



NOTICE OF MEETING

INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

TO: The Mayor, Penny Webster
Crs Grahame Powell (Chairperson)
Ross Craig
Pat Delich
Michael Goudie
Gaye Harding
John Kirikiri
Dave Parker QSM
Zane Taylor
June Turner
Greville Walker
Wayne Walker
Suzanne Weld

The Infrastructure and Environment Committee will meet in the Council Chamber, Centreway Road, Orewa on Thursday, 16 July 2009, commencing at 9.00 a.m.

for: CHIEF EXECUTIVE
Rodger Kerr-Newell

OREWA
9 July 2009

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CONFIDENTIAL

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ITEM NO: 1

APOLOGIES

ITEM NO: 2

REPORT



TO Infrastructure and Environment Committee
ON 16 July 2009
FROM Peter Galliven – Property Transactions Officer
APPROVED BY Murray Noone – Director: Infrastructure
SIGNATURE

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SUBJECT WAYBY CEMETERY
FILE REF PK/7/1

PURPOSE OF REPORT:

<input type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input checked="" type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No capital cost for the land acquisition.
(ii)	Implications in terms of Vision Rodney? No
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? No

FINANCIAL IMPLICATIONS:

Capital cost implications	Nil
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Approximately \$3,000 per annum.
Is it currently budgeted for?	No
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Minimal rating impact.

SUMMARY:

The Wayby Cemetery Trustees have approached the Council to explore the possibility of having the Council take over the Wayby Cemetery.

The Cemetery is well maintained with one burial on average every two years. There is approximately \$1500 held in trust.

RECOMMENDATION:

- (a) **That the Council endorse taking legal ownership of the Wayby Cemetery, being Sec 34A Block XII Pakiri SD – 1.331HA, currently owned by the Crown and administered by the Wayby Cemetery Trustees.**
- (b) **That the Group Manager: Property Services be granted delegated authority to complete the transaction.**

1.0 Background

The Wayby Cemetery is located on Wayby Valley Road just south of Wellsford (see aerial photograph attached as **Appendix 1**). It is currently in Crown ownership and is controlled by the trustees.

The current Trustees are Cliff Grant (Chairman), Peter Cox (Secretary) and John McPherson.

2.0 Issues

2.1 Cemetery

The existing cemetery is best described as a rural cemetery, 25% of the land is fenced off for cemetery purposes, with the remainder being grazed by the adjoining owner. At the current rate of burials the cemetery could continue to operate for in excess of 100 years.

The current trustees want to transfer the ownership of the cemetery as they are either too old or are no longer interested in continuing administering the responsibility for the cemetery. If the Council does not take over the cemetery there is a likelihood that it could fall into disrepair. Whilst there are sufficient burial grounds to serve the Wellsford region without this cemetery, this provides a good opportunity to extend burial capacity for future generations.

2.2 Financial Implications

The legal costs involved to effect the transfer of the cemetery to the Council would be approximately \$10,000. The operational costs would be approximately \$3000 per annum, with an estimated income of \$1,000 per annum from burials.

3.0 Options

There are two options available to the Council:

- (1) Accept the proposal to transfer the administration and control of the cemetery to the Rodney District Council.
- (2) Decline the offer.

4.0 Conclusion

It is recommended that the Council accept this proposal.

APPENDIX 1

ITEM NO: 3

REPORT



TO Infrastructure and Environment Committee
ON 16 July 2009
FROM Bill Horne – Manager: Transport Services Major Projects
APPROVED BY Murray Noone – Director: Infrastructure
SIGNATURE

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SUBJECT WARKWORTH – FOOTBRIDGE OVER STATE HIGHWAY 1
FILE REF RF/200/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input checked="" type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? Nil
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan? Nil
(iv)	Implications in terms of other Council Strategic documents or Council Policy? Nil
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Not applicable

FINANCIAL IMPLICATIONS:

Capital cost implications	Nil
Is it currently budgeted for?	No
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Nil
Is it currently budgeted for?	No
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

In the course of detailing intersection improvements along State Highway 1 at Warkworth (in accordance with the Council/Transport New Zealand (TNZ) MoU of October 2006) the New Zealand Transport Agency (NZTA) sees merit in assessing the potential for a pedestrian bridge over the Highway between Shoemith Domain and Bank Street. The concept will not be new to the Council but is currently unfunded. It is listed in the 'Projects Not Included' schedule of the 2009 - 19 draft LTCCP. As well as the benefits such a bridge would offer to pedestrians, there would also be some spin-off benefits at the Hill Street intersection where there should be less calls for the pedestrian crossing signal phase to be activated – i.e. offering benefits to vehicular traffic flows.

Before advancing investigations too far the NZTA wishes to know the Council's view on the concept.

The Council will be expected to share costs in the investigations and possible construction of such a bridge. For the present time, investigation costs will be relatively small and can be accommodated within existing fund allocations.

It is suggested that NZTA be advised as outlined in the following recommendation.

RECOMMENDATION:

That the New Zealand Transport Agency be advised that:

- (a) The Council sees merit in the concept of a pedestrian bridge over State Highway 1 at Warkworth between Shoemith Domain and Bank Street.**
- (b) At this time the Council commits to a share of investigation/design costs.**
- (c) The Council will have to later review the matter of funding construction, should it proceed, not only in terms of its capacity to fund the project but also having regard to potential funding constraints that may be imposed under the provisions of the Auckland Transition Bill.**

ITEM NO: 4

REPORT



TO Infrastructure and Environment Committee
ON 16 July 2009
FROM Peter Galliven – Property Transactions Officer
APPROVED BY Murray Noone – Director: Infrastructure
SIGNATURE

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SUBJECT GIFTING OF RESERVE LAND: PUHOI
FILE REF RC/59/1

PURPOSE OF REPORT:

<input type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input checked="" type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? "We will maintain our lifestyle and look after our environment".
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? No

FINANCIAL IMPLICATIONS:

Capital cost implications	Approximately \$20,000
Is it currently budgeted for?	Yes
Funding source of capital costs	Rural and Townships Reserve Purchases Land Acquisition.
Ongoing operational cost implications	Minimal cost for upkeep of reserve area.
Is it currently budgeted for?	Yes
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Included in the approved LTCCP.

SUMMARY:

Councils throughout New Zealand have been assisting the Te Araroa Trust in gaining access over private properties for the national Te Araroa Walkway project which is due to be completed by 2010.

The owner of the property situated at 517 State Highway One, Puhoi has approached the Council with an offer to gift approximately 7,675m² of her property to be vested as Local Purpose Esplanade Reserve. The land to be gifted is shown on the plan attached as **Appendix 1**. The land will then be used as part of the Te Araroa Walkway.

This report requests that the Council resolves to accept the terms and conditions of the Agreement for Vesting of Land, and to complete the required Reserves Act processes to declare and classify Part Okahu Block on Deposited Plan 12748 as Esplanade Reserve.

RECOMMENDATION:

- (a) **That the Council approves the terms and conditions of the Agreement for Vesting of Land with Mrs Maureen Brophy for the proposed gifting of approximately 7,675m² of land from 517 State Highway One, Puhoi as outlined on the plan attached as Appendix A to the agenda item.**
- (b) **That the Group Manager - Property Services be delegated authority to complete all necessary procedures required to finalise the land transfer, and commence the declaration and classification process pursuant to the Reserves Act 1977.**
- (c) **That the costs to complete the land transfer be credited against the Rural and Townships Reserve Purchases Land Acquisition Account.**
- (d) **That the Mayor write to Mrs Brophy thanking her for the generous gift of the reserve.**

1.0 Background

The Te Araroa Trust is currently developing a 2,920km trail the length of New Zealand from Cape Reinga to Bluff. Nationwide the route is approximately 80% complete. The trust are hoping the remaining 20% (560km) will be officially completed and opened by the end of 2010.

The Trust wants to form a section of their walkway from Puhoi Domain to State Highway One on the northern side of the Puhoi River. The gifting of this land provides Te Araroa with an important link in this section of the walkway. There is one further section of walkway to acquire between the Puhoi Domain and State Highway One. This land is owned by Prime Resources Company Limited and Council officers, along with the Te Araroa Trust, are currently in discussions with them regarding access over their land for the walkway.

An agreement for gifting has now been negotiated with the owner, Mrs Brophy. The agreement stipulates that the Council will pay all legal and survey costs and will build a fence between the Esplanade Reserve and the Brophy's property. The Council is also to complete all the necessary survey work at its cost and is to plant appropriate foliage where needed along the riverbank to prevent erosion. It is estimated that the costs will total approximately \$20,000.

2.0 Issues

2.1 Agreement for gifting

The general terms and conditions of the Agreement for Gifting are summarised as follows:

- The land will vest as Local Purpose (Esplanade) Reserve on transfer of ownership.
- The Council at its cost will complete the necessary survey work.
- The Council will construct a seven wire post and batten fence on the boundary between the Reserve Land and the balance of the owner's land.
- Where needed and required the Council will plant flax or similar hardy specimens along the riverbank to prevent erosion.

2.2 Te Araroa Walkway

The gifting of this land will provide the Te Araroa Trust with the opportunity to form the link from Puhoi Domain to State Highway One. The Trust and Council Officers are currently in discussions with Prime Resources Company Limited who own the property between Puhoi Domain and the Brophy property.

2.3 Reserves Act Process

The acquisition of the land is by way of a declaration under section 20 of the Public Works Act 1981. It will be necessary following the transfer of ownership to classify the land as Local Purpose (Esplanade) Reserve pursuant to the provisions of Section 16(2A)(a) of the Reserves Act.

2.4 Budget

The cost to complete the Council's obligations under the agreement will be charged against the Rural and Townships Reserve Purchases Land Acquisition account.

3.0 Options

The options available to the Committee are:

- (a) That the Council approves the terms and conditions of the gifting as summarised in this report.
- (b) That the Council declines the gifting of the land.

4.0 Conclusion

It is proposed that the Council accept Mrs Brophy's generous gift of this land.

APPENDIX 1

ITEM NO: 5

REPORT



TO Infrastructure and Environment Committee
ON 16 July 2009
FROM Ahmed Khaled – Manager: Transport Assets and Programmes
APPROVED BY Murray Noone – Director: Infrastructure
SIGNATURE

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SUBJECT WESTERN BUS SERVICES REVIEW BY ARTA
FILE REF AI/28/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input checked="" type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? Yes- the proposed programme supports Vision Rodney.
(iii)	Implications in terms of Long Term Plan/Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? No

FINANCIAL IMPLICATIONS:

Capital cost implication	None
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	None
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

Auckland Regional Transport Authority (ARTA) proposes a review of their Western Bus Services. The review is aimed at providing services that are cost effective, link suburbs to nearest town centres, are easier to understand, improve reliability and provide additional motorway express services.

RECOMMENDATION:

That the report be received.

1.0 Background

Auckland Regional Transport Authority is planning to review the scheduled bus services operating in Western Rodney.

Currently scheduled bus services operate along the following routes in Western Rodney:

- **Route 054:** Huapai to Britomart and return
- **Route 055:** Waimauku to New Lynn via Westgate and Henderson (one way only)
- **Route 056:** Huapai to Britomart via Westgate and Henderson (one return trip - Saturday evenings only)
- **Route 063:** Riverhead to Britomart via Westgate and Henderson (one return trip - weekdays only)
- **Route 064:** Huapai to Britomart via Westgate and Henderson and return (Saturdays only)
- **Route 065:** Waimauku to Britomart via Westgate and Henderson (one Auckland bound trip - weekdays only)
- **Route 066:** Helensville to Britomart via Westgate and Henderson and return (weekdays only)
- **Route 067:** Helensville to Britomart via Westgate and return (weekdays only).

ARTA is proposing to replace these services with the following:

- **Proposed Route 122X:** Express service from Helensville to Britomart via Westgate at 30 minute intervals during peak commuting times and return on weekdays only
- **Proposed Route 122:** Off peak weekday and weekend services at 120 minute intervals from Helensville to Westgate (connecting to Britomart bound services) and return.

It is to be noted that the review proposes to remove the service from and to Riverhead. ARTA advises that extremely low patronage (on average 0-5 passengers per trip) is the reason for the removal.

The following attachments are referred to for details:

- (a) Summary of current and proposed bus services – Western Rodney – **Appendix 1**
- (b) RDC Summary of Western Bus Review Changes (provided by ARTA) - **Appendix 2**
- (c) Map showing proposed Route 122X (provided by ARTA) - **Appendix 3**
- (d) Map showing proposed Route 122 – (provided by ARTA) - **Appendix 4**

2.0 Summary of changes being proposed by ARTA

2.1 Change in routes

- **Existing:** Eight routes with some 142 trips between Western Rodney and Downtown Auckland
- **Proposed:** Two routes with the following services
 - Approximately 40 peak hour trips between Helensville and downtown Auckland
 - Approximately 108 non peak and weekend trips between Helensville and Westgate with connection for onward journey to Henderson, New Lynn and Auckland

2.2 Removal of once daily trip from and to Riverhead

Existing Route 063, operating one weekday trip from Riverhead to Britomart and return is expected to be removed due to extremely low patronage (0-5 passengers per trip).

3.0 Conclusion

It is recommended that the report be received.

APPENDIX 1

APPENDIX 2

APPENDIX 3

APPENDIX 4

REPORT



TO Infrastructure and Environment Committee
ON 16 July 2009
FROM Mark Johannsen – Group Manager: Property Services
APPROVED BY Murray Noone – Director: Infrastructure
SIGNATURE

SUBJECT QUARTERLY PROPERTY TRANSACTIONS UPDATE - JUNE 2009
QUARTER
FILE REF PK/1/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? No
(iii)	Implications in terms of Long Term Plan/Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? No

FINANCIAL IMPLICATIONS:

Capital cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

This report details the results of the property transactions (settlements) that have occurred since the last report to the Council. It has been prepared in accordance with the Council policy for Land Dealings 1605(c)(ii), which states:

“The details of all property transactions are to be reported back to the Council or relevant Committee quarterly.”

The report details sales and purchases (settlements) between 01 April 2009 and 30 June 2009 as shown in the schedule attached as **Appendix 1**.

RECOMMENDATION:

That the report on Quarterly Property Transactions Update for the period 01 April 2009 and 30 June 2009 attached as Appendix 1 to the agenda report be received.

APPENDIX 1

ITEM NO: 7

REPORT



TO Infrastructure and Environment Committee
ON 16 July 2009
FROM Gareth Hughes – Manager: Transport Operations and Safety
APPROVED BY Murray Noone – Director: Infrastructure
SIGNATURE

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SUBJECT SILVERDALE STREET/TAVERN ROAD/HIBISCUS COAST HIGHWAY INTERSECTION
FILE REF RF/48/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? No
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? Not at this stage.
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Yes

FINANCIAL IMPLICATIONS:

Capital cost implications	Nil to RDC if work is undertaken prior to revocation.
Is it currently budgeted for? N/A	Not applicable
Funding source of capital costs	Funded by NZTA if work is undertaken prior to revocation.
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

The existing intersection at the junction of Hibiscus Coast Highway (HBC Highway)/Tavern Road and Silverdale Street in Silverdale has been the cause of safety concerns for many years, and more recently following a fatal crash towards the end of 2008. Short and long term options have been considered for many years, but due to the cost and complexity of the options, they have not achieved the funding cut-off requirements, noting that the intersection is controlled by the New Zealand Transport Agency (NZTA).

The HBC Highway may be returned to RDC as the controlling authority, and the Council have re-examined short term options to improve safety. The long term options for the intersection design as it fits in with the wider network are being considered, particularly the option of removing right turn movements into Tavern Road will be the subject of detailed design and consultation. This work is underway.

RECOMMENDATION:

That the report be received.

1.0 Background

The existing intersection has been a discussion point with the local community for many years in relation to safety and operation/effect on the Silverdale area. The proposed long term development of the Silverdale North and South area, Penlink and the ALPURT motorway have resulted in changes to existing operational conditions as well as expectations for the future.

Traffic signals and roundabouts have both been mentioned to improve safety and connectivity in the Silverdale area in the past.

NZTA have recently completed a study to examine the merits of installing high friction surfacing on the HBC Highway approaches to the intersection. The conclusions of the NZTA study have been included in an RDC sponsored safety review at the intersection.

2.0 Issues

One of the major issues in the area is the effect on visibility of the opposed right turn bays on the HBC Highway. The available stop line sight distance can be severely affected if opposing traffic streams are both waiting to turn into Silverdale Street and Tavern Road, as follows;

- If a truck turning into Tavern Road blocks the visibility of a vehicle turning into Silverdale Street, the minimum sight distance the vehicle turning into Silverdale Street needs is 125m for a main road operating speed of 90km/hr.
- The available sight distance in the situation detailed above is actually around 50m.

- Removing the restriction increases the available sight distance to around 350m.

It should also be noted that apart from reported crashes, there are numerous near misses that occur at this junction. These can be observed on any given day.

2.1 Connectivity between Silverdale North and South of the HBC Highway

A separate issue to the safety concerns is the connectivity of Silverdale North and South. The desire to reconnect and integrate the two sides of Silverdale are complex and this study does not attempt to address these issues. One issue is clear however, that any proposed options should not further sever or unduly restrict access across the HBC Highway and if possible should allow some form of vehicular connection across the highway.

2.2 Implications of Recent Works

The most significant recent works undertaken on the HBC Highway that has directly affected the Silverdale area has been the closing of the right turn in and out of Wainui Road. These turns were closed in conjunction with the opening of the Silverdale Street extension and Silverdale Parkway.

The main issue that the closing of the Wainui turns has caused is that traffic (including buses), has a longer travel route to access the HBC Highway. Anecdotal evidence suggests that this has also led to an increase in U-turning manoeuvres at Titan Place, although there is no specific data to support this.

3.0 Options

The options considered in the study include:

- Reduction in speed limit
- High friction surfacing
- Banning all right turns from the HBC Highway
- Banning the right turn into Tavern Road
- Traffic signals
- Roundabout

3.1 Reduction in speed limit

RDC have recently undertaken speed survey reviews of this section of road as part of the district wide review of identified roads undertaken annually. The results from the study showed that the appropriate speed through this section of the HBC Highway is 80km/h which is the posted speed. The one issue that could affect speed along this section of the HBC Highway is if the posted speeds of the adjacent sections of road (from the motorway to East Coast Road and north of Whangaparaoa Road) change. To maintain consistency it may be possible to alter the speed limit through this section.

3.2 High Friction Surfacing

This option has been considered as it is the lowest cost and most immediate positive safety initiative that can be installed at the junction. This option has been examined by NZTA. In the absence of an immediate speed reduction or signalisation (both discussed below), it is recommended that high friction surfacing and improved delineation be installed on both highway approaches to the intersection.

3.3 Right turn bans from the highway

The options around banning either the right turn into Silverdale Street or Tavern Road were outlined and discussed through the public open day held by RDC and NZTA on April 15 2009. Banning the right turn into Silverdale Street will mean that all traffic entering the area from Whangaparaoa or Orewa/north would have to use the traffic signals at the Whangaparaoa

Road/Silverdale Parkway/HBC Highway intersection. This would add significant travel distances for traffic wishing to use the Silverdale shopping area and severely restrict the ease with which people could access the shops. Restricting this movement would undoubtedly have impacts on the economic viability of the Silverdale shopping area on the western side of the highway. One treatment considered worthy of implementation is the closing of the right turn into Tavern Road. This option has definite safety benefits for the right turn into Silverdale Street, with a reasonable alternative route (see below).

3.4 Ban the right turn into Tavern Road

Banning the right turn into Tavern Road has a potential safety benefit by eliminating the possibility that the visibility of traffic turning into Silverdale Street will be blocked by those turning into Tavern Road. The operational effect of closing this turn is less significant than closing the turn into Silverdale Street due to the layout of the roading network. Detailed design and consultation on this treatment is underway. As part of progressing this option, further consultation will be undertaken with the Silverdale businesses to identify any specific issues associated with the individual operations.

3.5 Ban the right turn into Tavern Road and partially signalise the junction

A further improvement from the previous option is to create a signalised seagull to control the movements into Silverdale Street. This option has several different potential effects in relation to the non-signalised option including;

- The signalised option will create significant additional delay to northbound through traffic which is currently unrestricted.
- The right turn into Silverdale Street will receive additional protection in terms of turning crashes.
- There is likely to be additional queuing related to the right turn into Silverdale Street. The length of the right turn lane may need to be lengthened.

NZTA have provided preliminary feedback that partial signalisation is not preferred and on this basis could not be considered further until the highway status is revoked.

3.6 Full Traffic Signals

In terms of traffic signals, the only approach which needs to be considered is the southbound approach from Whangaparaoa Road because of the approach grade to the Silverdale Street intersection. In the current situation, the operation of signals and changes in stopping sight distance creates an unsafe situation with current speeds. At an operating speed of 70km/h (posted speed of 60km/h), an appropriately positioned traffic signal detector and the application of high friction surfacing on the approaches would allow both cars and trucks to safely stop. Therefore, if traffic signals were to be considered for any reason, they would have to be associated with a significant reduction on posted speed on the HBC Highway.

3.7 Roundabout

The installation of a roundabout at the Silverdale Street/Tavern Road junction has also been considered, with particular emphasis on the HBC Highway approach speeds. A roundabout option should not be discarded as a possible long term solution to address connectivity issues. The advantage that a roundabout has over traffic signals is that all vehicles have to slow and consider stopping at the limit lines, rather than those required to do so by an amber or red traffic signal.

4.0 **Conclusion**

The conclusion of current work is to identify options to improve safety without undue effects in relation to through traffic on the HBC Highway. A secondary consideration is not to predispose or unduly restrict the future options to improve overall connectivity in the area. One issue that has become clear in considering the intersection is that the southbound approach on the HBC Highway cannot be placed under direct control with the current posted and operating speeds. Forcing this movement to stop through a traffic signal control alone would introduce unacceptable safety risks.

In the short term, the NZTA option to improve signage and introduce high friction surfacing is supported by the Council. In parallel, detailed design and consultation work is underway to examine stopping the right turn into Tavern Road and allow forward visibility to be maintained for traffic turning right into Silverdale Street. Appropriate changes to signage would be required to ensure northbound traffic on the HBC Highway are advised to turn right at East Coast Road and then left turn into Tavern Road. This work would be undertaken by RDC in preparation for revocation of the State Highway status of the HBC Highway.

ITEM NO: 8

REPORT



TO Infrastructure and Environment Committee

ON 16 July 2009

FROM Murray Noone – Director: Infrastructure

APPROVED BY Murray Noone – Director: Infrastructure

SIGNATURE

A handwritten signature in black ink, appearing to be "Murray Noone", written over a horizontal line.

SUBJECT **PROGRESS REPORT ON IMPLEMENTATION OF COMMITTEE DECISIONS**

FILE REF CF/1/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? No
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Not applicable

FINANCIAL IMPLICATIONS:

Capital cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

Attached as **Appendix 1** is the progress report on the implementation of decisions from the former Assets Management and Community and Environment Committees which fall under the scope and powers of the Infrastructure and Environment Committee. Also included are full Council decisions relating to infrastructure and Environment issues.

The decisions reported on are those where some follow up action is required. Items marked as completed will be shown on two consecutive reports as such, and then drop off.

The progress report is for information only and if further resolutions are required on any of these topics, separate reports will be presented to the Infrastructure and Environment Committee.

A separate confidential item covers implementation of confidential decisions.

RECOMMENDATION:

That the information be received.

APPENDIX 1

PROGRESS REPORT ON IMPLEMENTATION OF DECISIONS FROM INFRASTRUCTURE AND ENVIRONMENT COMMITTEE (AND FULL COUNCIL DECISIONS RELATING TO ASSET MANAGEMENT MATTERS)

Updates in bold italics

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
373/04/08	<p><u>Helensville Town Centre Toilet Replacement</u></p> <p>Study of visitor movements through the north, south and central Helensville to be conducted in order to provide a list of potential toilet sites.</p>	Gavin Flynn District Strategy & Planning	<p>New toilet location identified and agreed by Council in November Helensville Urban Design Framework report.</p> <p>Concept designs for Creek Lane incorporating new toilet with Jeff Thompson inspired art work received well by the South Kaipara Forum. Next step is to create a brief for the detailed design and present finalised designs to the Council and community.</p>	
2509/09/06	<p><u>Communities for Climate Protection – New Zealand (CCP-NZ)</u></p> <p>Crs Delich and W Walker appointed to work with staff to investigate setting a greenhouse gas reduction target for the Council & community to achieve Milestone 2 of the CCP-NZ Programme.</p>	Max Smitheram District Strategy & Planning	<p>Milestone 1 (Corporate & Community emissions audit) has been completed.</p> <p><i>Council has participated in the Regional Response to Climate Change Process and is a party to Issues and Options: Climate Change recently produced by the Auckland Regional Council.</i></p>	
2116/08/06	<p><u>Matakana Wastewater</u></p> <p>Implementation report on connection of Matakana Village to the Jones Road wastewater treatment plant to be provided.</p>	Jo Floyd Infrastructure	<p><i>Detailed design of pipeline (or associated Pump Station) to link Matakana and the treatment plant at Jones Road, 90% complete.</i></p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
510/05/08	<p><u>Engineering Standards for Walkways</u></p> <p>Council Officers continue the process of modifying the District Plan and/or engineering standards to achieve better outcomes for walkway design and construction.</p> <p>A further report will be presented to the Committee on options for the Parakai walkway.</p>	Andrew Trevelyan Strategy & Policy	<i>This was approved by Infrastructure and Environment Committee on 23 April 2009.</i>	<i>Completed</i>
288/03/08	<p><u>Kumeu Huapai Riverhead Waimauku Wastewater</u></p> <p>Council received information that a full report would be made available in April.</p>	Jenny Warren Infrastructure	<p>This project is progressing steadily forward. Consultants have been engaged to write the resource consent application for Tapu Rd. A meeting has been held with ARC and Auckland Health to make them aware of Council's plans to develop a wastewater treatment plant at Tapu Road, to discuss the programme to develop the resource consent applications and give them the opportunity to advise Council of issues they consider would also need addressing. The alternative connection to Watercare Services trunk sewer is under investigation with a favourable report expected shortly. A meeting has been set up for 29 July to present the industrial and mixed residential property owners of Kumeu and Huapai with a report on progress towards providing the area with a wastewater service. The 8th Wastewater Information sheet is to be issued on 17 July as an insert in the Norwest News to keep the community advised of progress on the project.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			A detailed report on the scheme was presented to the Infrastructure & Environment Committee 8 May 2008.	
507/05/08	<p><u>Kumeu Huapai Riverhead Waimauku Wastewater</u></p> <p>Council resolved:</p> <p>That interim options be considered to allow landowners to subdivide/develop with on-site treatment options;</p> <p>That it did not consider use of on-site systems to be sustainable for the majority of existing and future development areas;</p> <p>To confirm its intention to provide a public service to these communities;</p> <p>That the preferred system be through pressurised wastewater collection (PWC) and a stand alone treatment plant;</p> <p>To continue to investigate alternate solutions using PEC and disposal to the Watercare services regional wastewater system;</p> <p>That officers pursue appropriate design, land use planning, consenting, funding, procurement and consultation as necessary to progress the project;</p> <p>That a final decision be made in June 2009, with interim reports at 3-monthly intervals;</p>		<p>Officers have developed an Assessment of Environmental Effects reports for resource consent for a possible standalone plant at Tapu Road.</p> <p>Parallel negotiations took place with Watercare Services. A report recommending the preferred option will be presented to the Council 6 November 2008.</p> <p><i>Planning Forums were successfully held in May 2009.</i></p> <p><i>The Watercare/RDC agreement for the wastewater connections is being prepared and is mostly complete. The agreement will state December 2011 as the date for the Watercare wastewater connection. Watercare met with Murray Noone and Rodger recently to discuss delaying the signing of this agreement until after the relevant legislation has been passed later this year.</i></p> <p><i>A revised LTCCP Capex timeline has been approved based on delivery of wastewater and water supply by December 2011.</i></p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
	<p>That \$7800,000 be made available through the Annual Plan 2008/2009;</p> <p>That a decision on the inclusion of Waimauku be deferred until after adoption of the Waimauku Structure Plan;</p> <p>That the Director: Infrastructure pursues central government funding for the project.</p>			
665/06/07	<p><u>Groundwater Supply in Warkworth</u></p> <p>Drilling of a production bore and two observation wells in Sanderson Road, Warkworth, to proceed and resource consents to be applied for as soon as possible.</p>	Bruce Fulford Infrastructure	<p><i>Detailed design of treatment plant is in progress.</i></p> <p><i>Property Services are in discussion with the landowner for purchase of site where the treatment plant could be located.</i></p>	
851/08/07	<p><u>Parks Maintenance Standards Agreements</u></p> <p>Parks and Coastal Manager and Property Manager to negotiate service level agreements with WFH Properties and Kensington Properties.</p> <p>Proposed agreement to be presented to the Committee for confirmation.</p>	Chris Burgess Infrastructure	<p>Kensington Body Corporation is still maintaining the public areas that surround Kensington Park. An agreement is still to be reached between Kensington and RDC. RDC Legal are working on at the moment.</p> <p><i>Chris Burgess met with Mark Peldman to discuss. The park is under new ownership, a meeting with the new owner to be arranged.</i></p> <p>WFH Properties - discussions still in process. Citycare have taken over the road mowing of</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			this area as an additional cost to their contract.	
860/08/07	<u>Puhi Land Use:</u> Report to next Council meeting (23 August). Site visit before Council meeting.	Stuart Howard Infrastructure	On 28 February Council resolved to defer any decision in this matter until the Puhoi Pioneers Reserve Management Plan has been adopted. Puhoi Reserve Management Plan out for public consultation. <i>Submissions have been heard. Council to deliberate at the next Council meeting on 2 July 2009.</i>	
924/08/07 1126/09/07	<u>Matakatia Reserve update</u> Re-survey and define the boundaries of the reserve. Apply for funding through Annual Plan. Introduce Community based HBC Forest & Bird Pest Control Group. Liaise with neighbours over management program.	Chris Burgess Infrastructure	<i>Letters have been sent out to the community and responses are being collated.</i> <i>The HBC Forest and Bird group are having a weed clean up day on Saturday 18th April 2009.</i> <i>Clean up day was a success, feedback so far from neighbours has been positive, ready for new financial year to kick off survey and boundary markers.</i> <i>July 2009 – Commissioning surveyors of the boundaries for identification purposes.</i>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
1374/11/07	<u>Disposal of Modcoms</u>	Mark Johannsen Infrastructure	All modcoms will be removed <i>by end of June</i> 2009.	Completed
121/03/09	<u>19 Weza Lane Huapai</u> Advice on how much of the cost of the property purchased at the above address can be recovered by sale of a portion of the property not required by the Council.	Mark Johannsen Infrastructure	It is difficult to establish a market value for this bare land however Registered Valuer advice is approximately \$300,000. The property will be marketed on completion of the earthworks. Future reports to be presented on completion of earthworks for disposal of balance.	Completed
1464/12/07	<u>Community House</u> The Council resolved: That further consideration of redevelopment of the site, responsibility for funding that redevelopment and the allocation of modcoms to Hibiscus Coast Community House Incorporated by way of selling, leasing or gifting, be deferred till a later date. That the Council approve the transfer of the three modcoms, including the two used as the Call Centre, plus the toilet block unit, to establish Rodney's permanent EOC.	Stuart Howard Infrastructure	The Council resolved to allocate four modcoms plus the ablution block to HBC Community House and three modcom units plus ablution block to the new Emergency Operations Centre. Consents being processed. Outcome of Victor Eaves Resource Management Plan to be advised to Council on 7 May 2009 at the Strategy and Community Committee. HBCCH to be relocated to Western Reserve. Resource Consent has been granted, and Building Consent should be granted in the next few days. Modcom buildings currently being relocated to Western Reserve.	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
125/02/08	<p><u>Easement for Bypass Channel Taupaki Bridge</u></p> <p>The Property Manager negotiate and obtain easements for a high-level floodway through Lot 1 DP 184001. The cost of easement funded against the Kumeu River Protection scheme JL 40447.</p>	Kim Buchanan/Stuart Howard Infrastructure	<i>Property negotiations and Physical works are complete.</i>	<i>Completed</i>
907/08/08	<p><u>Road Exchange Proposal – South Head</u></p> <p>That Council Staff investigate a proposal including costs:</p> <p>To stop the paper road that runs through the Higham Farm between Lots 3 & 4.</p> <p>To form a walkway along the southern boundary of the Highams Farm.</p>	Mark Johannsen Infrastructure	<p>Costs being assembled for foot easement on the boundary of the property.</p> <p>A report was presented to the Council in December 2008. Resolved to proceed with land exchange. Enabling actions now underway.</p> <p><i>Final report on project will be submitted to Council on completion.</i></p>	<i>Completed</i>
521/05/08	<p><u>Kumeu Cemetery</u></p> <p>Council resolved:</p> <p>That the work necessary to enable the subject land to be classified for cemetery purposes be completed;</p> <p>That the outcome of the classification process be reported back to the Council with a request for direction on whether or not to proceed with cemetery planning and subsequent implementation on the site.</p>	Gavin Flynn Sarah Gathercole District Strategy & Planning	<p>Reported to May Infrastructure and Environment Committee meeting.</p> <p>A report recommending notification of the Old Railway Road proposed Kumeu Cemetery plan change (as a scheduled activity) is currently being prepared for the District Plan & Regulatory Committee. It is intended to be brought to an August or September meeting.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
652/06/08	<p><u>Meerkat Warning Sirens – Northern Ward</u></p> <p>The Committee supports the stage 1 installation of Meerkat sirens at Omaha North, Point Wells and Whangateau and agrees to waive landowner consent fees for up to five siren installation sites.</p> <p>The Committee supports the sourcing & installation of sirens from Meerkat Alert systems Ltd.</p> <p>The Committee supports the installation of Tsunami signage of national technical standard & international best practice.</p>	Paul Green Customer Services	<p>Draft contract is being reviewed by the contracts office. Project Team initiated to address consents requirement. Project is on schedule for completion this financial year.</p> <p>Contract has been agreed and signed. Project implementation now underway and on track for completion by financial year end.</p> <p><i>Project implementation continues. Sirens are currently being installed at proposed sites. An issue has arisen with regard to the use of a repeater site and as a result alternative locations are being considered. This issue may affect the completion date of this project - this will be confirmed by 31 May 2009.</i></p> <p><i>Sirens are currently being installed at proposed sites for stage 1 of the project. The relocation of the EOC from Hilltop to level 1 Tasman Building necessitates the need for a second repeater. Matters surrounding this issue are currently being discussed to identify a need for a report to the ATA.</i></p>	
2539/09/06	<p><u>Orewa Boulevard - Alpur B2 Alternative Free Route through Orewa</u> (Proposal by Destination Orewa Beach and Rodney Economic Development Trust.)</p>	Bill Horne Infrastructure	<i>Construction of west side of Boulevard (in front of shops) nearing completion for section from Moana to Tamariki and will be open to north bound traffic from 13</i>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
	<p>The Council will not pursue the issue of whether a different alternative free route for ALPURT B2 is desirable with the Government at this stage, but will initiate further discussions with Transit NZ and Destination Orewa Beach with the intention of strengthening the concepts set out in the Hibiscus Coast Boulevard Project and increasing Transit funding for the necessary works to better connect Orewa to the beach.</p>		<p><i>July. Works on southern extension, Tamariki to Moenui, progressing well. First stage of additional angle parking has been provided in Moenui Ave.</i></p>	
<p>1462/12/07</p> <p>1324/11/08</p>	<p><u>Revocation of State Highways Council</u></p> <p>Noted Transit NZ's intention to revoke sections of SHs 1 and 17, plus a section of Grand Drive;</p> <p>Resolved that the Director Transportation further inform on this matter as an outcome of discussions with Transit.</p> <p>Procedures be implemented to rename the section of Road, currently described as S H 1, between Waiwera and Titford's Bridge, to Hibiscus Coast Highway.</p>	<p>Bill Horne Infrastructure</p>	<p>It is anticipated that the intended revocations will be effective from 1 July 2009. Further information should be available about February 2009.</p> <p><i>Not now expected by the earlier target date of 30 June 2009. Updates will be provided as further information become available.</i></p> <p><i>Not proceeding as previously anticipated. Date of revocation uncertain at this time.</i></p>	
<p>110/03/09</p>	<p><u>Renaming of State Highway 17 from Silverdale to the top of Albany Hill</u></p> <p>Director Infrastructure to investigate the urgency of the request from NZTA for suggestions for the renaming of this portion of road by 18 March.</p>	<p>Bill Horne Infrastructure</p>	<p><i>In discussion with North Shore City, with the view of having a common name for the whole of State Highway 17, from Greville Road to Silverdale. Not finalised yet.</i></p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
122/03/09	<p><u>Warkworth Intersection Upgrade</u></p> <p>Consider requesting from NZTA that it re-instate a passing lane from the intersection of Woodcock Road and SH1 to top of McKinney's Hill.</p> <p>Consider rising with NZTA possible funding towards an underpass for Mahurangi College pupils crossing State Highway.</p> <p>Provide information re the costs of the approved tenders being let by NZTA.</p>	Murray Noone Infrastructure	<p>The first stages of construction have commenced, on Woodcocks Road and Whitaker Road intersections and including along the highway between.</p> <p><i>Work progressing well.</i></p>	
3106/12/06 69/02/07 647/06/07	<p><u>Whangaparaoa Road, Town Centre Traffic Signals</u></p> <p>To be implemented:</p> <p>Provision for two right turning movements out of Wade River Road;</p> <p>Provision of additional stacking lane capacity for west bound traffic on Whangaparaoa Road east of Wade River Road;</p> <p>Provision of recessed east bound bus bay;</p> <p>Removal of the existing traffic signals at the Whangaparaoa Road / Main Street / Tower Hill intersection;</p> <p>Installation of central median strip to prohibit right turn movements;</p> <p>Retention of left in, left-out movements;</p> <p>Installation of traffic signals at the Whangaparaoa Road/ Stanmore Bay Road intersection.</p>	Barry George Infrastructure	<p>Work is now subject to Penlink approval.</p> <p><i>Minor improvement work, east of Wade River Road intersection.</i></p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
1079/09/07	<p>Removal of the existing traffic signals at the Whangaparaoa Road / Main Street south end intersection;</p> <p>Installation of central median strip to prohibit right turn movements;</p> <p>Retain left-in, left-out movements;</p> <p>Provision of a zebra crossing with central refuge at Whangaparaoa Road/Main Street south end intersection.</p> <p>Consultation process to commence on the upgrade based on Option 2: 60 degree angle parking; raised median islands.</p>			
	<p><u>Busway Park and Ride Project</u></p>	<p>Ahmed Khaled Infrastructure</p>	<p>Negotiations with the land owner on the preferred option are well underway.</p> <p><i>Park-n-Ride Strategy now approved by Council and funding requested through LTCCP.</i></p>	

SUBJECT PUBLIC EXCLUDED

Recommendation:

That the public be excluded from the following parts of the proceedings of this meeting, namely:

Agenda Item No(s) 10, 11, 12 and 13

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Grounds under section 48(1) for the passing of this resolution
Community Facilities	The disclosure of information would not be in the public interest because of the greater need to enable the council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (section 7(2)(i) Local Government Official Information and Meetings Act 1987).	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist, under section 6 or section 7 (except section 7(2)(f)(i) of the Act). (section 48(1)(a) Local Government Official Information and Meetings Act 1987.)
Proposed Land Purchase	The disclosure of information would not be in the public interest because of the greater need to enable the council to carry out, without prejudice or disadvantage, commercial activities (section 7(2)(h) Local Government Official Information and Meetings Act 1987).	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist, under section 6 or section 7 (except section 7(2)(f)(i) of the Act). (section 48(1)(a) Local Government Official Information and Meetings Act 1987.)
Request for Compensation	The disclosure of information would not be in the public interest because of the greater need to enable the council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (section 7(2)(i) Local Government Official Information and Meetings Act 1987).	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist, under section 6 or section 7 (except section 7(2)(f)(i) of the Act). (section 48(1)(a) Local Government Official Information and Meetings Act 1987.)
Progress report on implementation of confidential committee decisions	As per the reasons given for excluding the public at the meeting(s) when these decisions were made	As per the grounds given for excluding the public at the meeting(s) when these decisions were made.

CONFIDENTIAL