

Minutes for a meeting of the Infrastructure Committee held in the Council Chambers, District Office, 15 Galileo Street, Ngaaruawaahia **WEDNESDAY, 16 AUGUST 2023** commencing at **9.36am**.

**Present:**

Cr EM Patterson (Chairperson)  
Cr D Whyte (Deputy Chairperson)  
Cr C Beavis  
Her Worship the Mayor, Mrs JA Church  
Cr JM Gibb  
Cr M Keir  
Cr P Matatahi-Poutapu (*via audio visual link*)  
Cr V Reeve

**Attending:**

Mr GJ Ion (Chief Executive)  
Mr T Whittaker (Chief Operating Officer)  
Mr R MacCulloch (General Manager Service Delivery)  
Ms A Diaz (Chief Financial Officer)  
Mr K Abbot (Executive Manager, Projects & Innovation)  
Ms M May (Roading Manager)  
Mr A Averill (Deputy General Manager, Service Delivery)  
Mr V Ramduny (Strategic Initiatives and Partnerships Manager)  
Ms M Brown (Strategic Property Manager)  
Ms M Tarawhiti (Community Connections Manager)  
Mr A Singh (Transport Operations Team Leader)  
Ms K Boyt (Roading Contractor – Consultant)  
Ms K Nicolson (Infrastructure Development Manager)  
Ms K Wellington (Enterprise Project Management Office Manager) (*via Zoom*)  
Mr P Edwards (Contractor – Capex Delivery)  
Mr J Singh (Roading Corridor Engineer)

Ms R Chisholm (Democracy Advisor)  
Ms E Saunders (Senior Democracy Advisor)

Meeting adjourned 9.36 am and resumed at 9.54am.

*The Committee opened the meeting with a Karakia.*

## **APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: (Crs Beavis/Reeve)**

**That the Infrastructure Committee:**

- a. **accepts the apologies from Cr C Eyre, Cr K Ngataki, Cr M Raumati, Cr L Thomson, Cr P Thomson and Cr T Turner for non-attendance.**

**CARRIED**

**INF2308/01**

## **CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Cr Gibb / Her Worship the Mayor, Mrs JA Church)**

**THAT the agenda for a meeting of the Infrastructure Committee held on Wednesday, 16 August 2023 be confirmed:**

- a. **with all items therein being considered in the open meeting, with the exception of those items detailed at agenda item 7, which shall be considered with the public excluded; and**
- b. **in accordance with Standing Order 9.4, the order of business be changed with agenda Item 6.10 [*Road Services Review – recommendation of preferred option*] being considered before Item 6.1 [*Huntly Reserve Leases – Appointment of a Hearings Panel*], and**
- c. **all reports be received.**

**CARRIED**

**INF2308/02**

## **CONFIRMATION OF MINUTES**

**Resolved: (Crs Patterson/Beavis)**

**THAT the minutes for a meeting of the Infrastructure (INF) Committee held on Wednesday, 5 July 2023 as a true and correct record.**

**CARRIED**

**INF2308/03**

## **DISCLOSURES OF INTEREST**

It was noted by Her Worship Mayor JA Church that she would declare a non-financial interest for Item 6.3 Infrastructure Acceleration Fund; Ngaaruwaahia – Budget Amendments.

## **ACTION REGISTER**

Agenda Item 5.

The report was received [*INF2308/02 refers*], and no discussion was held.

**Resolved: (Cr Patterson /Her Worship Mayor, Mrs JA Church)**

**THAT the Actions Register for August 2023 be received.**

## **CARRIED**

**INF2308/04**

## **REPORTS**

### Road Services Review – recommendation of preferred option

Agenda Item 6.10

The report was received [*INF2308/02 refers*], and the following discussion was held:

- The Acting General Manager, Service Delivery gave an introduction and noted that Waka Kotahi had requested a review of the current Alliance model with Downer.
- It was noted that this matter had previously been workshopped with Councillors and relevant staff and it was further noted that decisions were made in 2015 as to why the Alliance model was chosen and those reasons should not be discounted now.
- There was discussion regarding weighing the current model and proposed options against the current employment market and the ability to deliver against the funding we have. The General Manager Service Delivery • Service Delivery acknowledged the need to look at current costs and the employment market verses what would be required to start again. It was further noted that there will be effort and cost involved to get a new model working.
- The benefits of the current model over the past 3 years were noted including that Covid as well as undersupply of resources and materials were factors. The Acting General Manager, Service Delivery highlighted the matrix on page 17 of the attachment to the report, Section 7 - the assessment criteria, that has been considered.
- The Acting General Manager, Service Delivery noted that current Alliance contract was rolled over 3 years ago, and a lot of work was done at that time with the current model including improvements made..

- It was confirmed that a final decision will need to be made by early next year and the Acting General Manager, Service Delivery advised that a business case should be produced in the next one to two months.
- It was noted that the recommendation is the preferred option 4c and a combination of 5c and 5d to bring the contract management inhouse.
- It was confirmed that high level discussions with ELT have been had and it was acknowledged that there is a need to do a lot more analysis to develop a full business case that will include comparisons of past and present state.
- It was noted that assessment option 3 looked slightly better than option 2, which is the preferred option, and it was queried if we are offering the right alternative to compare? Should option 3 also be considered?
- The Contractor - Consultant • Roading acknowledged that although the options are close and option 3 looks slightly better at face value, option 3 is a lot of effort to design and establish whilst option 2 is preferred as the quickest and easiest option.
- The General Manager, Service Delivery acknowledged the HCC learnings and advised they will be looking at ways of addressing the current model as well as new models in the future.
- It was acknowledged that the Alliance did an excellent job responding to the recent weather events and it was queried whether scenarios of similar events in the future had been considered in the analysis. Acting General Manager, Service Delivery responded that the ability to respond to weather events has been identified in critical risk factors.
- In discussion regarding options in the resolution it was suggested that the wording was amended in c of the resolution.
- It was noted that big contracts are a partnership with transparency and disclosures, continual enhancements are required.
- Recognition was given to the Roading Team for the work done along with the Alliance Team.
- It was noted that for transparency, all public information is online and available on YouTube.

**Resolved: (Crs Patterson/Keir)**

**THAT the Infrastructure Committee recommends that Waikato District Council:**

- a. approves the option of 4c and 5b/d of the **Waikato District Council Road Services Review Report (refer Attachment I)** – to bring asset management and contract management inhouse and to design physical works contracts to deliver general maintenance and renewals through appropriately sized and scoped NZS3917 forms of service delivery contracts; and
- b. note that the team will proceed to design the detail of this model to deliver on the critical success factors through the following steps:
  - i. identify the boundaries for the general maintenance contracts,
  - ii. identify areas of specialty activities that would provide better Public Value to tender and manage separately,
  - iii. design the team structure required to resource the asset management, programming and contract management tasks inhouse;
  - iv. develop the detailed business case to recommend a decision on the best value delivery model for procurement, and
  - v. develop the procurement plan to identify contract and tendering details such as tenure of the contracts, supplier selection methodology etc; and
- c. note that an enhanced Alliance model will be assessed against a new model to test benefits and efficiencies of any change.

**CARRIED**

**INF2308/05**

Huntly Reserve Leases – Appointment of a Hearings Panel  
Agenda Item 6.1

The report was received [*INF2308/02 refers*], and the following discussion was held:

- It was noted that the Hearings Panel will consist of Crs Beavis, Keir and Raumati and the meetings are to start at the end of September 2023 and it was confirmed in discussion regarding the number of Councillors on the panel, that Cr Patterson will sit in as a 4<sup>th</sup> person if required.
- It was noted that consultation has now opened and will be available to the public for one month. Public information was in the Waikato Times last night and is open to view on the portal page now.

**Resolved: (Crs Whyte/ Gibb)**

**THAT the Infrastructure Committee:**

- a. notes that the two lease proposals for Friendship House (Huntly) Community Charitable Trust, to lease Council administered reserve land in Huntly at Huntly West Domain and Hakanoa Domain, have been notified as per the Reserves Act 1977;
- b. appoints a Hearings Panel comprising of three Councillors being Cr Beavis, Cr Kier and Cr Raumati to hear any submissions and objections and make a recommendation to the Infrastructure Committee regarding the two lease proposals following the hearing and deliberations;
- c. notes that if there are no submitters wishing to be heard that a hearing will not be required;
- d. notes the date of the hearing will be set by the hearings panel and staff; and
- e. notes the hearing panel will report back to the Infrastructure Committee following the hearings and deliberations.

**CARRIED**

**INF2308/06**

Endorsement of the Upper Northern Waikato Railway Station Indicative Business Case  
Agenda Item 6.2

The report was received [*INF2308/02 refers*], taken as read and the following discussion was held:

- It was noted that the business case has been developed in consultation with Waikato District Council, Waikato Regional Council and Waka Kotahi. Consultation commenced early this year and several workshops have been held, the last of which was held on 19 July 2023.
- It was noted that the preferred location is Tuakau and there is a good case for an additional station at Pokeno, which would require a more enhanced business case and it was further advised that the findings for the indicative business case do not preclude a station at Te Kauwhata.
- Endorsement of the business case was recommended to the Committee and it was recognised that this endorsement is not a financial commitment. It was noted that progressing a detailed business case would put Waikato District Council in a good position for funding from Government.
- It was advised that following this Committee meeting, communications that outline the process will be made available to the public.
- It was advised that the decision on the continuation of the Te Huia rail service is expected early 2024 and it was noted that currently there are approximately 100-130 commuters per day using the Hamilton to Auckland Te Huia service.
- It was confirmed that support of the Committee is also sought for staff to review existing bus services. In the short term a park and ride facility at Pokeno would be required with a view to a bus interchange facility in the long term. The Roading team and Waikato District Council will work with them on this.

- Current challenging financial times were acknowledged and appreciation was given for the work of all staff and Council partners.
- The Strategic Initiatives and Partnerships Manager emphasised that to be prepared with a detailed business case will put Waikato District Council in a good position to apply for government funding.
- It was noted that the outcomes of the Waka Kotahi review will be considered before Long Term Plan (LTP) decisions are made.
- It was advised that P95 cost estimates ensure that there is sufficient budget for work to be done at a later date such as 2029 or 2030.

**Resolved: (Her Worship Mayor JA Church /Cr Kier)**

**That the Infrastructure Committee recommends to Council:**

- the endorsement of the Upper Northern Waikato Railway Station Indicative Business Case (IBC).**
- notes that Council endorsing the IBC does not mean making any funding commitment to the construction of a railway station or railway stations.**
- notes that the recommended option which has emerged from the IBC is that a railway station is provided at Tūākau in the short term (3-5 years) to serve Te Huia in the short term (within 3-5 years) but that there is also a good case for a second station at Pōkeno in the short term.**
- notes that for a two-station solution (i.e., Tūākau and Pōkeno) to be provided in the short term, it would be necessary to consider some time saving measures for Te Huia which will need to be investigated further in a Detailed Business Case (DBC).**
- notes that the findings of the IBC do not preclude the opening of a station at Te Kauwhata in the medium to longer term (6 years+), particularly if additional Te Huia services are introduced which provide opportunities for commuter travel to/from Hamilton.**
- notes that the case for funding and the confirmation of the costs and benefits of having more than one station in the northern Waikato are examined in further detail in a DBC together with their respective platform layout and the staging of delivery.**
- notes that the preliminary P95 cost estimates for the preferred station options at Tūākau, Pōkeno and Te Kauwhata are as follows:**
  - **Tūākau - \$6,390,000**
  - **Pōkeno - \$9,230,000**
  - **Te Kauwhata - \$7,420,000**
- notes that the DBC is expected to cost \$500,000 and that this figure (made up of an assumed 51% Waka Kotahi Financial Assistance Rate) be put forward for consideration in both Council's LTP 2024-2034 and the Regional Land Transport Plan.**

- i. notes that any funding allocation in the LTP and RLTP for the DBC and, after this, for station construction is subject to a decision on Te Huia continuing beyond June 2024.
- j. agrees that the IBC P95 cost estimates for a railway station Tūākau (\$6,390,000) and Pōkeno (\$9,230,000) be considered for inclusion post year 4 in Council's 2024-2034 Long Term Plan and the Regional Land Transport Plan subject to a decision on Te Huia continuing beyond June 2024, the completion of a DBC and a proviso of government subsidy for station construction.
- k. requests staff work with the Waikato Regional Council on a review of bus transport in the northern Waikato which would also include investigating a service which connects Te Kauwhata and Pōkeno to the Papakura Railway Station in the short-term and the Drury Railway Station in the medium term.
- l. confirms that a communications plan be developed to clearly articulate the business case process and the key decision-making and funding dependencies so that our communities understand what still needs to be done before any railway station can be constructed.

**CARRIED**

**INF2308/07**

Budget amendments for projects funded by the Infrastructure Acceleration Fund, Ngaaruawaahia  
Agenda Item 6.3

The report was received [*INF2308/02 refers*], and the following discussion was held:

- An overview of the report was given and it was noted that staff require access to a budget to initiate some of the enabling infrastructure in the Galbraith catchment which was agreed by Council in October 2022.
- It was reported that approximately 40-50k of infrastructure development per house was required and it was queried if these costings are typical? It was noted that it is a little different for local infrastructure where the costs are normally higher and Council doesn't get involved. It was further noted that the LTP function focuses on big trunk infrastructure spread across a lot of growth and development contributions average approx. 30k per household however the cost per house has come down through scope refinement.
- In terms of contingency, it was confirmed that the revised budget estimates have some contingency built in.
- It was noted that Development Contributions are updated when actual project costs are known and interim contribution has been agreed on in the short term. It was further noted that the Developer applied for the funding however the previous Council decided they would deliver the infrastructure.



- It was advised that Council signed up to a significant obligation with Kainga Ora and not the Developer. Kainga Ora have insisted on Council taking the responsibility to accept the funding and deliver the infrastructure on this project.
- It was noted that that the Structure Plan Reserve purpose is to respond development contributions and is the most appropriate mechanism to use for this project.
- The Chief Financial Officer noted that in general, development contribution reserves are deficit reserves, recovering costs over time and operates a perpetual debt.
- For the information of Councillors, the Chief Executive Officer noted that in the past we used to get infrastructure paid for by the developers up front but now we are required to do it by legislation. It was noted that we are front footing and paying for infrastructure up front and recovering it over a period of sometimes up to 20-25 years.
- The Chief Financial Officer confirmed that consideration is given to risks being associated with growth assumptions being incorrect and; as seen in the Annual Plan discussions, ratepayers are consulted and funds are set aside each year that goes into a non-growth structure plan reserve which is a buffer if the growth assumptions are incorrect.
- It was noted that the mathematical model behind development contributions includes a component of inflation and interest adjustments.

**Resolved: (Crs Whyte/Gibb)**

**That the Infrastructure Committee recommends that Council:**

- a. receives the report titled “Budget Amendments for projects funded by the Infrastructure Acceleration Fund, Ngaaruawaahia” dated 16 August 2023;
- b. approves the following budget adjustments:
  - i. Replace the local share funding of \$953,449 in the subsidised Roding project with external funding from Kainga Ora (IAF).
  - ii. Establish an unsubsidised Roding gross budget of \$6,223,139 due to the increased Roding budget requirement. This is to be funded by \$2,896,171 from Kainga Ora (IAF) and local share funding of \$3,326,968 from the Ngaaruawaahia Structure Plan Reserve.
  - iii. Establish a Stormwater, Wastewater and Water gross budget of \$2,627,206. This is to be funded by \$1,470,380 from Kainga Ora (IAF) and local share funding of \$1,156,826 from the Ngaaruawaahia Structure Plan Reserve.

**CARRIED**

**INF2308/08**

## Sunset Beach Toilet Facility

### Agenda Item 6.4

The report was received [INF2308/02 refers], and the following discussion was held:

- It was highlighted that due to the current erosion status at Sunset Beach, the original 2021 proposal has changed and relocation of the toilets from Ngarunui Beach, Raglan is no longer recommended.
- It was confirmed that a vote was done at a community meeting on Saturday 5 August 2023 to review the recommendation for refurbishment of the current toilets and there was a resounding 28/5 or approximately 80/20 vote in favour of the recommendation.
- Clarification was sought on the septic tank system being changed to a pumped system and it was noted that the decision was made to go to a contained waste solution in light of weather events. In following discussion, the sensitivity of the community due to the closeness of the stream to the toilets was also noted and a 'contained waste system' is preferred. Contained waste trucks are being investigated.
- It was advised that there would be ongoing costs required for changing to a pumped system and it was queried if there were estimates for those costs. The response was that this would be scheduled into the works programme.

**ACTION:** Community Connections Manager to provide cost estimates for scheduled works relating to increased costs for the contained waste system..

- It was advised that the costs in the report recommendation appeared to contradict itself with the costings noted. The Chief Financial Officer confirmed that this was the wording of the resolution which was passed. It was noted that the resolution can be rescinded to reflect the costs recorded in the resolution if necessary.
- It was agreed to change the resolution to add a clause d to record that refurbishing the existing toilet is a more cost-effective solution than relocation of the toilet from Ngarunui Beach.
- It was noted that there was uncertainty in how long the asset will be in use due to factors such as erosion and it was noted that we need to be mindful of not overspending in light of that.

**Resolved: (Her Worship the Mayor, Mrs JA Church /Cr Reeve)**

**That the Infrastructure Committee:**

**a. rescinds (b) of resolution INF2110/04:**

***b) proposed removal of the Public Toilet Building from Ngarunui Beach to Sunset Beach, Port Waikato, using the District Wide Toilets budget (ITO10000-C0-0000-0000) for the re-siting works, which is estimated to be approximately \$40,000 excluding GST;***

**b. approves:**

**i. refurbishing the existing toilet facility at Sunset Beach and replace the AES**

- dispersal field a with contained wastewater system; and
- ii. the expected cost of the refurbished toilet and contained wastewater system is \$191,000 to be funded from codes 101006-1430-0000-00-25514 and 102701-1430-0000-00-25514; and
- c. notes that a further report will be presented regarding a new proposed location for the former Ngarunui Beach Toilet.
  - d. notes that refurbishing the existing toilet is a more cost-effective solution than relocation of the toilet from Ngarunui Beach.

**CARRIED**

**INF2308/09**

Motorsport Event – use of Waikato District Roding Network  
Agenda Item 6.5

The report was received [INF2308/02 refers], and the following discussion was held:

- The report was taken as read and the Roding Manager noted that the response from the community consultation was minimal for the Rally proposed for 24 October 2023.
- It was advised by Her Worship the Mayor that the report writing needs to be improved and more consistent across the whole of Council Committees. This will be taken offline and discussed further.

**ACTION:** The Council Committee Chairpersons to meet with the Executive Leadership Team to discuss, improve and change reports to ensure we are on the right track.

**Resolved: (Crs Keir/Reeve )**

**That the Infrastructure Committee:**

- a. approves the application to close the sections of Highway 22 and Waingaro

**CARRIED**

**INF2308/10**

Cr Whyte requested their dissenting vote for the above motion be recorded.

The meeting adjourned 11.19am for morning tea and resumed at 11.41am

Proposed Road Names for Subdivision SUB0283/22 at 54 Washer Road, Horotiu  
Agenda Item 6.6

The report was received [INF2308/02 refers], and the following discussion was held:

- It was queried if how the name is written with a macron but has a double aa in the report. In the following discussion it was accepted as appropriate.
- It was noted that the same pronunciation for the proposed name is being used in Te Kuiti and in Auckland. The Roading Policy states that we should not duplicate and there was concern that as a name this is marginal as there are existing same names already in our district.
- The Roading Manager noted that in Section 3 of the Road Naming Policy, clause 3.2b allowed for an element of discretion regarding road names and therefore naming is presumed to be satisfactory,
- It was advised that there are two routes for names to be chosen; 1 – from an approved list and 2 – Developers can suggest names. Approval is at the discretion of the relevant Community Board.
- In discussion regarding the Roading Policy, the General Manager Service Delivery suggested removing reference to a single point of contact in Council for road names, to address concerns around alignment with policy.
- There was discussion on the interpretation of the words “should” and “must” and it was noted that the policy is a guidance document.
- It was noted that the Road Naming Policy has become outdated due to pressure from policies and bylaws that needed priority updating however it hasn’t had any affect and Community Boards are doing a good job managing road naming.
- It was noted that Community Boards have a robust list of names that they present to Council and checks and balances have been done and it was confirmed that mana whenua are involved in that process.
- It was noted that whoever does the road sign must get the spelling correct and double vowels are an alternative to macrons.

**ACTION:** Road Naming Policy to be amended to remove reference to a single point of contact.

**Resolved: (Cr Gibb/Her Worship the Mayor, Mrs JA Church)**

**THAT the Infrastructure Committee:**

- a. approves the following proposed road name submitted by the developer for SUB 0283/22 at 54 Washer Road, Horotiu.**
  - i. Road I – Paataka Lane**

**CARRIED**

**INF2308/11**

Cr Whyte requested their dissenting vote for the above motion be recorded.

Proposed Road Names for private road under Land use consent number LUC 0423/20  
Agenda Item 6.7

The report was received [INF2308/02 refers], and the following discussion was held:

- There was discussion on the capitalisation of letters in place names and it was agreed the name Te Ara required capitalisation of the 'a' in Ara.

**ACTION:** Amendment to the resolution to replace the lowercase 'a' in ara to a capital 'A' – Ara..

**Resolved: (Cr Patterson/ Her Worship the Mayor, Mrs JA Church)**

**THAT the Infrastructure Committee:**

- a. approves the following proposed road name submitted by the developer for LUC 0423/20 at 117 Wainui Road, Raglan:
  - i. Option 1: Road 1 (Proposed Road A) – Te Ara o Rihitoto

**CARRIED**

**INF2308/12**

Proposed Road Names for Subdivision SUB 0173/18.06 at Rangitahi Peninsula  
Agenda Item 6.8

The report was received [INF2308/02 refers], and the following discussion was held:

- There was discussion on the term 'short names for short streets' as referred to in the policy and what constitutes a short street? The Roading Manager agreed to seek clarification and advise Cr Whyte.
- Capitalisation needs to be checked regarding the 't' in "tuu"

**ACTION:** Roading Manager to seek clarification on what constitutes a "short road" and report back to the Committee.

**Resolved: (Crs Patterson/Whyte)**

**THAT the Infrastructure Committee:**

- a. rescinds a portion of Resolution INF2107/04 referring to Rerekahu Lane; and**
- b. in accordance with the road naming policy approve the following road names:**
  - i. Road 1 (Proposed Road EI) – Toka Tuu Street**
  - ii. Road 2 (Proposed Road HI) - Rerekahu Street**

**CARRIED**

**INF2308/13**

Capital Project Delivery Portfolio Update  
Agenda Item 6.9

The report was received [*INF2308/02 refers*], and the following discussion was held:

- The quality of the report and work that has been done by the team was acknowledged and noted to be very effective.
- General Manager Service Delivery gave a brief recap for new Councillors, noting that in 2019, over the previous 5 years average, Council had delivered approx. \$46M of capital expenditure (Capex) each year.
- It was noted however that Council were not meeting LTP KPI's or their promises to the community so have realigned the business to a different business model and hoped it would increase the amount of capex.
- The new business model changed how Capex was delivered, going from 46mil average and with incremental improvements reached 78mil which is the total number including Waters.
- In May 2022 an Independent Audit was done on how Council are delivering the capital works programme and that led to the development of the Enterprise Project Management Office (EPMO).
- It was noted that the introduction of the EPMO has resulted in an increase in spend but there is work done in the last 6 months that has paid dividends and overall there is a better chance of significantly increasing delivery going forward.
- It was advised that there is confidence in being able to deliver programmes of work due to having the right people, project programmes planned, contactors in place and the right controls.
- It was confirmed that the new project portal webpage on the Council website is up and running.

- The Chief Operating Officer noted for context, that since the EPMO was implemented in Oct/Nov last year the graphs as presented don't reflect a year of operation or a new way of operating and resourcing has only been completed in the last few months.
- The EPMO Manager noted that the Planning and designs that in place are setting the EPMO team up for success.
- The General Manager, Service Delivery noted that in the last triennium Council awarded a \$36M package over two years to Alliance partners.
- It was noted that there is procurement being led by the EPMO local provider that will not only create significant localised benefit from a social procurement perspective but from a commercial perspective.
- The Executive Manager, Projects & Innovation referred to the presentation and where the graph is trending, it was noted they are looking at a revised report for more clarity – in particular in the assurance side of things and through the Risk and Assurance Chair the Risk and Assurance aspects will be transferred into the Infrastructure Committee.
- Following discussion on the Tuakau pound project, the General Manager Service Delivery acknowledged that the Ngaaruawaahia pound is not fit for purpose. The Tuakau Project has been on the books for some time and it has been a struggle to find land zoned for a pound. A position on a northern satellite facility has been made and reports on this need to be had in the Chamber. This will be a matter formally referred to Council.
- It was noted that Te Awa Cycle Way is being used to an enormous degree and it has been really well received. The General Manager, Service Delivery confirmed we have an obligation to maintain the cycle way.
- **ACTION:** . General Manager, Service Delivery will have an offline discussion on the underpass at Airport Road and investigate with Waka Kotahi any measures to slow cyclists down.
- It was noted that an overview of our projects in a more strategic way would be of benefit and it would be good to see the engagement component of planning and the communications strategy.
- Enterprise Project Management Office Manager noted community engagement strategy is in progress and a Community Engagement Advisor role is vacant and in progress to be filled.

**Resolved: (Crs Patterson/Whyte)**

**That the Infrastructure Committee receives the Capital Project Delivery report.**

**CARRIED**

**INF2308/14**

## **EXCLUSION OF THE PUBLIC**

**Resolved: ( Patterson/Gibb )**

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

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:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48(1) for the passing of this resolution</b>
<b>Item PEX I Confirmation of Minutes</b>	<b>Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987</b>	<b>Section 48(1)(a)</b>



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 relevant part of the proceedings of the meeting in public, as follows:

Item No.	Section	Interest
Item PEX I Confirmation of Minutes		Refer to the previous Public Excluded reason in the agenda for this meeting.

**CARRIED**

**INF2308/15**

*Resolutions INF2308/16- INF2308/17 are contained in the public excluded section of these minutes.*

There being no further business the meeting was declared closed at 12.48.

The Committee closed the meeting with a Karakia.

Minutes approved and confirmed this                      day of                      2023.

EM Patterson  
**CHAIRPERSON**