



## Otorohanga District Council

# AGENDA

9 March 2010

Members of the Otorohanga District Council

Mr DF Williams (Mayor)  
Mr S Adam  
Mrs S Blackler  
Mr WH Earwaker (Deputy Mayor)  
Mr AL Gower  
Mr A Ormsby  
Mrs DM Pilkington  
Mr R Prescott

Meeting Secretary: Mr CA Tutty (Governance Supervisor)

# OTOROHANGA DISTRICT COUNCIL

9 March 2010

Notice is hereby given that an ordinary meeting of the Otorohanga District Council will be held in the Council Chambers, Maniapoto St, Otorohanga on Tuesday 9 March 2010 commencing at 10.00am.

2 March 2010

**DC Clibbery**  
**CHIEF EXECUTIVE**

## AGENDA

### VISITORS ATTENDING THE MEETING

9.30am           Citizenship Ceremony Morning Tea  
11.00am         Waikato Regional Airport representatives

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**PRESENT**

**OPENING PRAYER**

**IN ATTENDANCE**

**APOLOGIES**

**ITEMS TO BE CONSIDERED IN GENERAL BUSINESS**

**CONFIRMATION OF MINUTES - 16 FEBRUARY 2010**

**REPORTS**

**Item-309            OTOROHANGA COMMUNITY BOARD MINUTES - 11 FEBRUARY 2010**

**To:                    His Worship the Mayor and Councillors  
                          Otorohanga District Council**

**From:                Governance Supervisor**

**Date:                 9 March 2010**

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**Executive Summary**

Minutes of the meeting of the Otorohanga Community Board held on 11 February 2010, as previously circulated.

**Staff Recommendation**

It is recommended that:

The minutes of the meeting of the Otorohanga Community Board held on 11 February 2010 be received and the recommendations contained therein adopted.

**CA Tutty**  
**GOVERNANCE SUPERVISOR**

**Item-310 ENVIRONMENTAL HEALTH OFFICERS REPORT 1 DECEMBER 2009 TO 28 FEBRUARY 2010**

**To: His Worship the Mayor and Councillors  
Otorohanga District Council**

**From: Environmental Health/Liquor Licensing Officer**

**Date: 9 March 2010**

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### **Executive Summary**

The Environmental Health Officer/Liquor Licensing Inspector's report for the period 1 December 2009 to 28 February 2010.

### **Staff Recommendation**

It is recommended that:

The Environmental Health Officer/Liquor Licensing Inspector's report for 1 December 2009 to 28 February 2010 be received.

### **Report Discussion**

#### **Communicable Disease Control**

There has only been three cases of notifiable disease notifications reported on during this period. There were for two cases of Salmonellosis and one of Yersiniosis .

#### **Food Safety**

The Kawhia Fai Festival was held on 6 February and all stalls were inspected on the day. It was pleasing to note that no serious breaches of the conduct items required by the Food Hygiene Regulations were observed. The stalls were equipped with hand washing and sanitising facilities and in all cases provision for cool storage for readily perishable food was provided. As a result very little advice was required on the day.

Regular inspections of the food premises throughout the District are continuing.

#### **Health Nuisance Notice**

A statutory notice under the Health Act 1956 was served on a fisherman who was undertaking fish processing on a residential property. The activity was creating objectionable odours and attracting flies. The person concerned has agreed to cease any processing on that site following negotiations with the property owners, the fisherman and Council staff. The notice to abate the nuisance remains in place even though nuisance conditions no longer exist at the property.

#### **Liquor Licensing**

The following activity was carried out during this period:

- On Licences 0
  - Off Licences 0
  - Club Licences 0
  - Special Licences 12
-

- Managers Certificates 6 New  
4 Renewals
- Temporary Authorities 2

### **Opposed Manager's Certificate**

One application for a general manager's certificate has been opposed by the Police and myself as Inspector, on the grounds of suitability and the application has been referred to the Liquor Licensing Authority for determination following a public hearing.

### **BYO Public Events**

The Kiwiana Music Festival has been advertised as a BYO (bring your own liquor) event. No licence is required for a BYO event therefore this Agency has no control over the availability and consumption of liquor during the five hour event, other than at the licensed outlets.

The Kiwiana Committee has invited local liquor outlets to have stalls on site for the day and each of these outlets will require a special licence which will have conditions relating to the licensed roped off area. These conditions include the following conduct provisions:

- The provision of non-alcoholic refreshments;
- The provision of substantial food availability;
- No sale or supply to minors or intoxicated persons;
- The person who is managing the sale and supply of alcohol to be named and he is responsible under the Sale of Liquor Act;
- The licensed area defined.

It is usual that such outlets will rope off the area where alcohol can be consumed and it is a condition that no alcohol can be taken beyond that area. The reason being that the manager can supervise the sale and supply to persons in that area but not beyond the licensed area.

I understand that this event is aimed to appeal to families but both the Police and myself are concerned that abuse of alcohol could more easily occur when a public event advertises BYO liquor, particularly if the event appeals to younger persons. Because of this, Council may wish to investigate a policy of no large events held on Council land or reserves being a BYO event. Such a policy would be in line with the object of the Act which is to reduce alcohol abuse.

### **Kawhia/Aotea Liquor Ban**

Again this year the liquor ban was successful and the Police report that there were no serious breaches of the ban.

**B Faris**

**ENVIRONMENTAL HEALTH OFFICER / LIQUOR LICENSING INSPECTOR**

**Item-311 ANIMAL CONTROL OFFICERS REPORT FOR 1 OCTOBER TO 31 DECEMBER 2009**

**To: His Worship the Mayor and Councillors  
Otorohanga District Council**

**From: Environmental Services Manager**

**Date: 9 March 2010**

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**Executive Summary**

A report from the Environmental Services Manager on Dog and Animal Control activities in the District.

**Staff Recommendation**

It is recommended that:

The Environmental Services Manager's report on Dog and Animal Control for 1 October to 31 December 2009 be received.

**Report Discussion**

	<b>October</b>	<b>November</b>	<b>December</b>
1. No. of Registration Notices Issued	7	9	5
2. No. of Property visits for Registration checks - Rural	14	12	6
3. No. of Property visits for Registration checks - Urban	37	26	12
4. No. of Property visits for S.O.S.	3	2	1
5. No. of Property visits for Two Dog Permit	2	1	2
6. No. of Complaints - Dogs Actioned	18	12	22
7. No. of Complaints - Stock Actioned	11	1	-
8. No. of Street Patrols Night - Otorohanga	3	5	4
9. No. of Street Patrols Day - Otorohanga/Kawhia	4	3	6
10.. No. of Enquiries - Registration / Dog Control / General	18	9	15
11. No of Dogs Impounded	4	4	6
12. No. Remaining in Pound	-	-	-
13. No. of Stock Impounded	-	-	-
14. No. of Written Warnings - Dog Infringement Notice	1	-	3
15. No. of Infringement Notices Issued	1	-	-
16. No. of Verbal Warnings - Dog Control	12	7	16

**SEIZURE OF MENACING DOG**

On 12 February the Animal Control Officer seized and impounded a pit bull terrier found wandering on Main North Road. This animal is classified as menacing by type under the schedules to the Dog Control Act 1996 (the Act). This was the fifth occasion the animal had been impounded since 16 December 2009. Despite repeated warnings from Council staff the owner has not shown a willingness to control and manage his dog in the manner prescribed by the Act. Council has now proceeded to issue a notice pursuant to Section 33EC of the Act for the

destruction of this dog. This notice has been appealed by the owner and a hearing date has been scheduled for 10 March in the District Court at Te Kuiti.

**AR Loe**  
**ENVIRONMENTAL SERVICES MANAGER**

**Item-312 REGIONAL ROAD SAFETY STRATEGY**

**To: His Worship the Mayor and Councillors  
Otorohanga District Council**

**From: Roading Manager**

**Date: 9 March 2010**

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**Executive Summary**

Environment Waikato as the regional Council have recently completed the Regional Road Safety Strategy and the document has now been published. Otorohanga District Council staff and our regional road safety coordinator have been involved in the production of this strategy. It is felt that the strategy is sufficient to provide a general direction for road safety activities within the District, and there is not considered to be a need for a District specific Road Safety Strategy.

**Staff Recommendation**

It is recommended that:

1. The report be received
2. The Regional Road Safety Strategy be adopted as a general guideline for road safety practices within the Otorohanga District

**Report Discussion**

The areas covered by the Strategy are issues which have been previously discussed with Council at recent workshops on road safety in the District. Those being of high priority are;

- Speed
- Alcohol & other impairing drugs
- Roads & roadside hazards
- Heavy motor vehicles
- Motorcycles
- Legislation

And the areas for continued focus are;

- Fatigue
- Vulnerable road users
- Restraints

The vision of the Regional Strategy is

***'Working together towards zero deaths and serious injuries on Waikato's roads'***

And the desired outcomes are

- Safer speeds
  - Safer roads and roadsides
  - Safer road users
-

- Safer vehicles
- Improved organisation and coordination.

To achieve the outcomes the Strategy includes a number of actions for each area, and appendix A has a list of actions for which Otorohanga District Council is either a lead agency, or support agency. Each action includes a summary of the current Council activities and practices for road safety, and a comment on possible additional resource requirements.

It is considered that the current Otorohanga District Council practices meet the intent and proposed actions of the regional strategy.

It is considered that production of a District Road Safety Strategy is an unwarranted expense, and that the Regional Road Safety Strategy provides sufficient guidance for road safety practices in the District.

# **REPORT ON REGIONAL ROAD SAFETY STRATEGY 2009/12**

## **Appendix A – Strategy action points**

### Contents

- Safer speeds
- Safer roads & roadsides
- Safer road use
- Safer vehicles
- Improved organisation & coordination

## 1 Safer speeds

### Actions points where Otorohanga District Council is the lead agency

No	Action	Lead agency	Support agency	timing
A1.3	Proactively review speed limits in high crash risk locations	ODC		Ongoing
	No such locations are considered to exist on local ODC roads. Continue to monitor and work with Transfield services for the SH network.			
A1.4	Include speed management plans in all sub regional Road Safety Action Plans	ODC & NZ Police	RASP groups	Ongoing
	Discuss at RSAP meetings.			
A1.5	Investigate and promote the use of variable speed limits on routes with changing environmental conditions or functionality	ODC	RASP groups	Ongoing
	Research to be carried out and a report to be presented to council for school zone speed limits at schools, both rural and urban.			
A1.6	Promote awareness of the danger of speed through campaigns targeting high risk groups	REG & ODC		2009/10 & ongoing
	Provision within the ODC estimates for advertising sign boards in the 2010/11 estimates for regional advertising campaigns, and continued funding support of road safety coordinator			
A1.7	Engineer the environment to encourage appropriate speeds	ODC		ongoing
	Review safety management system and adoption of suitable design standards for capital improvement works and subdivision greenfield development			

Note REG = is the Regional Education Group

RASP = Road Safety Action Plan

### Actions points where Otorohanga District Council is the support agency

No	Action	Lead agency	Support agency	timing
A1.1	Maintain enforcement with an increase in targeted speed enforcement	NZ Police	ODC	Ongoing
	Provide traffic count speed data to NZ Police to identify high speed area's			
A1.2	Enforce compliance with posted speed limits. Support with education	NZ Police	ODC	Ongoing
	As above plus funding of road safety coordinator and funding for roadside signboards.			

## 2 Safer roads and roadsides

### Actions points where Otorohanga District Council is the lead agency

No	Action	Lead agency	Support agency	timing
A2.2	Maintain deficiency databases and programme ongoing safety engineering activity to address deficiencies such as roadside hazards	ODC	RSAP groups	Annual / ongoing
	Deficiency database process underway			
A2.3	Ensure road safety audits are undertaken	ODC		Annual / ongoing
	Continual observation during maintenance cyclic inspections, specific inspections for fatal and serious crashes, 5 yearly Crash Reduction Studies, periodic RISA surveys from NZTA			
A2.4	Maintain & review safety management systems	ODC		ongoing
	The current ODC safety management system was adopted in 2003 and last reviewed in 2007. the document is due for review this year.			
A2.5	Continue to implement crash reduction studies in all RCS's in the region	ODC	Police	ongoing
	Crash reduction studies currently carried out on a five yearly cycle, which is considered appropriate for our stable network. Last Crash reduction Study in 2009 established the need for some focussed maintenance and specific improvement works, which are currently being designed for construction next financial year.			
A2.6	Develop programmes to address high risk intersections supported by engineering and education	ODC	Police	ongoing
	Te Kawa Street intersections with Haerehuka and Hinewai Streets are the only identified "black spot" intersections, and are currently being considered for traffic calming improvements			
A2.7	Identify motorcycle black spots or routes		ACC	2010/11 ongoing
	No known motorcycle black spots or routes on the ODC network. Annual interrogation of CAS to look for black spots.			
A2.8	Identify and treat heavy motor vehicle black spots or routes	ODC & NZTA	ACC	2010/11
	No known heavy motor vehicle black spots or routes on the ODC network Annual interrogation of CAS to look for black spots.			
A2.9	Provide and promote rest stops and pull over locations suitable for HMV's	ODC & NZTA	RSAP groups	2010/11
	Request expressions of need from heavy transport operators through RSAP meetings and report back to Council. Existing rest areas on the State Highway network are likely to be sufficient.			

Note RSAP = Road Safety Action Plan  
RISA = Road Infrastructure Safety Audit  
CAS = Crash Analysis System, a database of police attended crashed.

### Actions points where Otorohanga District Council is the support agency

No	Action	Lead agency	Support agency	timing
A2.10	Advocate for the development and implementation of a national roading hierarchy	RRSSG	RCA's, NZTA & Police	2010/11
	Little or no inputs expected from ODC other that at RSAP level			
A2.11	The Review of safety standards and guidelines in line with the roading hierarchy	RRSSG	RCA's, NZTA & Police	2010/11
	Little or no inputs expected from ODC other that at RSAP level			

### 3 Safer road use

#### Actions points where Otorohanga District Council is the lead agency

No	Action	Lead agency	Support agency	timing
A3.1	Develop and implement education awareness and behavioural campaigns targeting speed, alcohol, fatigue, driver distraction, restraints, rider/ driver visibility, recidivist drivers and young road users	RCA's, REG & ACC	DHB & RSAP groups	2009/10 then annually
	Provision of advertising sign boards in the 2010/11 Otorohanga District Council estimates for regional advertising campaigns, and support of road safety coordinator. Continued funding support of the road safety coordinator for the District.			
A3.3	Promote driver and rider training and refresher programmes to improve road user skills	RCA's, REG & ACC	NZTA	2010/11 continuing
	Continued funding support of the road safety coordinators driver training and licensing assistance programme			

Note REG = Regional Education Group

#### Actions points where Otorohanga District Council is the support agency

No	Action	Lead agency	Support agency	timing

## 4 Safer vehicles

### Actions points where Otorohanga District Council is the lead agency

No	Action	Lead agency	Support agency	timing
A 4.2	Promote public awareness of benefits of "safe and well maintained" vehicles 365 days a year	ODC & REG	Police & NZTA	2010/11 continuing
	Provision of advertising sign boards in the 2010/11 Otorohanga District Council estimates for regional advertising campaigns, in support of EW.			

### Actions points where Otorohanga District Council is the support agency

No	Action	Lead agency	Support agency	timing
A4.1	Promote safe fleet purchase choices to fleet and vehicle operators through promotion of the NCAP star rating system	RRSSG	REG & ODC	2009/10 continuing
	No direct actions likely			

Note REG = Regional Education Group  
 RRSSG = Regional Road Safety Steering Group

## 5 Improved organisation and coordination

### Actions points where Otorohanga District Council is the lead agency

No	Action	Lead agency	Support agency	timing
A5.1	Seek to engage politicians and decision makers in road safety matters	TA's & EW	RRSSG	ongoing
	Continue to provide meeting workshop and discussion papers to ODC Councillors			
A5.2	Keep politicians and decision makers informed and advised on road safety matters	TA's & EW	RRSSG	ongoing
	A regular safety agenda items occurs at the Regional Transport Committee meetings hosted by EW			
A 5.12	Ensure road safety policy is aligned with other key strategic policy documents such as the RLTS & RPS	RRSSG & TA's		ongoing
	This work is primarily done by EW (in producing the regional strategy), in adopting the policies of this regional strategy for the Otorohanga District, the alignment with the RLTS will be retained.			

### Actions points where Otorohanga District Council is the support agency

No	Action	Lead agency	Support agency	timing
A5.10	Promote inter-regional strategic alliances for road safety	RRSSG & REG	Adjacent TA's	ongoing
	Work through the RSAP			

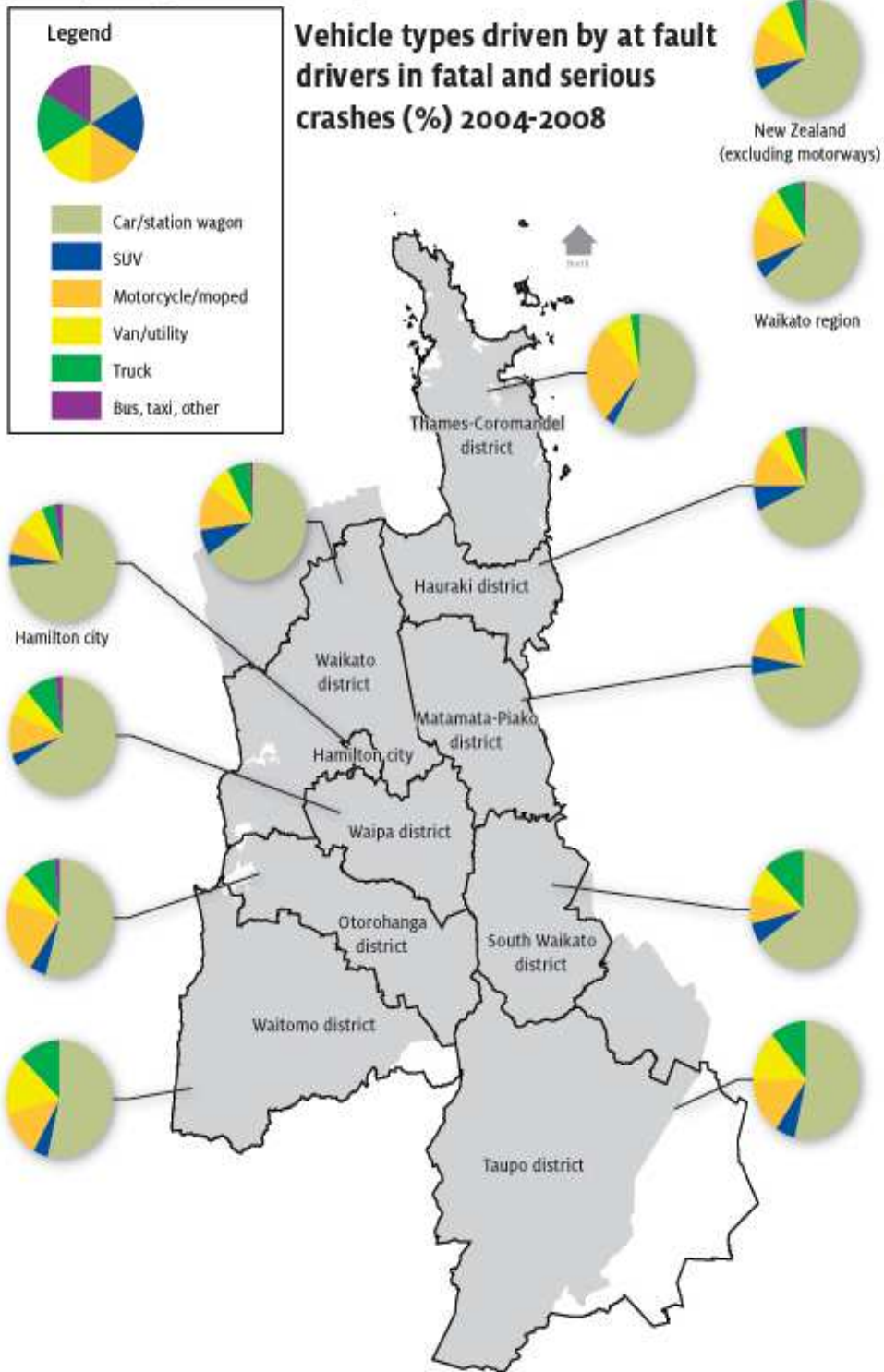
**Martin Gould**  
**ROADING MANAGER**

### **Attachments**

- a. Regional Road Safety Strategy for the Waikato region

# Appendix 4 –

Maps depicting national, regional and local crash data



2009 - 2012

# Regional Road Safety Strategy

## for the Waikato region



## Item-313      **MINOR SAFETY IMPROVEMENTS REPORT**

**To:**                    **His Worship the Mayor and Councillors  
Otorohanga District Council**

**From:**                **Roading Manager**

**Date:**                **9 March 2010**

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### **Executive Summary**

The 2009/10 budget includes an amount of \$370,000 for Minor Improvements. NZTA subsidised funding is available to a value of \$382,252. The NZTA “expects” Council to spend these funds (set at approx 8% of the total maintenance spend) as part of giving effect to the GPS (Government Policy Statement) and improving the safety of the roading network, and significant under-spending of this account is frowned upon.

A programme of safety improvement works for the next three years has been prepared and is enclosed in this report for consideration and approval by Council.

### **Staff Recommendation**

It is recommended that:

1. The report be received
2. The general policy on funding and draft programme of works for Minor Improvements be approved.

### **Report Discussion**

#### **Definition of Minor Improvements**

The NZTA PPFM (Planning, Programming and Funding Manual) provides the following definition of the funding category

*This work category provides funding to RCA’s for the construction/implementation of low cost/low risk improvements. The value of individual projects/activities is limited to a maximum of \$250,000.*

*Examples of qualifying activities include;*

- *Small, isolated geometric road and intersection improvements*
  - *Traffic calming measures*
  - *Lighting improvements for safety*
  - *Installation of new traffic signs and pavement markings, or upgrading these to the current standard, costing in excess of \$10,000*
  - *Provision of guardrailing*
  - *Sight benching to improve visibility*
  - *Pedestrian facilities that comply with the definition for work category 451:pedestrian facilities*
  - *Cycle facilities that comply with the definition for work category 452:cycle facilities*
-

- *Stock access structures*
- *Formation of trailer parks*
- *Minor engineering works associated with community programmes.*

See attachments for definition of 451:pedestrian facilities, and 452 cycle facilities

The funding is set at approximately 8% of the total maintenance and renewals funding provided to each Road Controlling Authority (RCA), and is provided to give effect to the GPS (Government Policy Statement) safety targets. As such the NZTA have an expectation that this budget is utilised up to or close to the budget allocation.

In recent years the allocation of funds from this account within the Otorohanga District has been broken out into separate work types including

- Improvements included in Capital projects such as unsealed smoothing and seal extension contracts
- An allowance for subsidising stock underpass structures and entranceway sealing
- Stand alone works, principally rural sight benching
- One off safety improvements.

In order to better prioritise stand alone safety improvement works, Council has begun a deficiency database which will record and rank improvement works for funding. The use of such a database for prioritising safety improvement works is recommended by NZTA, and is included as an action on RCA's in the Regional Road Safety Strategy. Work is underway on the database, but the first stage of data collection will not be completed in time for funding this financial year, and so a more traditional approach will be used to identify works the current financial year.

The enclosed budget for the Minor Safety Improvements sets out the proposed programme in detail for the current financial year, and in broader terms for the following two years (for which NZTA budgets have already been established as part of the three year regional land transport plan)

Rather than pedantically following the database priorities, it is envisaged that similar work types will be packaged together in a single tender, providing some efficiencies in tendering and supervision of work packages.

### 1. Sight benching

The current list of known sites has been completed, but it is expected that the deficiency database inspections will provide a new selection of corners for consideration, including the tight bend on Ngaroma Road. Each of the growth capacity roads (Mangati, Hanning & Te Tahi Roads) will be targeted for sight benching across the three year programme.

### 2. Crash reduction Study works

Works identified during the 2009 Crash Reduction Study are proposed to be investigated and designed this year, with the works completed in the following two years. These include general improvement packages of edge marker posts, line marking and signage in Huiputea Drive, Ouruwhero Road, Otewa Road and Wharepuhunga Road. Crash reduction studies are carried out on a five yearly cycle, and so completion of the works identified in the 2009 study will free up funding for deficiency database work progress in the following two years.

### 3. Intersection sealing.

Intersections of unsealed roads with sealed roads create potential safety issues from migration of loose material onto the sealed surface, and the reduced ability to stop when approaching intersections on the unsealed leg. A report is currently being prepared for presentation to

Council on a programme of prioritisation and sealing of some of these intersections. In anticipation of this programme being adopted, a small allowance has been included for this work to be carried out on a five year cycle.

#### 4. Deficiency database progress

The deficiency database priority list will be presented to Council for final confirmation as was agreed at the previous workshop to discuss the ranking process, and the individual sites and works confirmed.

In summary the following principles are proposed for the broad term allocation of Minor Safety funding for future years draft Minor Safety works programme which will be presented to Council for approval;

- 1) First call on the annual budget shall be given to works on the common financial year capital improvements programme.
- 2) Annual allowance for Stock underpasses of \$60,000.
- 3) Annual allowance for subsidy for rural entranceway sealing of \$10,000.
- 4) Crash reduction study identified works, design in year following study, and works undertaken in years two and three following study
- 5) Sight Benching works set at 20% of remaining budget
- 6) Bridge approach sealing at 2% of remaining budget, packaged together to be undertaken every 5 years.
- 7) Intersection sealing works set at 5% of remaining budget packaged together to be undertaken every 5 years.
- 8) Deficiency database progress from the remaining budget after design costs.

The following table gives the raw breakdowns based on the above principals for the allocation of Minor Safety funding to general work activities



## Minor Safety possible allocation 2009/2019

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Capital Works programme estimate	111190	130000	149000	355000	109000	329000	117000	206000	65000	42000
Stock underpasses	60,000	60,000	60,000	30000	60000	33000	60000	60000	60000	60000
Entranceway sealing share costs	10,000	10,000	10,000	0	10000	5000	10000	10000	10000	10000
Huiputea Drive entranceway sealing	10,000									
Sight benching, capacity growth roads	20,000	30,000	10,000							
Awarded bridge approach sealing	90,000									
Crash reduction study implementation	8,000	75,000	50,000			5000	35000	35000		
remaining budget	60810	85000	111000	5000	211000	18000	168000	79000	255000	278000
Sight benching other	12,162	17,000	22,200		42,200	3,600	33,600	15,800	51,000	55,600
Bridge approach sealing						8600				
Intersection sealing		20000					25650			
subtotal	210,162	212,000	152,200	30,000	112,200	55,200	164,250	120,800	121,000	125,600
Engineering fees	25881	21200	15220	3000	11220	5520	16425	12080	12100	12560
Deficiency database implementation	22,767	26,800	73,580	2,000	157,580	280	92,325	51,120	191,900	209,840
total estimate	370,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000
LTCPP 2009/12	370000	390000	390000	390000	390000	390000	390000	390000	390000	390000
RLTP 2009/12	382252	399925	406277	??	??	??	??	??	??	??

Based on these raw figures draft Minor Safety Improvements budgets have been prepared for the next three years, and are shown in the following tables.

## Minor Safety Projects

2009/2010 - Proposed

Budget

\$

370,000.00



Item	Road Name	Location / Reference	MSP Type	Estimate \$	Est status	Cum.Total \$
<b>Qualifying Work in 2009/10 Capital Works Contracts</b>						
1	Owhiro Road			25,840	completed	25,840
2	Te Raumoia Road			27,050	tendered	52,890
3	Okupata Road			34,800	tendered	87,690
4	Puketawai Road			23,500	prov est	111,190
			Sub-total	<b>\$111,190</b>		
<b>Qualifying Work in 2009/10 Maintenance Works Contracts</b>						
1	AWPT			0		111,190
2	Reseals			0		111,190
			Sub-total	<b>\$0</b>		
<b>Allowances for undefined works</b>						
1	Stock underpasses			60,000	estimate	171,190
2	Entranceway sealing share costs			10,000	estimate	181,190
			Sub-total	<b>\$70,000</b>		
<b>Proposed Projects</b>						
<b>2009/10</b>						
1	Truckwash & Huiputea res entrances	Huiputea Drive		10,000	prov est	191,190
2	Bridge approach sealing	Rakauwhakahue Br - Owawenga Rd		16,300	tendered	207,490
3	Bridge approach sealing	Owawenga Br - Owawenga Rd		16,800	tendered	224,290
4	Bridge approach sealing	Omanawa Br - Okupata Rd		22,200	tendered	246,490
5	Bridge approach sealing	Pururu Br - Ngapeke Rd		17,900	tendered	264,390
6	Bridge approach sealing	Newman Br - Newman Rd		16,800	tendered	281,190
7	Sight benching - general	4 sites		20,000	allowance	301,190
8	Sight benching - Capacity growth roads	4 sites (Te Tah Road)		20,000	allowance	321,190
9	Crash Reduction Study works (design)			8,000	allowance	329,190
10	Deficiency database priority list	Te Kawa Road Intersections		14,500	prov est	343,690
11						
12						
13						
			Sub-total	<b>\$162,500</b>		
	Engineering Fees		10.00%	26,000	232,500	23,250
			Sub-total 08/09	<b>\$369,690</b>		

**Minor Safety Projects**  
**2010/2011 - Proposed**  
**Budget**

\$ 390,000.00



Item	Road Name	Location / Reference	MSP Type	Estimate \$	Est status	Cum.Total \$
<b>Qualifying Work in 2010/11 Capital Works Contracts</b>						
1	Rakanui Road			30,000	prov	30,000
2	Huirimu Road (south)			40,000	prov	70,000
3	Te Raumauku Road			45,000	prov	115,000
4	Aotea Road			15,000	prov	130,000
			Sub-total	<b>\$130,000</b>		
<b>Qualifying Work in 2010/11 Maintenance Works Contracts</b>						
1	AWPT			0		130,000
2	Reseals			0		130,000
			Sub-total	<b>\$0</b>		
<b>Allowances for undefined works</b>						
1	Stock underpasses			60,000		190,000
2	Entranceway sealing share costs			10,000		200,000
			Sub-total	<b>\$70,000</b>		
<b>Proposed Projects</b>						
<b>2010/11</b>						
1	Crash reduction study identified works			75,000	guess	275,000
2	Sight benching - general			17,000	allowance	292,000
3	Sight benching - Capacity growth roads	6 sites (Mangati Road)		30,000	allowance	322,000
4	Intersection sealing			20,000	allowance	342,000
5	Deficiency database progress	Otewa urban & Rural works - (TBC)		27,000	allowance	369,000
6						369,000
7						369,000
8						369,000
9						369,000
10						369,000
11						369,000
12						369,000
13						369,000
			Sub-total	<b>\$169,000</b>		
	Engineering Fees		10.00%	21,000	239,000	23,900
			<b>Sub-total 08/09</b>	<b>\$390,000</b>		

**Minor Safety Projects**  
**2011/2012 - Proposed**  
**Budget**

\$ 390,000.00



Item	Road Name	Location / Reference	MSP Type	Estimate \$	Est status	Cum.Total \$
<b>Qualifying Work in 2011/12 Capital Works Contracts</b>						
1	Newman Road			0	prov	0
2	Kaimango Road			85,000	prov	85,000
3	Scott Road			42,000	prov	127,000
4	Bush Road			22,000	prov	149,000
			Sub-total	<b>\$149,000</b>		
<b>Qualifying Work in 2011/12 Maintenance Works Contracts</b>						
1	AWPT			0		149,000
2	Reseals			0		149,000
			Sub-total	<b>\$0</b>		
<b>Allowances for undefined works</b>						
1	Stock underpasses			60,000		209,000
2	Entranceway sealing share costs			10,000		219,000
			Sub-total	<b>\$70,000</b>		
<b>Proposed Projects</b>						
<b>2011/12</b>						
1	Crash reduction study identified works			50,000	allowance	269,000
2	Sight benching - general	7 sites		22,000	allowance	291,000
3	Sight benching - Capacity growth roads	2 sites (Hanning Road)		10,000	allowance	301,000
4	Intersection sealing			0	allowance	301,000
5	Deficiency database progress	to be confirmed		73,000	allowance	374,000
6						374,000
7						374,000
8						374,000
9						374,000
10						374,000
11						374,000
12						374,000
13						374,000
			Sub-total	<b>\$155,000</b>		
	Engineering Fees		10.00%	16,000	225,000	22,500
			<b>Sub-total 08/09</b>	<b>\$390,000</b>		

<b>Proposed Projects</b>			Sub-total	\$70,000	\$70,000	\$70,000
<b>2009/10</b>						
1	Truckwash & Huiputea res entrances	Huiputea Drive		10,000		
2	Bridge approach sealing	Rakauwhakahue Br - Owawenga Rd		16,300		
3	Bridge approach sealing	Owawenga Br - Owawenga Rd		16,800		
4	Bridge approach sealing	Omanawa Br - Okupata Rd		22,200		
5	Bridge approach sealing	Pururu Br - Ngapeke Rd		17,900		
6	Bridge approach sealing	Newman Br - Newman Rd		16,800		
7	Sight benching - general	4 sites		20,000		
8	Sight benching - Capacity growth roads	4 sites (Te Tah Road)		20,000		
9	Crash Reduction Study works (design)			8,000		
10	Deficiency database priority list	Te Kawa Road Intersections		14,500		
			Sub-total	<b>\$162,500</b>		
<b>2010/11</b>						
1	Crash reduction study identified works				75,000	
2	Sight benching - general				17,000	
3	Sight benching - Capacity growth roads	6 sites (Mangati Road)			30,000	
4	Intersection sealing				20,000	
5	Deficiency database progress	Otewa urban & Rural works - (TBC)			27,000	
			Sub-total		<b>\$169,000</b>	
<b>2011/12</b>						
1	Crash reduction study identified works					50,000
2	Sight benching - general	7 sites				22,000
3	Sight benching - Capacity growth roads	2 sites (Hanning Road)				10,000
4	Intersection sealing					0
5	Deficiency database progress	to be confirmed				73,000
			Sub-total			<b>\$155,000</b>
	<i>Engineering Fees</i>		10.00%	26,000	21,000	16,000
	Total expenditure (2009 dollars)			<b>\$369,690</b>	<b>\$390,000</b>	<b>\$390,000</b>
	Total ODC Budget (2009/12 LTCCP)			<b>\$370,000</b>	<b>\$390,000</b>	<b>\$390,000</b>
	Total NZTA allocation (2009/12 NLTP)			<b>\$382,252</b>	<b>\$399,925</b>	<b>\$406,277</b>

**Martin Gould**  
**ROADING MANAGER**

### **Attachments**

- a. Copy of PPFM work category definitions – 451: Pedestrian Facilities & 452: Cycle facilities

## F4.2 W/C 451: Pedestrian facilities

**Definition: work category 451**

**Pedestrian facilities**

This work category provides for the construction/implementation of new or improved pedestrian facilities.

To qualify under this work category, the facilities must:

- form part of a transport network
- integrate walking with other transport modes
- be identified either specifically or generically in a current walking, or walking and cycling strategy or implementation plan, preferably supported by the NZTA
- induce higher numbers of pedestrians (or reduce the rate of decline)
- improve safe access for pedestrians.

**Examples of qualifying activities**

Examples of qualifying activities include:

- new or improved footpaths, including on an existing bridge
- pedestrian crossing features, including kerb crossings, kerb protrusions, central refuges and pedestrian platforms
- pedestrian crossing controls, including zebra crossings, kea crossings and pedestrian traffic signals
- signage
- altering kerb lines to improve pedestrian access
- pedestrian shelters (excluding shelters that are primarily provided for waiting for, or getting to or from, passenger transport)
- pedestrian overbridges/underpasses
- pedestrian crossings of railways
- all markings, traffic signals, lighting, etc necessary to bring the facility into service.

*Contd*

## **Item-314          COMMUNITY MAX MID TERM PROGRESS**

**To:**                    **His Worship the Mayor and Councillors  
Otorohanga District Council**

**From:**              **Technical Services Manager**

**Date:**                **9 March 2010**

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### **Executive Summary**

This is a report on the progress to mid February 2010 of the Otorohanga and Kawhia Community Max teams.

### **Staff Recommendation**

It is recommended that:

The report be received.

### **Report Discussion**

Since the initiation of the Community Max scheme in November 2009, two teams of unemployed youth have obtained skills and experience in various construction and maintenance projects in the Otorohanga and Kawhia townships.

The two teams are composed of 4 youth and one supervisor in Otorohanga (all previously unemployed) and in Kawhia, 6 unemployed youth and one member of Otorohanga District Council staff undertaking a supervisory role for 4 days of the week.

Each team member receives a wage of \$12.50 per hour for a 30 hour week which is paid directly by the Council but reimbursed by Work and Income New Zealand over the six month employment period. Additionally, the cost of registered training schemes is offset by WINZ. These schemes are for the purpose of training the youth to achieve skills and increase their opportunity of obtaining employment during or after the Community Max Scheme.

To date, the following projects have been completed or are currently being worked on:

#### **Otorohanga**

- Improvements to the dog walking track on the stop bank adjacent to the Brett Reserve and the entrance in Huiputea Drive. The works have included a new swing gate entrance, easier track access through the building of steps and path location bollards;
- Maintenance of the Elderly housing at Windsor Court and Elizabeth Place including gutter clearance, water blasting of exterior walls and internal painting;
- Improvements to Brett Reserve including assistance with structural improvement and painting of the half pipe skateboard ramp and upgrade and painting of the picnic tables and boundary rail;
- Clearance of the Recycle Centre material following the impact of the New Year holiday period;
- Construction of box steps and handrail on the steep sections of the Bob Horsfall Track.

## Kawhia

- Maintenance and part painting of the wharf buildings;
- Painting of the lower weatherboards of the Kawhia Museum;
- Public safety improvements through the maintenance of the concrete retaining wall adjacent to the wharf;
- Pruning suckers on the reserve and shoreline trees;
- Assisting the Tree Surgeon in street tree pruning and clearance;
- Felling, pruning, clearance and herbicide treatment of the substantial privet invasion of the reservoir reserve;
- Reinstating the seawall through gathering, replacing and concreting the displaced rocks and plastering the face of the seawall with cement.

Up to the middle of February, just over half of the length of the Community Max term was complete. The expenditure on salary for the two teams, which is fully subsidised by Work and Income NZ (except for the two supervisors who are subsidised for only a proportion of their salary), amounted to **\$49,700**. The cost to the Council to the middle of February amounts to **\$6240.6**

At the end of the scheme the Council contribution to the scheme in the form of materials, supervisor salary support, superannuation and advertising is estimated to be **\$9500.00** and this cost will be charged to the relevant capital or operational budgets for these projects.

An example of the value of the work completed by the Community Max teams is shown by the timber step and handrail construction on the Bob Horsfall Reserve track.

The cost of the five flights of steps completed by a skilled and experience contractor would amount to \$8500. The cost of the work completed by the Otorohanga Community Max team although taking longer than an experienced operator, the cost the Council will amount to approximately \$2500 which is 30% of the cost of a contractor.

Although the type of work designed for the two Community Max teams are to be located on public land only and not work that could be completed by a private contractor, the costs of the Bob Horsfall Reserve track improvements would be well above the limits on financial outlay for completion by an experienced contractor. Various examples of work progress can also indicate the benefits and very positive results of employing the Community Max teams, namely,

- Visual and practical improvements for public access and use of the dog walking track on the stop bank and the Brett Reserve;
- Noxious weed control (privet) in Kawhia minimises an issue of public concern;
- Essential Kawhia sea wall repairs including the elimination of public safety hazards.

Future proposals to be completed prior to the end of the six month scheme include:

- Construction of a concrete vehicle entrance to St Johns Ambulance building on Kakamutu Road;
- Painting of the Transit managed highway bridges in Otorohanga (materials and traffic management supplied by Transit);
- Reconstruction and repair of the seawall groynes at Kawhia;
- Continuing topcoat painting of the Kawhia Museum;
- Roadside concrete footpath in Kawhia.

It is anticipated that by the end of the 6 month scheme, the total cost to the Council will be **\$9,500** and this sum covering the cost of individual projects can be allocated to existing capital and maintenance budgets.

## **Training**

To date, both teams have completed NZQA registered first aid training and have also passed a Site Safe course that qualifies them to identify and report unmanaged hazards related to traffic management.

From Tuesday 2nd March, apart from supervisors who have a full licence, each team member will follow a driver training course co-ordinated and led by Christine Chaplow at the Wintec building, Otorohanga.

Seven young people wish to obtain a learner's licence, two a restricted and one a full licence.

Further training will be organised prior to the completion of the six month Community Max scheme and will provide a range of skills and generate confidence in applying for permanent employment.

**Simon Mailer**  
**TECHNICAL SERVICES MANAGER**

**Item-315      WAIKATO REGIONAL AIRPORT PRESENTATION**

**To:                    His Worship the Mayor and Councillors  
                          Otorohanga District Council**

**From:                His Worship the Mayor**

**Date:                9 March 2010**

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**Executive Summary**

Representatives of the Waikato Regional Airport, Ms Kiri Goulter and Mr Chris Doak, will attend the meeting to update Members of Airport progress.

**Staff Recommendation**

It is recommended that:

The Waikato Regional Airport presentation be received.

**Report Discussion**

Representatives of the Waikato Regional Airport will attend Council meetings twice a year to update Members of the Airports progress to date.

**DF William  
MAYOR**

**Item-316            ODC MATTERS REFERRED FROM 16 FEBRUARY 2010**

**To:                    His Worship the Mayor and Councillors  
                          Otorohanga District Council**

**From:                Governance Supervisor**

**Date:                9 March 2010**

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**1.    ENGINEERING MANAGER**

16 February 2010

- i.    To check on the standard of the exterior painting of the Kawhia Museum building.

**CA Tutty  
GOVERNANCE SUPERVISOR**

**GENERAL**

**MOTION TO EXCLUDE THE PUBLIC**

**Item-317            'IN HOUSE' WATER SERVICES DELIVERY CONFIDENTIAL**

