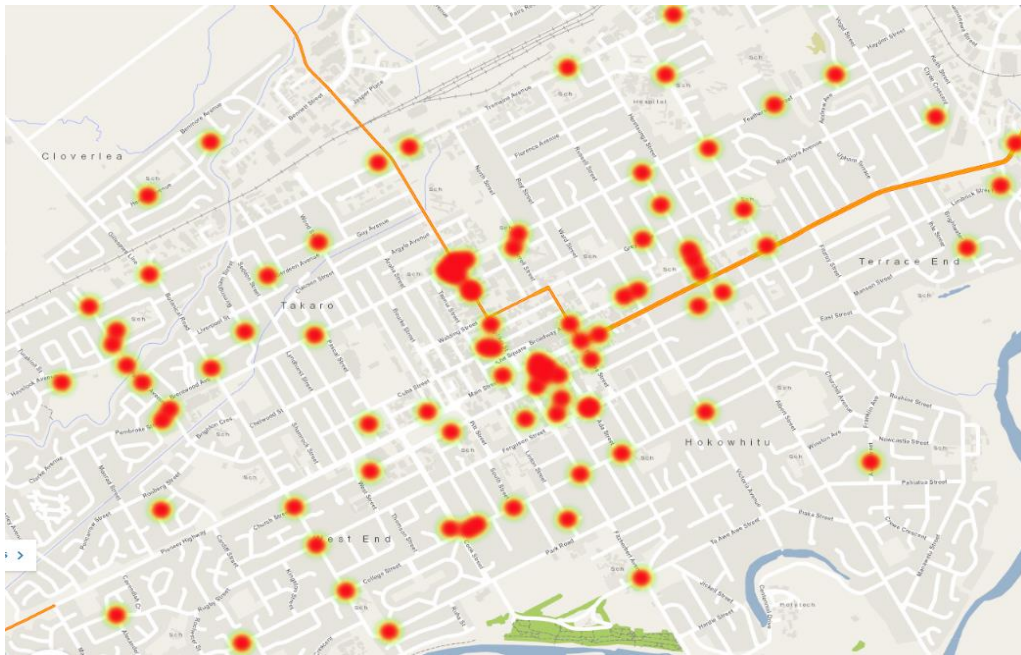
Figure 5: Heat map of pedestrian crashes over the last 5 years

2.10   **Cycle Crashes**

2.11   There have been 30 cycling related crashes reported in the last 12 months, which include 4 serious injury crashes. Compared to the previous 12 months, there was a decrease of 1 fatal and 1 serious crashes involving cyclists.

2.12   Figure 6 below depicts annual cyclist crash data for the last 6 years.
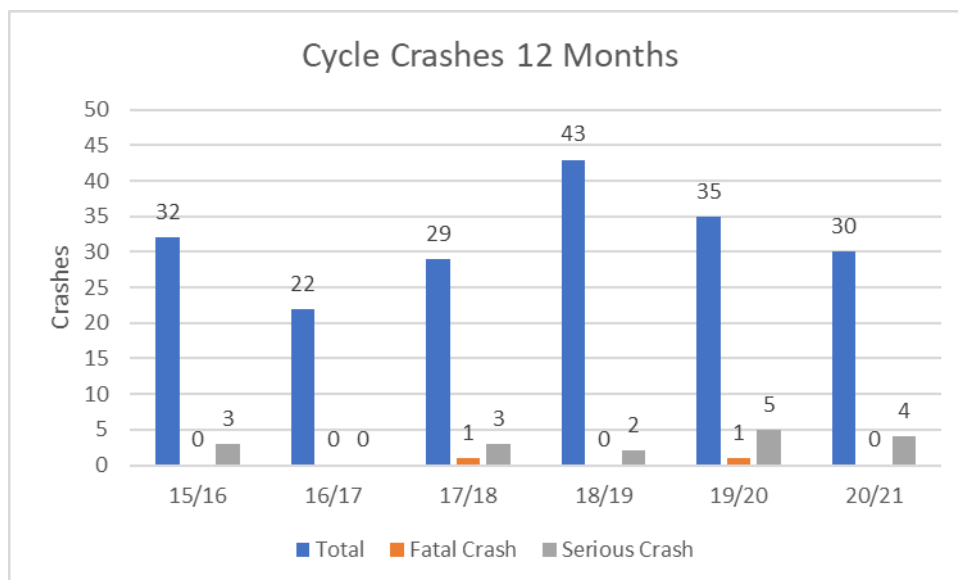
Figure 6: Cycling crashes for 12-month period ending Q4.

2.13   Figure 7 shows a heat map of the previous 5 years of cycle crashes. Based on this map, it appears cycle crashes are located on key transport corridors and intersections in general. Most notable locations are:

- Fitzherbert Avenue
- College Street
- Featherston Street
- On and within the Inner City Ringroad
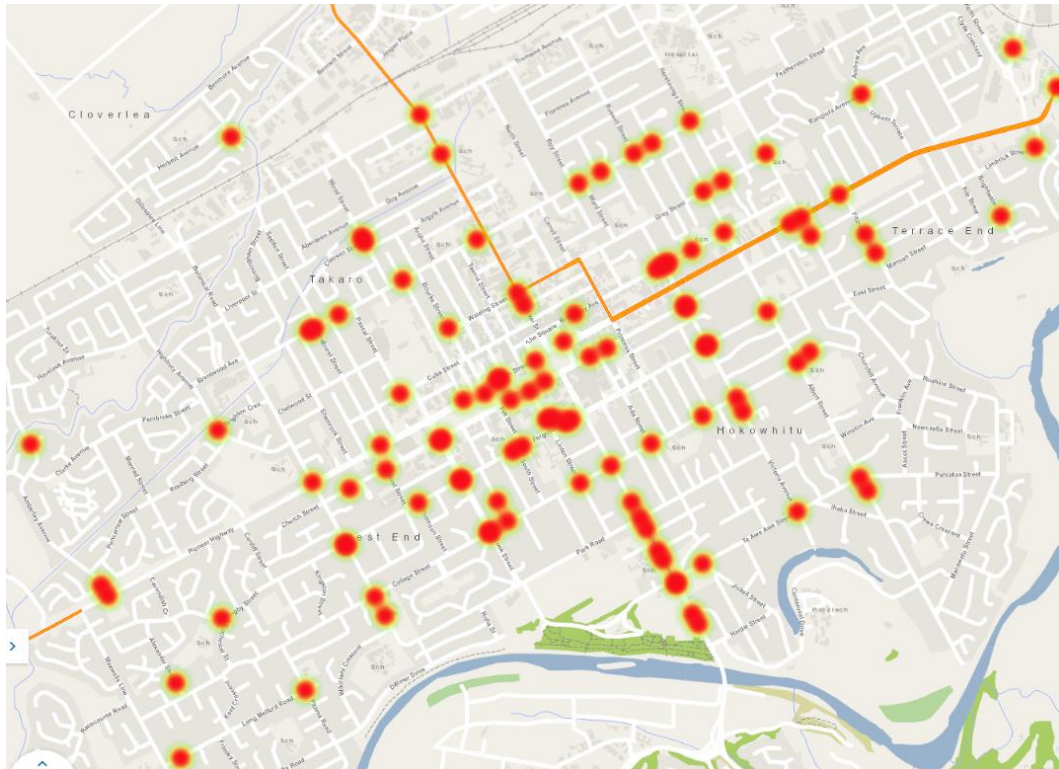
Figure 7: Heat map of cycle crashes over the last 5 years

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:

- Pioneer/Lyndhurst/West Intersection Improvements
- Benmore Avenue raised platforms
- Park/Cook/Esplanade signalised intersection
- Monrad/Pencarrow/Ronberg roundabout
- Ruapehu Drive courtesy crossing
- Wood Street mid-block pedestrian refuge islands
- Bunnythorpe-Ashhurst Road / Watershed Road right turn bay
- Bunnythorpe-Ashhurst Road / Kelvin Grove Road right turn bay
- Speed Limit Changes – Stage 1
- Turitea Road pedestrian steps and path

3.1.2 For the current National Land Transport Programme (NLTP), Officers have applied for Waka Kotahi subsidy under their Low Cost Low Risk Programme. This process began August 2020, where final input by officers was completed in May 2021. The delay in Waka Kotahi funding (confirmed in September) created some uncertainty for our safety project programme and required a pause on delivery of this year projects until funding was confirmed. Officers will report separately to Council on the allocated funding and implications of shortfalls, although more funding was allocated than was originally anticipated.

3.1.3 The road safety projects for the NLTP were determined through two separate processes, being:

   - Waka Kotahi's Safe Network Programme
   - PNCC's Road Safety Assessment Tool

3.2 Waka Kotahi's Road to Zero Programme

3.2.1 In 2019, the New Zealand Government released the Road to Zero Strategy, which has a vision where no one is killed or seriously injured in road crashes. Under this strategy, Waka Kotahi has developed a Road to Zero Programme to prioritise road safety improvements nationally through proven standard safety treatments.

3.2.2 In the last 12 months, Waka Kotahi has liaised with Officers to develop a programme of safety treatments. The treatments are based on locations that are considered the highest road safety risk in the city based on crash data, traffic information and infrastructure scores. The programme targets locations and treatments which can achieve the greatest safety improvement per dollar spent. Typically, projects will consist of major intersection upgrades, speed management and school safety improvements.

3.3 Palmerston North City Council's Road Safety Assessment Tool

3.3.1 PNCC's Road Safety Tool is an inhouse developed prioritisation/assessment tool, endorsed by Waka Kotahi, which is used to score, rank and prioritise road safety projects. The tool is used to objectively assess projects based on their surrounding conditions and is more focused on local road treatments to better address community concerns (e.g. speeding) which are unlikely to be prioritised under Waka Kotahi's Road to Zero programme. For the current NLTP the tool has been used to plan and prioritise traffic calming on local roads and pedestrian safety projects.

3.3.2 The tool looks at 4 main categories to assess projects. These categories are

   - Traffic,
   - Crashes,
   - Key Land Uses; and
   - Alignment to Urban Cycle Master Plan.

3.3.3   The traffic category considers the volume of traffic and operating speed of the road. In general, the higher the metric, the higher score is applied. This data is collected via pneumatic tubes by Council's traffic counting contractor.

3.3.4   The crashes category looks at crashes recorded in Waka Kotahi's Crash Analysis System. Each project considers a five-year period of crashes, where the score is based on the severity and number of crashes for that location.

3.3.5   Key land uses takes into account the number of key land uses around the location. This includes schools, parks, local shops and employment areas. The current setting of the tool has provided a much higher priority towards schools as this aligns to:

☐   Government ambitions for safety improvements around schools,
☐   Elevated concerns from schools around school traffic, and
☐   Encouraging more children to walk and cycle to and from schools.

3.3.6   Ideally the projects delivered will achieve multiple strategic alignments. That is why the alignment to the Urban Cycle Network Master Plan has been considered a factor in our road safety treatment planning. To cater for cycling on local roads, the widely adopted approach is to reduce the speed environment, which is in direct alignment with traffic calming projects.

3.4   **Road Safety Projects 21/22**

3.4.1   Based on the Road to Zero Programme, the Road Safety Assessment Tool and previously committed projects, Officers have applied for co-funding from Waka Kotahi for the following projects:

- Ferguson Street, Pitt Street and Linton Street Intersection Improvements and Widening
- Roberts Line/Railway Road Intersection Safety Improvement
- Wood Street – Pedestrian Refuge at Featherston Street
- Raymond Street, Bunnythorpe – Raised Pedestrian Crossing outside New Community Centre
- Shamrock Street, Pedestrian Refuge at Main Street
- Rennie Avenue, Raised Pedestrian Crossing outside St Peters School
- Fairs Road, Raised Pedestrian/Kea Crossing (Milson School)
- Highbury Avenue, Raised Pedestrian/Kea Crossing between Ronberg Street and Radnor Place (Takaro School)
- Highbury Avenue – Village Street Scape Improvements (Proposal includes Raised Pedestrian Crossings)
- Brighton Crescent, Raised Pedestrian/Kea Crossing and traffic calming (Takaro School)
- Fitzroy Street, Pedestrian Refuges and Kerb Outstands between Main Street and Ferguson Street
- No.1 Line/Longburn Rongotea Road Rural Intersection Activated Warning Signs

- Broadway Avenue Traffic Calming between Princess Street and Albert Street (Design Only)
- Church Street/ Cook Street - Roundabout Raised Safety Platforms (Design Only)
- Ferguson Street/ Cook Street - Roundabout Raised Safety Platforms (Design Only)
- College Street/ Cook Street - Roundabout Raised Safety Platforms (Design Only)
- Ruahine Street Raised Pedestrian/Kea Crossing (Terrace End School)
- Featherston Street/Ngata Street – Intersection alteration to left in left out
- Fitzherbert Avenue/Palm Avenue – Intersection alteration to left in left out
- Fitzherbert Avenue/Marne Street – Intersection alteration to left in left out

3.4.2   Depending on the review of the Waka Kotahi's funding allocation of the low cost low risk programme, a few projects proposed to be delivered this year may need to be revised to match the available co-funded budget and Council contribution.

3.4.3   In addition to the infrastructure projects, Officers have begun working on Stage 2 of the Speed Limit Bylaw review. The key focus of this review will be:

- City centre and fringe areas
- School Speed Zones
- Rural Roads
- Bunnythorpe Changes
- Changes to support upcoming developments
- Working with Waka Kotahi on State Highway changes

3.5   Cycling Improvements

3.5.1   Cycling improvements are being delivered through the Urban Cycle Network Master Plan, which Officers have applied for subsidy under Waka Kotahi's Low Cost Low Risk Programme. For 2021/22, the projects planned for delivery are:

- Albert Street Cycleway – Featherston to Manawatū River
- Featherston Street Cycleway – Botanical Road to Rangitikei Street
- Milsons Line – Tremaine Avenue to Flygers Line
- Main Street West Cycleway – Pitt Street to Botanical Road

Any changes to cycling and parking will require extensive consultation, and outcomes may affect the delivery programme.

4.   ANTI-SOCIAL BEHAVIOUR

4.1   Boy Racers

4.1.1   Officers are aware that certain areas of the city, including industrial areas, have an ongoing problem with boy racers. Industrial areas in particular attract large groups, where antisocial and illegal driving practices occur. This causes disruption to nearby residents and to some 24 hour businesses. This

section of the report has therefore been added to indicate that officers are aware of the problem.

4.1.2 These coordinated meet ups are generally held at night, often on rural roads and industrial areas where there is lots of space and few road users. Some of the activities that are undertaken include drag racing, burnouts and donuts, all of which are illegal. The aftermath of these events includes:

- Damage to adjacent properties/businesses
- Debris left on the road
- Damage to the road surface
- Vandalism

4.1.3 Using the prioritisation criteria for road safety, addressing illegal road use behaviour does not have as high priority as some other projects. Under our Road Safety Programme Tool, industrial areas do not score highly for safety/traffic calming treatments as they generally do not meet key criteria.

4.1.4 There is currently no funding allocated in the Long Term Plan (LTP) to specifically address anti-social behaviour, other than behaviour change initiatives.

4.1.5 The problem of boy racers is a common issue in New Zealand. In general, the use of engineering treatments to address boy racers is not a typical or recommended solution. The reasons are as follows:

- Deterrents like speed humps may only solve the issue for the immediate location and would likely shift the problem to another suitable location. As such ongoing programmes may be needed on roads to prevent such activities throughout the network.
- Speed humps/platforms on rural roads will need to be in low speed environments or be at a lower height such that they do not become a hazard themselves (i.e. cause loss of control crashes).
- Treatments are not considered to be addressing road safety issues that will reduce the number and severity of crashes on our road. Thus it is unlikely to be subsidised by Waka Kotahi.
- Treatments will cause industrial roads to take greater damage from heavy vehicles and thus require a high level of maintenance. Furthermore these can potentially increase the damage to the heavy vehicle itself and/or goods carried.

4.1.6 Officers general approach to boy racers has typically been to rely on the Police to enforce the road rules. However, there is not the resource to address large scale anti-social behaviour.

4.1.7 Officers have discussed the issue with Waka Kotahi, and with local residents and businesses where complaints have been made to the Infrastructure Unit.

5.   COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	**Yes**
Are the decisions significant?	**No**
If they are significant do they affect land or a body of water?	**No**
Can this decision only be made through a 10 Year Plan?	**No**
Does this decision require consultation through the Special Consultative procedure?	**No**
Is there funding in the current Annual Plan for these actions?	**Yes**
Are the recommendations inconsistent with any of Council's policies or plans?	**No**
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in the Transport The action is: Develop, maintain, operate and renew the transport network to deliver on the Council goals, the purpose of this plan, and the Government Policy Statement on Transport	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	The six-month update provides Council with confidence that the package of projects and actions being delivered in the Transport plan are delivering enduring and sustainable improvements in network safety for all users including specific initiatives for vulnerable users such as pedestrian, cyclists and active transport users.

ATTACHMENTS

Nil

MEMORANDUM

TO:	**Infrastructure Committee**
MEETING DATE:	**27 October 2021**
TITLE:	**Asset Management Improvement Plan Update**
PRESENTED BY:	**Jono Ferguson-Pye, Manager Asset Planning Division**
APPROVED BY:	**Sarah Sinclair, Chief Infrastructure Officer**

RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. **That the report titled 'Asset Management Improvement Plan Update' presented to the Infrastructure Committee on 27 October 2021 be received for information.**

2. **That the Committee note an update of the Asset Management Maturity Assessment has been scheduled by the Asset Planning Division for July 2022.**

3. **That the Committee note that formal progression of the Asset Management Improvement Plan, which supersedes the priorities and programme recommendations of the 2019 Asset Management Maturity Assessment, started in May 2021.**

1. ISSUE

A critical element of asset management (AM) practice is audit and improvement planning. It enables Council to accurately assess and advance its asset management practices in a structured way. The purpose of this report is to update Elected Members on the progress of the organisational Asset Management Improvement Plan (AMIP), which was initiated as a result of the 2019 Asset Management Maturity Assessment (AMMA).

2. BACKGROUND

2.1 The Asset Planning Division (APD) provided Elected Members with an update on the progress of AM planning in September 2020. In that report we presented the findings of an AMMA.

2.2 The purpose of the AMMA was to identify AM practice gaps across the Council to inform the approach to establishing the APD and its future workload and priorities. The recommended actions from the AMMA were not adopted as the APD's formal work programme at the time, not least because they were not included or budgeted in Year 3 of the last 10 Year Plan (10YP). Instead, they have been analysed and prioritised to assist officers in the development of the AMIP.

2.3 The AMMA is an important tool used in the audit and improvement of AM practice and was a key input into the development and prioritisation of the Asset Management Improvement Plan (AMIP). The AMIP is a key instrument in driving improvement in Council-wide AM practice through a continuous cycle of improvement planning.

3. THE ASSET MANAGEMENT IMPROVEMENT PLAN, ASSET MANAGEMENT MATURITY ASSESSMENT AND THE ASSET MANAGEMENT IMPROVEMENT WORK PROGRAMME

3.1 Since the September 2020 report to Council, the APD's work programme has primarily been focused on the development of the programme of works and Asset Management Plans (AMPs) to support the 10YP, which include prioritised programmes and budgets for asset management improvement activities. The final AMP documents are now complete and feature on Council's website.

Project Planning and Prioritisation for the Asset Management Improvement Plan

3.2 This is the first time the Council has funded and operationalised a formal Council-wide AMIP. There has been a concerted focus on developing the AMIP and seeking funding in the 10YP to progress high priority improvement items.

3.3 Considerable effort has been put into collecting and collating items from a wide range of relevant stakeholders and sources including:

- Asset Management Maturity Assessment
- Asset Management Plans (2018 and 2021)
- Strategic Asset Management Plan
- Valuation Audits
- Operational experiences / reporting
- Recommendations from the Business Assurance Division
- Industry best practice guidelines and audits e.g. Waka Kotahi

3.4 The full AMIP includes 343 individual improvement items, including those from the AMMA. These 343 individual improvement items have been categorised into 75 workstreams based on commonality of items and stakeholders. These workstreams have then been prioritised and scheduled to create an improvement work programme that advances Council's overall level of AM Maturity[1] from its current rating of 'Core' to 'Intermediate'.

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[1] As reported in the Asset Management Maturity Assessment in September 2020 Council's overall maturity target score is 80 which is at the high end of the "Intermediate" level of asset

3.5 *The Approach to Prioritisation* – many factors have been considered in the prioritisation and scheduling of the AMIP including:

- *Impact on greatest maturity gaps* - assessed by asset management element and the gaps identified in the AMMA.

- *Number of dependent programmes* - assessed by the logical order of programmes. For instance, policies should be in place first, or we might need to decide critical assets before other work is carried out.

- *Overall impact* - assessed by the number of improvement items a programme covers.

- *Ease of implementation* - assessed by whether the action needs to be repeated per activity group or whether one action will cover all activities.

- *Relationship to timing of other key projects* in the local government cycle - e.g. budgeting processes and the 10YP.

- *Resource availability* - assessed by number of programmes assigned to a team, availability of budget and whether suitable external assistance can be found.

- *Business risk* - e.g. programmes associated with succession planning.

3.6 *Council-wide Focus and Change Management* - While some of the improvement items are transactional in nature and relatively straightforward to schedule. e.g. survey of assets at Splashhurst Pool and input into our property database, others rely on relationships and availability of experts across Council. Many of the AMIP items involve organisational, process and policy change across Council. Change management is an emerging issue and will continue to inform our strategy to progress the AMIP, because the capability to absorb and give effect to the change associated with AMIP tasks will vary across the different parts of the organisation at different times.

3.7 *Evolving Nature of AMIP* – as this is the first time that an AMIP has been operationalised, some uncertainty about the timing of the schedule and quantum of work remains. The AMIP will be subject to review, further refinement and new input from the next AMMA.

4. IMPLEMENTATION OF ASSET MANAGEMENT IMPROVEMENT PLAN

4.1 Collectively the improvement items in this iteration of the AMIP represent a large body of work that will take 5 to 7 years to work through. Significant, sustained and coordinated effort over time is required to fulfil Council's goal

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management maturity. Note: the target score of Intermediate is appropriate for a local government organisation considering the Council's size and complexity of assets. 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.

of advancing from its current 'Core' level of AM maturity to 'Intermediate' level of AM maturity. The continuous cycle of improvement planning means the AMIP is never truly completed. As AM maturity improves over time the focus of improvement items become focused on other areas of the business and the nature of items become increasingly targeted.

4.2   The following provides an indicative outline of the AMIP programme schedule over the next 4 years[2]. A significant amount of work is planned for 2022/23 in the lead up to the next 10YP and some programmes occur over multiple years[3].

Year	# Programmes	Progress/Notes
2021/22	48	Complete= 1 Underway = 28 Scheduled to finish in year 1 = 16
2022/23	49	Including: AMMA, Update SAMP, Strategic Direction Connection
2023/24	21	Including: Technological Improvement Review, Condition Assessment
2024/25 onwards	14	Including: Asset Management Policy Revision, Whole of Life Costing Process, Education Programmes

4.3   While a full list of programmes for the next 4 years is attached, the following programmes are a selection of programmes scheduled to begin in the 2021/22 year:

Growth Programme Processes (PROG-027)

This programme includes development of a process with the Strategic Planning Unit to review timing of growth programmes and planned infrastructure investment on a regular basis. Also, how planned growth will be allowed for by the various activities of Council, including ongoing lifecycle planning and budgeting for new assets.

Criticality Process: Critical Assets Defined and Flagged (PROG-034 and 035)

These two programmes involve first the development of a framework that will enable consistent determination of criticality across networks and assets. This will include what is critical to provide services and to deliver on Council's strategic direction. Once the framework is established it will be used to determine the level of criticality of each of Council's assets.

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[2] Some of the programmes occur over multiple years so the total is greater than the figure of 77 referred to earlier in the report.

[3] Note: the attachment to this memorandum provides the full list of programmes scheduled for the next 4 years.

Condition and Performance Policies (PROG-036)

This comprises work to formalise our policies governing asset condition and performance, including our definitions of acceptable condition and performance for various assets with various functions. This programme includes determination of policy content, documentation and review frequency.

Data Reporting (PROG-044)

This programme involves the use of Power BI (a business analytics software solution) to improve reporting and analytical insights into our asset data to drive better data led decision-making.

Mobile Data Collection (PROG-042)

Work to investigate the best mobile data solutions for capturing changes (maintenance, renewal, disposal) and condition to our assets while out in the field. This programme will enable real time and increasingly accurate updates to our asset databases.

Financial Information in Asset Management Information Systems (PROG-049)

This programme involves aligning how asset information is captured in our three waters data base with the Finance Unit's Fixed Asset Register. Better alignment between the asset data base and the Fixed Asset Register will drive greater efficiency in our valuation process.

Maintenance Strategy and Plan Development (PROG-054)

This work will formalise operational strategies and plans for maintaining our asset condition and performance. This programme includes a wide variety of maintenance planning across all activities, as well as reliable recording of that maintenance. This will improve our future work scheduling and budgeting for maintenance and renewals

Disposal Process (PROG-063)

Formal disposal plans for the disposal of all kinds of assets will be developed. These will include how assets are physically disposed of, and how the disposal is treated in our AM Information Systems.

Audit and Compliance

4.4   Further review of the AMMA findings have been undertaken by the Business Assurance Division in 2021[4]. The report concluded that 20% of recommendations had been actioned to date. Most of those actions completed addressed urgent areas in 'Managing Risk' and 'Audit and Improvement' effectively improving these elements to an appropriate level of maturity.

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[4] The Business Assurance Report will be considered by the Finance and Audit Committee on 27 October 2021.

4.5 The scheduled review of the AMMA in July 2022 will provide further analysis on the progress of AM practice across the organisation and inform further refinement of the AMIP work programme going forward.

5. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual 167.2	**Yes**
Are the decisions significant?	**No**
If they are significant do they affect land or a body of water?	**No**
Can this decision only be made through a 10 Year Plan?	**No**
Does this decision require consultation through the Special Consultative procedure?	**No**
Is there funding in the current Annual Plan for these actions?	**Yes**
Are the recommendations inconsistent with any of Council's policies or plans?	**No**
The recommendations contribute to Goal 4: An Eco City	
The recommendations contribute to the achievement of action/actions in Waters The action is: gain a better understanding of the condition of wastewater infrastructure to create clear direction on upgrades and renewals required.	
Contribution to strategic direction and to social, economic, environmental and cultural well-being	The Asset Management Improvement Plan will enable operationalisation of improvement items relating to the development of a coherent and coordinated asset condition programme. The asset condition programme will lead to a better understanding of our assets and inform optimised decision-making relating to upgrades and renewals of assets.

ATTACHMENTS

1. Asset Management Improvement Plan Table of Programmes ⬇ 📄

Initial Programme for Asset Management Improvement Plan (5 October 2021)

Programme Number	Programme Name	Planned Start Date	Planned Finish Date	2021/2022	2022/2023	2023/2024	2024/2025
PROG-001	Strategic and policy documents interaction	4/04/2022	13/10/2022	■	■		
PROG-002	Asset Management Policy Revision	1/07/2024	20/12/2024				■
PROG-003	AM Steering Group	4/10/2021	1/04/2022	■			
PROG-004	Maturity assessment 2022	4/07/2022	12/08/2022		■		
PROG-005	Updating of the SAMP	4/07/2022	30/06/2023		■		
PROG-007	Updating of the AMPs	24/01/2022	29/03/2024	■	■	■	
PROG-008	Improvement plan development and implementation	1/07/2021	17/12/2021	■			
PROG-009	Infrastructure staff point of failure risk reduction	4/10/2021	31/03/2023	■	■		
PROG-010	Confirmation of Infrastructure Roles	17/01/2022	3/02/2023	■	■		
PROG-011	AM Quality System	1/08/2022	15/12/2023		■	■	
PROG-012	Activity strategic direction connection	4/07/2022	16/12/2022		■		
PROG-013	Statutory review of AM Practices	4/10/2021	25/03/2022	■			
PROG-014	AM Planning Stakeholder Plan	2/08/2021	1/10/2021	■			
PROG-015	Iwi programme development framework	12/07/2021	24/06/2022	■			
PROG-016	Financial policy for funding depreciation	17/01/2022	14/01/2025	■	■	■	■
PROG-017	Internal refining of Levels of Service and measures	12/07/2021	29/10/2021	■			
PROG-018	Councillor Level of Service review	30/10/2021	30/04/2022	■			
PROG-019	Community Level of Service review	30/04/2022	30/09/2022	■	■		
PROG-020	Risk policy and framework	1/07/2021	23/07/2021	■			
PROG-021	Risk process and management system implementation	24/07/2021	17/12/2021	■			
PROG-022	Risk assessment and management	3/04/2023	31/03/2024		■	■	
PROG-023	Network resilience study	3/10/2022	13/12/2024		■	■	■
PROG-024	BCP Updated	20/07/2021	17/12/2021	■			
PROG-025	Programme Information Database (PETE)	12/07/2021	28/07/2023	■	■	■	
PROG-026	Project Prioritisation Framework	1/07/2024	18/04/2025				■

Programme Number	Programme Name	Planned Start Date	Planned Finish Date	2021/2022	2022/2023	2023/2024	2024/2025
PROG-027	Growth programme processes	24/01/2022	14/04/2023	■	■		
PROG-028	Strategic programme processes	4/07/2022	30/06/2023		■		
PROG-029	Corporate procurement procedure review	17/01/2022	1/07/2022	■			
PROG-030	Formalise Infrastructure Contractor arrangements	4/07/2022	28/06/2024		■	■	
PROG-031	Project management systems (including procurement)	17/01/2022	30/06/2023	■	■		
PROG-032	Business case process development	23/08/2021	6/08/2022	■	■		
PROG-033	Contract management capability	4/07/2022	7/07/2023		■		
PROG-034	Criticality process (including corporate)	24/07/2021	1/04/2022	■			
PROG-035	Critical assets defined and flagged	2/04/2022	1/04/2023	■	■		
PROG-036	Condition and performance policies	12/07/2021	1/04/2022	■			
PROG-037	Performance process and analysis	2/04/2022	7/04/2023	■	■		
PROG-038	Condition assessments (critical and balance)	1/04/2023	6/04/2024		■	■	
PROG-039	Asset data breakdown process and review	12/07/2021	30/06/2023	■	■		
PROG-040	Asset Data Reasoning and Gap Analysis	12/07/2021	28/06/2024	■	■	■	
PROG-041	Asset data complete (response to data gap analysis)	12/07/2021	28/06/2024	■	■	■	
PROG-042	Mobile Data Collection	12/07/2021	30/06/2023	■	■		
PROG-043	Application linkages	12/07/2021	28/06/2024	■	■	■	
PROG-044	Data Reporting	12/07/2021	28/06/2024	■	■	■	
PROG-045	Demand data collection	30/10/2021	1/07/2022	■			
PROG-046	Demand analysis	4/07/2022	30/06/2023		■		
PROG-047	AMIS Back up	12/07/2021	30/06/2023	■	■		
PROG-048	AMIS process development	12/07/2021	8/07/2022	■			
PROG-049	Financial information in AMIS	12/07/2021	30/09/2022	■	■		
PROG-050	Confirm valuation unit rates	17/01/2022	30/09/2022	■	■		
PROG-051	Revise or carry out initial valuation	17/01/2022	30/06/2023	■	■		
PROG-052	Strategic Planning for Models	1/07/2024	27/06/2025				■
PROG-053	Operational plan hierarchy development	12/07/2021	27/06/2025	■	■	■	■

Programme Number	Programme Name	Planned Start Date	Planned Finish Date	2021/2022	2022/2023	2023/2024	2024/2025
PROG-054	Maintenance strategy and plan development	4/10/2021	28/06/2024	███	███	███	
PROG-055	O&M processes documented	18/12/2021	28/06/2024	███	███	███	
PROG-056	ProMapp of processes	12/07/2021	28/06/2024	███	███	███	███
PROG-057	Whole of life costing process	1/07/2024	27/06/2025				███
PROG-058	Maintenance and renewal budget trade off	26/12/2022	27/06/2025		███		███
PROG-059	Review asset life assumptions	1/07/2024	27/06/2025				███
PROG-060	Renewal strategy/selection criteria development	24/01/2022	16/12/2022	███	███		
PROG-061	Renewal strategy data tools	1/07/2024	27/06/2025				███
PROG-062	Development of long-term renewal strategy	23/01/2023	28/01/2024		███		
PROG-063	Disposal Process	24/01/2022	24/06/2022	███			
PROG-064	Strategic plan developed (for new and growth)	12/07/2021	28/03/2025	███	███		███
PROG-065	Condition assessment process documented	2/04/2022	7/04/2023	███	███		
PROG-067	Combined forward works planning	12/07/2021	30/06/2023	███	███		
PROG-068	Financial planning	4/07/2022	30/06/2023		███		
PROG-069	Technological improvement review	16/01/2023	26/07/2025		███		███
PROG-070	Climate change decision criteria	4/07/2022	30/06/2023		███		
PROG-071	Education programmes	1/07/2024	27/06/2025	███			███
PROG-072	10YP Process Development	2/10/2021	6/08/2022	███			
PROG-073	Options principles development	1/07/2024	18/04/2025				███
PROG-074	Funding requirement processes	4/07/2022	30/06/2023		███		
PROG-075	Additional Asset Management Plans	1/07/2021	28/06/2024	███	███		
PROG-076	As-built processes	24/05/2021	17/12/2021	███			
PROG-077	Waka Kotahi Technical and Procedural Audit Improvements	1/07/2021	30/06/2022	███			

COMMITTEE WORK SCHEDULE

TO: **Infrastructure Committee**

MEETING DATE: **27 October 2021**

TITLE: **Committee Work Schedule**

RECOMMENDATION(S) TO INFRASTRUCTURE COMMITTEE

1. That the Infrastructure Committee receive its Work Schedule dated October 2021.

ATTACHMENTS

1.   Infrastructure Work Schedule - October 2021 ⇩ 📄

INFRASTRUCTURE COMMITTEE

COMMITTEE WORK SCHEDULE – OCTOBER 2021

Item No.	Estimated Report Date	Subject	Officer Responsible	Current Position	Date of Instruction/ Point of Origin
	~~October 2021~~	~~Papaioea Place Redevelopment Update (6 monthly)~~	~~Chief Infrastructure Officer~~		
	~~August October 2021~~	~~Infrastructure Capital Works Dashboard (Bi-monthly)~~	~~Chief Infrastructure Officer~~		
	~~August October 2021~~	~~Six Month Transport Network Safety Update Report – 2019~~	~~Chief Infrastructure Officer~~		2 September 2020 Clause 27.2 Planning & Strategy Committee 2 September 2019 Clause 70.19
	~~March October 2021~~	~~Asset Management Improvement Plan Update (6 monthly)~~	~~Chief Infrastructure Officer~~		
	~~June August~~ November 2021	Streets for People Update (6 monthly)	Chief Infrastructure Officer	Report being drafted. Will either go to the Infrastructure Committee or Finance and Audit	
	~~March August~~ November 2021	Roading Maintenance Contract (6 monthly)	Chief Infrastructure Officer	Contract commenced in July 2021 so it is in the initial stage. Reports to be made in November 2021 & June 2022	
	November 2021	Update on infill lighting required to achieve compliance in P and V	Chief Infrastructure Officer	A paper on NZTA funded projects and	2 September 2020 Clause 28.2

Oasis # 13990155

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| | | categories | | decisions will come to Council in November, which includes this programme of work. Work has been on hold awaiting NZTA funding decisions. | |
| | ~~August~~ March 2022 | Memorial Park – Final Implementation Report | Chief Infrastructure Officer | Splash pad will not be completed until November. Project will then need to be closed before a closure report can be finalised. | Play, Recreation & Sport 24 February 2021 Clause 8-21 |