

KAIKŌURA DISTRICT COUNCIL WORKS AND SERVICES COMMITTEE MEETING

Date:	28 February 2024
Time	9.30 am
Location	Totara, Council Chambers

AGENDA

1. Apologies
2. Declarations of Interest
3. Minutes to be confirmed dated 31 January 2024 page 2
4. Review of Action List page 4
5. Matters of Importance to be raised as Urgent Business -
6. Works and Services Monthly BAU Report page 5
7. Killarney Street Footpath page 17
8. Close Meeting

**MINUTES OF THE WORKS AND SERVICES COMMITTEE MEETING HELD ON
WEDNESDAY 31 JANUARY 2024 AT 9.18 AM AT TOTARA, COUNCIL CHAMBERS,
96 WEST END, KAIKOURA**

PRESENT: Councillor K Heays (Chair), Mayor C Mackle, Deputy Mayor J Howden, Councillor V Gulleford, Councillor T Blunt, Councillor L Bond,

IN ATTENDANCE: W Doughty (Chief Executive Officer), P Kearney (Senior Manager Corporate Services), D Clibbery (Senior Manager Operations), O Joensuu (Technical Services Manager), M Russell (Works Manager), Becky Makin (Executive Officer-Minutes)

1. APOLOGIES

Apologies were received from Councillor J Diver and Councillor R Roche.

Moved: Deputy Mayor J Howden
Seconded: Councillor T Blunt

CARRIED UNANIMOUSLY

2. DECLARATIONS OF INTEREST

During the meeting Deputy Mayor J Howden declared an interest in the unmetered irrigation occurring at the racecourse under item 6.

3. CONFIRMATION OF MINUTES

3.1 Works & Services Committee meeting minutes dated 29 November 2023

RESOLUTION

THAT the Council:

- *Confirms as a true and correct record, the circulated minutes of a Works & Services Committee meeting held on 29 November 2023.*

Moved: Councillor L Bond
Seconded: Mayor C Mackle

CARRIED UNANIMOUSLY

4. REVIEW OF ACTION LIST

The Action List was noted by the Committee and the following update was noted:

- Council staff have not heard from the Drift Track organiser and will follow up.

5. MATTERS OF IMPORTANCE TO BE RAISED AS URGENT BUSINESS Nil

6. WORKS AND SERVICES MONTHLY BUSINESS AS USUAL (BAU) REPORT

Council Officers D Clibbery, O Joensuu and M Russell joined the table to answer any questions from elected members.

It was confirmed that the drainage works on Bay Paddock Road (page 8) have been completed with a small tidy up of the area left. The maintenance team will undertake some limited removal of the noxious weeds at Ocean Ridge, however as previously mentioned the Council has not budgeted to maintain the swales

and drains to the higher standard that is being requested (i.e. removal of flaxes). It is not believed that the vegetation is contributing to any flooding issues and the stormwater retention basin is in general operating as it should be. If residents want a higher standard of maintenance the Council may need to look at a targeted rate for Ocean Ridge as was considered in the report on the issue prior to Christmas. There are no plans for a targeted rate at present but it could be something that feedback from the Ocean Ridge community could be sought in the future.

Deputy Mayor J Howden declared an interest in the unmetered irrigation occurring at the racecourse and would follow up with O Joensuu after the meeting on what is involved. Councillor T Blunt provided insight into where the valve was located on the show ground, noting it could be separated out.

O Joensuu would confirm if 30k warnings signs will be installed by the speed bumps on the Esplanade **(ACTION)**.

It was clarified that the ECan abatement notices were unbudgeted expenses. A provision has been made in the Long Term Plan to address the remaining issues raised in the notices.

RESOLUTION

That the Committee receives this report.

Moved: Councillor K Heays
Seconded: Councillor T Blunt

CARRIED UNANIMOUSLY

There being no further business, the meeting closed at 9.35 am.

CONFIRMED _____ Chairperson
Date

THIS RECORD WILL BE HELD IN ELECTRONIC FORM ONLY

**WORKS & SERVICES COMMITTEE
ACTIONS ITEMS AS AT 22 FEBRUARY 2024**

CLOSED ACTION ITEMS

	ACTION ITEM	ASSIGNED TO	DUE	STATUS
	Drift Track Working Group	M Russell/ D Clibbery/ Councillor Diver Councillor Roche	Ongoing	Closed off the track – to remain closed. The representatives from the Drift club that we met prior to Christmas no longer wish to be involved and advance the project.
	Confirm if 30K signs will be installed on Esplanade speed bumps	O Joensuu	28 Feb 24	The speed bumps signs will be installed soon (signs in order). Note, there will not be speed reductions signs just the sign showing the speed pump.

UNCONFIRMED

Report to:	Works and Services Committee
Date:	28 February 2024
Subject:	Works and Services BAU Report
Prepared by:	D Clibbery - Senior Manager Operations
Input sought from:	M Russell – Works Manager B Apperley - Three Waters Engineer J Prentice – Roading Engineer M Way – Contracts Administrator O Joensuu – Technical Services Manager
Authorised by:	W Doughty – Chief Executive Officer

1. PURPOSE AND ORIGIN

This report provides an overview and status update on works and services activities.

2. RECOMMENDATION

It is recommended that the Council receives this report for information.

3. GENERAL

Recorded customer service requests and applications for the last month are shown in the tables below. As at 18th February 12 of these requests remained live for further action. All urgent requests were closed in a timely manner.

Period 19 January to 18 February 2024			Currently
Type Subtype	Routine	Urgent	Open
Footpaths \ Feedback/Suggested Improvement-Footpaths	1		
Footpaths \ Footpath Pothole or Poor Surface	1		
Footpaths \ Poor Service - Footpaths	1		
Property \ Feedback/Suggested Improvement-Property	1		1
Property \ Memorial Hall	1		
Property \ Pensioner Flats	3		
Property \ Poor Service - Property	1		
Property \ Vandalism/Damage - Property	2		
Reserves \ Cemetery - general enquiry	2		
Reserves \ Reserves - miscellaneous	4		
Reserves \ Vandalism/Damage - Reserves	2		
Reserves \ Walkways Maintenance	3		
Roads \ Feedback/Suggested Improvement-Roading	13		
Roads \ Maintenance Improvement Roads	2		2
Roads \ Poor Service - Roading	1		
Roads \ Roading Sign/Marking Maintenance	4		1
Roads \ Vegetation			1
Stormwater \ Feedback/Suggested Improvment-Stormwater	1		
Toilets \ Feedback/Suggested Improvement-Toilets	2		1
Toilets \ Maintenance/Safety Improvement-Toilets	1		1
Toilets \ Toilets Blocked	1		1
Toilets \ Vandalism/Damage - Toilets	2		
Waste \ Feedback/Suggested Improvement-Waste	3		2
Waste \ Rubbish Lying Around	1		
Water \ Feedback/Suggested Improvement-Water	3		
Water \ No Water	1	1	1 (R)
Water \ Water Connection Issue or Enquiry	4		
Water \ Water Leak	6		2
Total	67	1	12

W&S Applications	Approved
Traffic Management Plans	4
Corridor Access Requests	11
Overweight Permits	4
Before U Dig Permits	8
Vehicle Crossing	1
3 Water Connections	2

additional to the approved roads

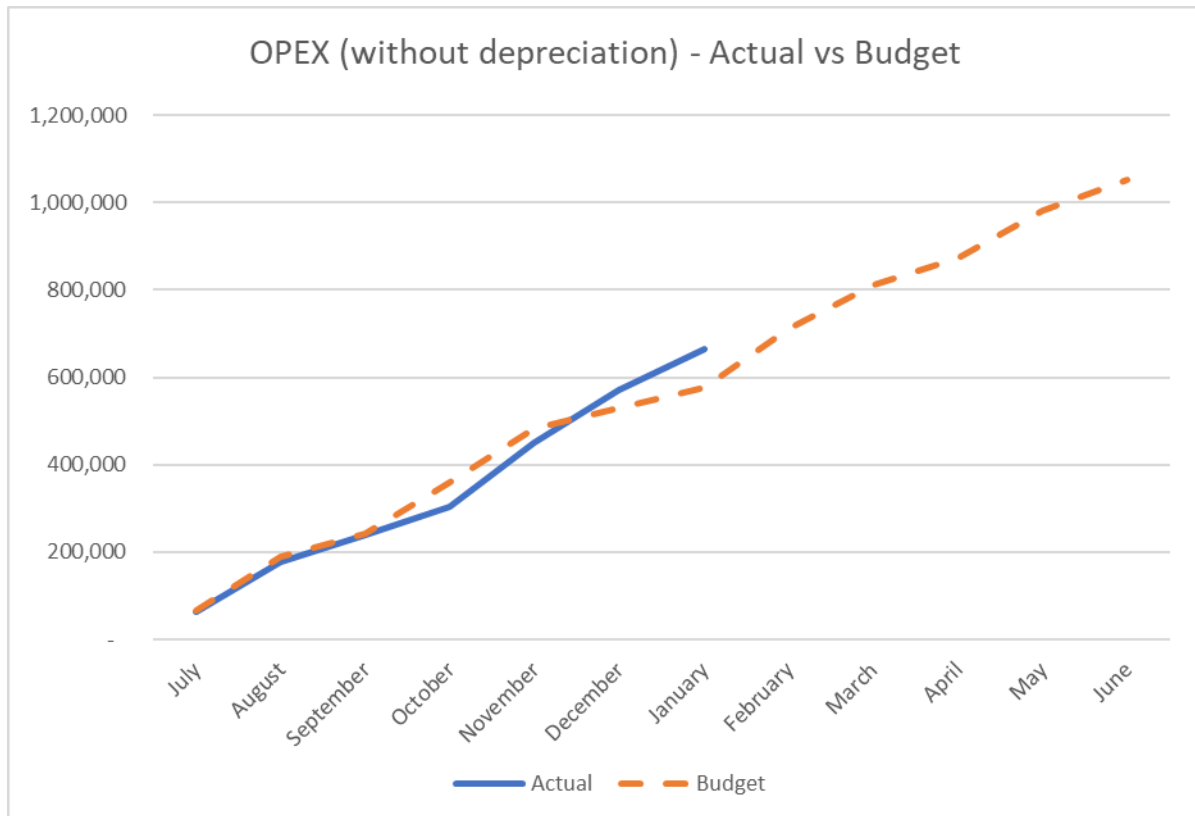
4. ROADING

Road Maintenance Contract

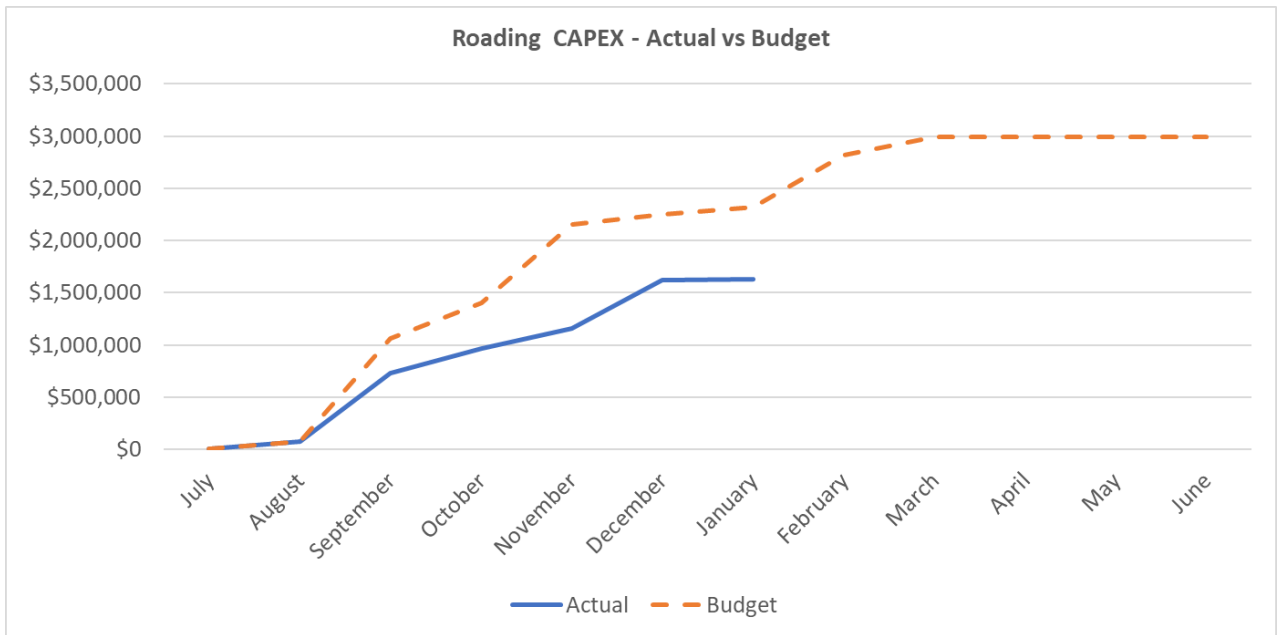
The month of January was mainly focused on the link pathway footpath works, with Downer prepping a large amount of footpath works along Esplanade and Avoca and Surfacing Solutions doing the sealing. Downer has started the annual inspection programme of the KDC assets. These works are important to plan and prioritise the remaining works for the year. These audits have identified a large number of blocked culverts and sumps which will be programmed to be cleared in the coming months.

Expenditure

The monthly OPEX spend was \$94,624, well exceeding the budgeted amount of \$46,987. This brings the total spend to date to \$88,342 over budget. The increase is primarily due to bringing forward drainage works that was initially programmed for later in the year. However, spending is planned to level over the next few months. Additionally, some higher monthly expenditures will be observed due to NZTA increasing their contribution for the final year of the three-year program, resulting in a slightly higher OPEX budget.



Total CAPEX for January amounted to \$8,642, allocated for works completed at the Puhi Puhi drop out. This expenditure was lower than the forecasted figure of \$66,000. The variance is attributed to some of the completed works not being claimed in January. We can expect that this delay will be rectified in the coming months.



Focus Areas for the next 3 months:

- Pre-seal repairs programming for Y1, Y2 and Y3
- Maintenance patrols
- Continue building programme of works for OPEX and CAPEX
- Continuing grading and spot metaling
- Puhi Puhi and Blue Duck dropouts
- Mt Fyffe Road metalling
- Ellerton Valhalla overlay
- Drainage works.
- Inspection and condition rating

Footpath Improvements

No change from last report.

The plan for the footpaths programme is for Council staff to directly manage delivery of the works in the two sections below, engaging contractors to execute the physical works.

Beach Road (Gillings Lane to no.205)
Esplanade (Brighton Street to Ramsgate Street)

The intention of this approach is to strengthen Council's oversight of the program and ensuring a higher level of quality in the executed works. The anticipated completion date for these works is late April.

Bay Paddock Road Drainage Issue

Works have been completed on the drainage issue and the final repairs along Bay Paddock Road are being programmed for completion within the next two months.

Puhi Puhi Valley Road - Drop Out

Works are well under way for the first stage of works at Puhi Puhi Valley Road. The initial phase involved the installation of a bottom layer of rocks, comprising a 2m x 2m trench filled with river rocks. Subsequently, the bank is being reconstructed in layers, incorporating wrapped geogrid with chimney drains between the river material and the existing slope. Currently, the bench sits approximately 5m above the existing ground level, which will at least provide protection against further river erosion of the toe of the slope.

Completion of the first stage is anticipated by late February. Following this, a reassessment of the remaining budget will be confirmed prior the commencement of stage 2 works. This work will see the remaining of the slope backfilled with the river material and geogrid layers.



Torquay and Esplanade Intersection

The works have been successfully tendered out, with Downer winning the contract. The commencement is scheduled for the 20th of February under a road closure and is projected to be completed within 4 weeks. The approved tender price is within the budgeted amount for this project.

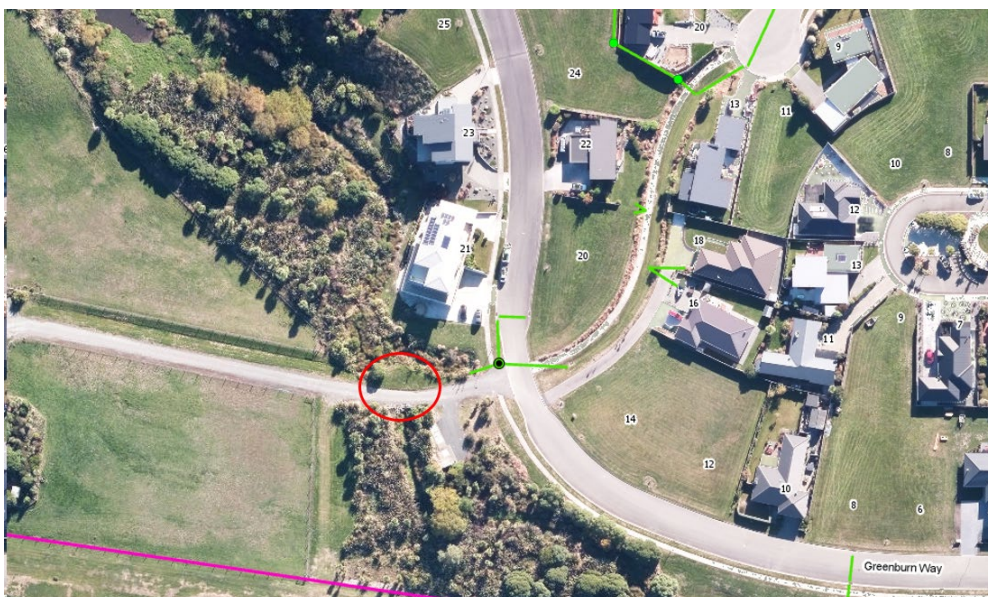
Ocean Ridge Drainage Works

The works at the swale at Swyncombe Place are now completed.



The next phase of works entails lowering the surface level of the access track and the green area adjacent to the culvert near Greenburn Way (highlighted in red in the image below). This adjustment will facilitate improved drainage overflow from the upstream drain at a lower level. Additionally, minimal vegetation clearance will be conducted around the culvert headwalls.

The indicted cost of lowering the track level is more than was initially expected, but it still considered to be preferable to the installation of additional culverts at this location.



Link pathway (roading sections)

The unplanned drainage works has been completed at Avoca St and now the final section of footpath can be asphalted once the prep work has been completed. Works are planned to be undertaken at the same time as the Intersection upgrade.

The remaining section of roading works at Fyffe House and by the start park are programmed to be completed before the end of the sealing season.

Reseal programme

Reseal programme has been completed. Fulton Hogan is booked to complete some minor defects works of remarking and sweeping as per the contract requirements.

Health & Safety and Environmental Issues

There have been no reported accidents /incidents for January.

Asset Management

Downer has started their round of inspections for the KDC assets and have finished the culverts and catch pits inspections.

- Of the 348 catch pits inspected 51 failed, this was mainly due to being full.
- Out of the 644 culverts inspect 94 failed, again this was due to being partially or fully blocked.

These faults will be programmed to be cleared.

Downer will continue to inspect the bridges, railing and undertake a nighttime audit of the signage reflectively and condition.

IAF Kaikoura Western Developments Project:

The construction of the Shared User Path (SUP) project has commenced and tracking along with programme. Key milestone achieved for January were:

- Remaining services road crossing from SP1A, completed.
- Soil to table drains completed.
- Berms along road hydroseeded
- Entrance way to Vicarage Views, excavated.
- Lowering of the existing Main power network cable at the entrance to Vicarage Views underway.
- Sub-contractors on-site Mitchtex, Hydroseeding of the grass perms in Mt Fyffe Road.

SP1 (St Joseph School to Vicarage Views) no completed, some minor tidy up works. Mt Fyffe road widening completed as far as practical prior the earthworks starting at the subdivision. Decision was made to complete the road resealing after the earthworks completed to avoid damage from the heavy machinery to the new road.



Existing LV a cable under discussion, to be lowered.



Existing cable through concrete scour block.



Area by the Margetts driveway



Western bank soiled.



Hydroseed table drain.



Waiau Toa/Clarence River Access Project

Activities have largely been on hold awaiting further discussions with Te Runanga o Kaikoura representatives. Those representatives have now indicated that they would support construction of a new bridge at the original upstream location.

A geotechnical engineer has been requested to undertake some further investigation of the potential to reestablish access to this former bridge site.

Further steps will be dependent on the outcome of this investigation and a number of other factors that are uncertain at this time.

Proposed Pedestrian ‘Zebra’ Crossings

High visitor numbers have been present throughout the summer, many of whom are from overseas, and it has been clear that in many cases these visitors do not appreciate that pedestrians do not have right-of-way over vehicles the raised pedestrian platforms that are present along the West End and Esplanade.

Whilst it is intended that these platforms reduce traffic speeds not all vehicles do significantly slow, and this, together with a mistaken belief of some pedestrians that they have right of way can result in people walking in front of a rapidly moving vehicle, and expressions of concern have been recently received regarding this.

This potential issue was recognized at the time that pedestrian platforms were first installed at the West End, but it was also appreciated that some of those locations were too close to the intersections with the State Highway to give pedestrians right of way overturning traffic, and that the current raised platforms were the best practical option to improve pedestrian safety.

Whilst it continues to be believed that it would be inappropriate to give pedestrians right-of-way on the platforms close to the State Highway on the West End and the ‘Whale way Station’ road, it is however considered that changes might be made to some of the other platforms, converting them to ‘Zebra Crossings’ which people generally understand as giving pedestrians right-of-way over vehicles. In particular it is that Zebra Crossings are installed at the following 3 locations where there are particularly large or concentrated pedestrian movements across roads:

- **Opposite the West End Public Toilets:**

This is the probably the most heavily used crossing in town, and it would be proposed that a zebra crossing is installed on top of the existing platform to both give pedestrians right -of-way and to assist in keeping vehicle speed low in the busy business area.

- **Link Pathway Crossing of Esplanade near to intersection with Torquay Street**

This is one of two locations where all the many users on the Link Pathway (the majority of whom are tourists) are directed to cross a busy road. A raised platform has been installed here, but it is believed that a flat zebra crossing would be more effective in ensuring pedestrian safety.

- **Link Pathway Crossing of Avoca Street near to Fyffe House.**

Users of the Link Pathway will be directed to cross the road from the footpath on the landward side of Avoca Street to the pathway section along the seaward side of Fyffe Quay, and it is believed that a flat pedestrian crossing would also be appropriate here.

Consideration has been given to the possible installation of zebra crossings at other locations, but it is believed that the numbers of crossings that give pedestrians right of way on particular routes should be restricted so that they do not provide excessive impediments to traffic.

In this context it is believed that the other existing raised platforms in the West End and along the Esplanade should remain in their current forms.

Outside of these areas no other well defined concentrated pedestrian crossing locations have been identified that are not close to intersections.

Speed Management Plan

The government advised in December 2023 that rules on speed management will be revised, and that in the interim the mandatory requirements for Road Controlling Authorities to implement speed management plans would be revoked and the deadline for local Road Controlling Authorities to submit these plans by 29 March 2024 would be removed.

Council has previously prepared and consulted with the community on a proposed speed management plan, but it has not yet been submitted.

Whilst there is now the option of not submitting KDC's speed management plan, it is believed that the proposed changes contained in that plan are appropriate and beneficial to the community, and that staff should proceed with making the final minor amendments to the plan and submitting it.

5. 3 WATERS

3 Waters Technical Regulator (Taumata Arowai)

As noted in earlier reports, compliance requirements in the Drinking Water Quality Assurance Rules for KDC relate to technical and monitoring requirements rather than correcting unsafe conditions. Funding to improve systems and monitoring is being sought through the long term plan process. Taumata Arowai staff have reviewed an updated draft version of the Kaikoura urban water supply source risk management plan and drinking water safety plan (DWSP). They indicated that the current status is satisfactory.

The improvement plan section and risk assessments will be completed once LTP funding has been confirmed. DWSP reviews for KDC's smaller schemes will follow later in 2024.

Uploading of annual compliance data summaries for all schemes except the urban scheme was due by end February. This is a significant task amongst other current commitments by KDC staff and Taumata Arowai has indicated that a request for further time will be accepted.

Environment Canterbury

ECan lodged four abatement notices with KDC in June 2023 with deadlines of 30 November. Three of the notices were related to the wastewater treatment plant (WWTP) and one to KDC's stormwater consent for the Kaikoura township. Action plans were agreed with ECan and KDC staff have continued to work through the actions with ECan staff. KDC wrote to ECan noting progress to date against the agreed steps and asking for an extension to December 2024, primarily to allow new consents to be applied for related to the WWTP abatement notices. ECan responded on 16 February by cancelling the abatement notices and reissuing them with amended dates.

The WWTP notices now have a 30 November 2024 deadline, for submission of consent applications. The stormwater notice now has a 30 June deadline, for submission of a stormwater activity management plan. That plan will include funding and actions, so it will be completed once the LTP has been finalised.

The ballpark cost estimate for resolving the abatement notices remains at \$400,000. The scope for independent reviews and reporting by suitably qualified and experienced experts is being reviewed in the light of detailed information from previous consents.

The anaerobic lagoon that receives stock truck effluent, septic tank waste and grease trap waste is still expected to need at least partial desludging to avoid overflows before consents are issued, which is likely to be early 2025. Offsite disposal would cause significant, currently unbudgeted, costs. IWK has continued to transfer liquid from the lagoon to the main oxidation pond. This has further dewatered the sludge and significantly reduced the level.

Incoming loads (primarily stock truck effluent) will continue to be monitored. A review of charges is under way.

Water Supplies

All water supply schemes have continued to provide water quality in compliance with quality assurance rules, as confirmed by treatment plant data and independent sampling and monitoring.

Replacement of a 230m length of water main in the grass berm beside Beach Road was to commence on 12 February. This has been delayed to allow for archaeological and cultural monitoring resources and to seek price confirmation by competitive tendering.

Wastewater Operations

Two odour complaints are under investigation with the property owners concerned. A further complaint related to the Mill Road pump station is also under investigation. Because the concerns are intermittent rather than regular they may take some time to resolve.

Stormwater

No significant rainfall events occurred since the last report and swale works are under way at Ocean Ridge.

Development Planning

Advice has continued to be provided on 3 waters aspects of resource consent and building consent applications.

Focus areas for next three months

- Working through the wastewater and stormwater action plans with ECan
- Ongoing support for development planning

6. PARKS, RESERVES AND PROPERTIES

The grounds maintenance contractor and KDC staff have been focusing on the cutback of several hedges in Parks and Walkways around town. Maintenance continues the public toilets and rest areas.

Extra clearing on some areas of the old cemetery is also underway.

Final design options for the West End toilet replacement are close to completion as is the Churchill Park toilet. Unfortunately, vandalism and illegal dumping in public areas is adding to an already busy workload.

The Bollards for the Deal Street pathway, outside the Civic building have arrived and will be installed as soon as the contractor is arranged.

Airfield

Star link is to be installed on the hanger to help with internet issues for the Council equipment based at the terminal building. We are also in discussions with a private operator re the lease of one of the sites for the construction of a hanger. The six-monthly user group meeting is booked for the end of June.

Pensioner housing

The grounds maintenance contractor and KDC staff have been also trimming hedges and had a focus upgrading the gardens to cut back on future maintenance requirements. New heat pumps have arrived and are being installed in eight of the older units. Unit 6 has had a new oven installed.

South Bay Harbour

The roundabout in the Marina bus parking area has been removed to help with the bus turning area. This had become an issue with the busy cruise ship season and larger buses. The operators have already noticed an improvement in traffic movements.

The new slipway pay terminal for fees has failed and has been returned to the supplier. This will be repaired or replaced at no charge as still under warranty. Temporary payment system is in place.

The current toilet systems at the marina are to be replaced over the coming months this will include a repaint.

Link Pathway Construction

The section from the Skate Park to the Sudima is currently being laid with Concrete and Future wood composite decking. The decking around the Norfolk Pines ensures that there is no disturbance to the root structure around the base of the trees and that water has easy access.

Edging further along the Pathway towards Goochs Beach will be completed over the coming weeks using a white cement mixed with limestone. This will eliminate any loose stone on the pathway. The design and planning for the Skate Park to the Gardens and Fyffe Quay is underway.





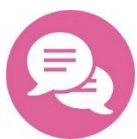
7. SOLID WASTE

Services continue to operate well, though the contractor is facing some challenges in respect of service cost and resourcing.

Work continues on construction of the new re-use shop building, and is nearing completion.

8. COMMUNITY OUTCOMES SUPPORTED

The outcomes below are being supported.



Community

We communicate, engage and inform our community



Development

We promote and support the development of our economy



Services

Our services and infrastructure are cost effective, efficient and fit-for-purpose



Environment

We value and protect our environment



Future

We work with our community and our partners to create a better place for future generations

Report to:	Council	File #
Date:	28 February 2024	
Subject:	Killarney St footpath	
Prepared by:	James Prentice – Roading Engineer	
Input sought from:	James Prentice, Mike Russell	
Authorised by:	Olga Joensuu – Technical Services Manager	

1. SUMMARY:

It is proposed to construct a new footpath along Killarney Street from the SH1 intersection to Torquay intersection, to address a notable gap that currently exists in the pedestrian network.

2. RECOMMENDATION

THAT the Council:

- a) Receives this report.
- b) Approves the use of Minor Improvement Funding for the project as described in the report.

3. BACKGROUND

There is currently a significant missing link in Kaikōura’s pedestrian network, in that there is no footpath along Killarney Street.

People wishing to walk between the Torquay St/Esplanade area and the upper area around the Killarney St/ SH1 intersection have to either walk the narrow unformed strip along the edge of the lower section of Killarney Street (which is dangerous due to the proximity of passing cars) or they have to use the Annie Boyd walkway, which has steep slopes and steps, and is therefore not suitable for all users.

In its discussions during early 2023, the Footpath Improvement Working Group that was convened by Council identified the lack of a suitable footpath along the lower section of Killarney Street (to Takahanga Terrace) as being the highest priority ‘missing link’ that they wished to be rectified, ideally within years 1 or 2 of the improvement program.

Some working group members did at that time suggest that a less steep zig-zag path could be developed up the hillside as a substitute for the Annie Boyd walkway, but investigation showed that this would not be achievable at realistic cost because of the topography of that area.

A potential different, practical and affordable approach to this issue has however subsequently been identified, which is described in this report.

Because the potential construction of this path has not been previously discussed with Council, it is presented now for approval.

4. PROPOSED SOLUTION

It is proposed that rather than improving the existing Annie Boyd track, a new footpath is created along Killarney Street in two sections as follows:

SH 1 to Takahanga Terrace

Works would start from the existing footpath at SH1 and continue on the western side of the road to Takahanga Terrace as shown in the figure below.



SH1 to Takahanga Terrace

This section would be a 1.5m wide gravel path with a 100mm layer of AP40 and a crusher dust surface. It would include boxing along the outer edge. The first section from SH1 heading down the hill will be below the existing sight rail and will require a short section of low retaining wall. The path will then follow the roadside, with new kerb cuts needed at Whitby Place on both sides. Some minor adjustments around existing sumps and swales will be necessary before reaching Takahanga Terrace.

To reduce expenses, all boxing work, traffic management, and material ordering would be handled by Council staff. The estimated total cost to complete this section of footpath is \$45,000.

Takahanga Terrace to Torquay Street

This section would commence at the existing footpath and extend downhill to connect with the footpath on Torquay Street, as illustrated in the figure below.



Takahanga Terrace to Torquay Street

This would again be a 1.5 metres wide gravel path, constructed on a low filled retaining wall along the eastern side of the road. The posts supporting the retaining wall will also be used to support handrails. The existing sight rail would be removed. The indicative form of construction is shown below.

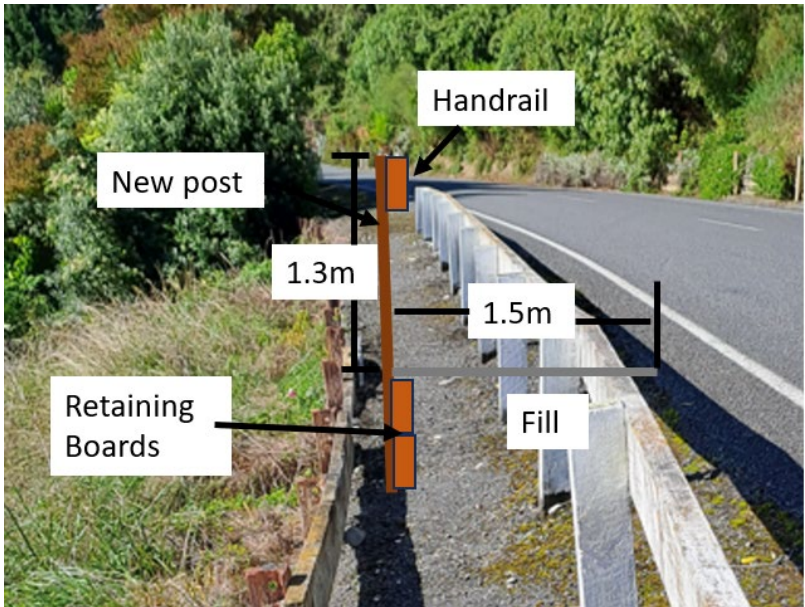


Image 3. Post and rail sketch.

By following this approach a consistent path width and can be provided without a need to modify the existing steel rail retaining wall. All drilling and installation can be completed with the existing sight rail in place to minimize traffic disruption.

To save on cost, all boxing work, traffic management, and material procurement will again largely be handled internally, but subcontractor traffic management may be necessary for lane closures during stop-go operations.

The estimated total cost to complete this section of footpath is \$60,000.

5. COMMUNITY VIEWS

It is believed that like the Footpath Improvement Working Group, the broader community would also be very supportive of this project, as it would provide enhanced safety and amenity for a broad range of users.

6. RELEVANT LEGISLATION

The construction of footpaths and other works on roads is authorised by provisions of the Local Government Act 1974.

7. FINANCIAL IMPLICATIONS AND RISKS:

The project will be funded from the Minor Improvements Budget, which is 51% subsidised by NZTA. It will not impact on the footpath improvement budgets.

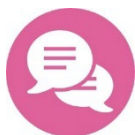
The works can be funded from the minor improvement budget because of overall savings in other project costs and some carryovers from previous years, and the use of the funding for this purpose has been approved by NZTA.

Additionally, we have unlocked approximately \$60,000 in project-specific funding approved by NZTA under the scope of Minor Improvement projects for this specific work, resulting in a total available remaining budget of \$150,000.

The estimated total cost of the project works is approximately \$105,000.

8 COMMUNITY OUTCOMES

The work is in support of the following community outcomes.



Community

We communicate, engage and inform our community



Development

We promote and support the development of our economy



Services

Our services and infrastructure are cost effective, efficient and fit-for-purpose



Environment

We value and protect our environment



Future

We work with our community and our partners to create a better place for future generations