

# **ORDINARY MEETING**

of

# **Council**

## **AGENDA**

# **Supplementary Reports**

**Time:** 3:00 pm

**Date:** Wednesday, 2 August 2023

**Venue:** Waiata House, 27 Lincoln Road,  
Masterton

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## **MEMBERSHIP**

Mayor Gary Caffell (Chairperson)

Councillor Bex Johnson

Councillor Craig Bowyer

Councillor Brent Goodwin

Councillor David Holmes

Councillor Tom Hullena

Councillor Stella Lennox

Councillor Tim Nelson

Councillor Marama Tuuta



## Order Of Business

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## **7 REPORTS FOR DECISION**

### **7.7 REPORT FROM THE MAYOR - SUPPORT FOR PETITION CALLING FOR CITIZENS INITIATED REFERENDA ON STATE HIGHWAY MAINTENANCE**

**File Number:**

**Author:** Gary Caffell, Mayor

#### **PURPOSE**

The purpose of this report is for Council to consider whether to allow copies of the New Plymouth District Council's petition calling for a Citizens Initiated Referenda relating to the maintenance of state highways to be made available at appropriate Council facilities.

#### **EXECUTIVE SUMMARY**

New Plymouth District Council have initiated a petition calling for a Citizens Initiated Referenda relating to the maintenance of state highways and have asked councils throughout the country to make the petition available at appropriate Council facilities. I recommend that Masterton District Council supports this.

This is important to action prior to the general election in October 2023 in order to encourage political parties to outline their policies relating to the maintenance of our national state highway network.

#### **RECOMMENDATION**

That Council authorises the Chief Executive to make copies of New Plymouth District Council's petition calling for a Citizens Initiated Referenda available for members of the public to sign at appropriate Council facilities.

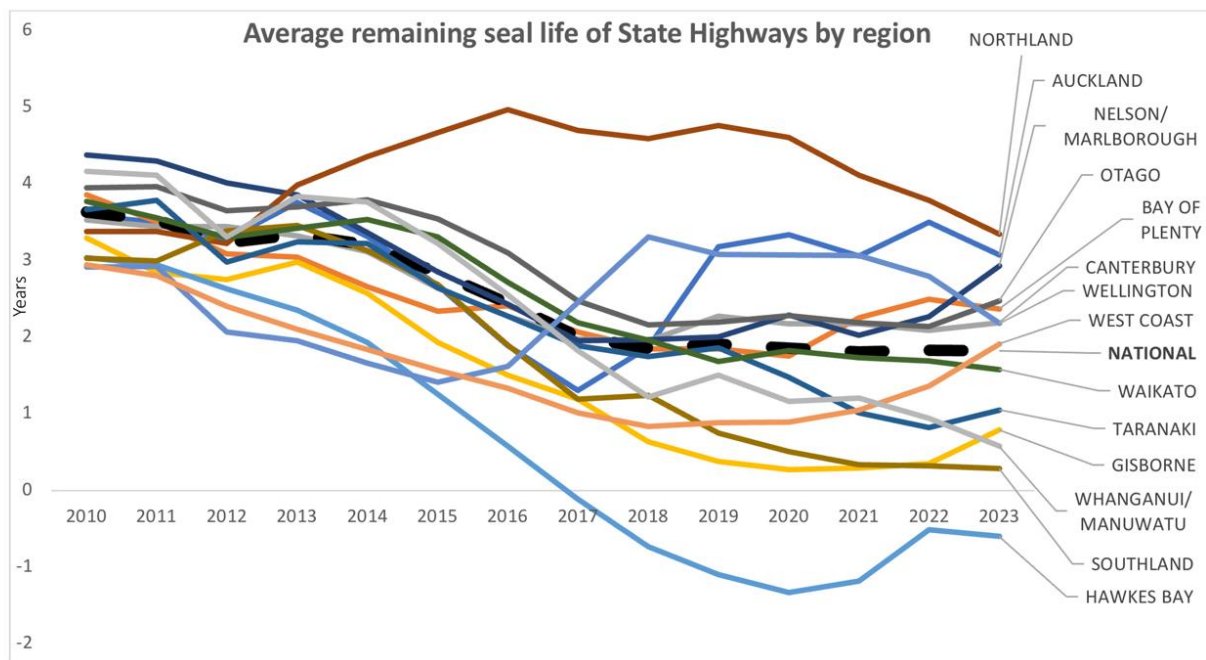
#### **CONTEXT**

The background information provided by New Plymouth District Council is set out below:

LGNZ members recently agreed to support the following remit with around 98% of the membership in agreement:

- That LGNZ publicly lobby all political parties to increase Crown funding for state highway and local road maintenance budgets.
- Consider and pursue other avenues including the Office of the Auditor General to seek resolution of the issues facing the country in relation to the systemic rundown of our national roading infrastructure.

Waka Kotahi’s maintenance and renewal programme has clearly been insufficient to maintain asset health measured via the average remaining seal life. There are numerous media reports about the issues being faced across New Zealand.



Data source: Waka Kotahi 2023 pre Cyclone Gabrielle

Graph 1 (above) shows the average remaining seal life of state highways by region.

This information was obtained under the Official Information Act 1982 from Waka Kotahi.

It shows the significant decline in the average seal life of state highways.

Nationally, the average remaining life in 2010 was 3.6 years. In 2018 this declined to around 1.8 years and remains steady. However, at a regional level there are large discrepancies.

In 2010 every region had an average remaining life of between 2.9 and 4.4 years (a range of 1.5 years difference). By 2023 the range was from -0.6 to 3.3 years (a range of 3.9 years) with four regions having a seal age of less than one year, including Hawke’s Bay which recorded its seventh year with an average of less than zero.

The issue nationally is predominantly with chipseal roads rather than asphalt mix, with some exceptions. In 2023, across chipseal roads, five regions have an average remaining life of less than one year, with Hawke’s Bay’s roads again below zero.

Within asphalt roads, Southland set an unfortunate record with an average remaining life of -2.5 years. Graph 2 (attached) shows the average remaining life of different surface types by region today.

Last year LGNZ commissioned Infometrics to undertake a report into trends in road transport funding. That report noted that funding for roads per kilometre travelled only increased by 0.8% p/a in the five years to 2021, whilst construction costs increased 1.1% p/a in the same five years. That report ended its analysis in 2021.

With considerable cost inflation over the past two years and decreased land transport revenue due to Covid, it is almost certain that the funding gap has grown even further. Inflation for Heavy and Civil Engineering Construction peaked at 15.1% pa in the September 2022 quarter.

That increased funding gap to roads is likely to result in even further pressure on state highway maintenance and lifespans.

The national stabilisation of the average remaining life of state highways may falter in the coming years, seeing further downward movement. Such a decrease will see more parts of the state highway network fail.

This year the Government is developing its next Government Policy Statement on Land Transport (the GPS). The GPS sets the funding buckets for Waka Kotahi.

Influencing the development of the next GPS is one key way in which to ensure regional state highways do not continue to deteriorate. The Land Transport Management Act specifically states the Minister must regard the views of LGNZ.

An important step in resolving the current state highway pavement crisis is engagement with the public to clarify expectations.

Members of our community deserve an opportunity to communicate their views on the maintenance of our roading infrastructure.

To accelerate and facilitate this discussion, New Plymouth District Council (NPDC) has initiated the process to trigger a Citizens Initiated Referenda, focused on New Zealand's state highway network maintenance.

The wording, as approved by the Clerk of the House of Parliament, is as follows:

"Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?"

The goal of the petition is to ask the question and let New Zealanders and the political parties who wish to lead the country through the next term of parliament answer it.

NPDC is seeking to collaborate with councils across the country, asking councils to discuss and debate whether they wish to make the petition accessible in council service centres and other facilities throughout Aotearoa.

The objective is to provide as many Kiwis as possible with the opportunity to express their views and send a clear message to all members of parliament about their stance on this crucial aspect of our daily lives.

## OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

Option	Advantages	Disadvantages
1 Authorise the CE to make copies of New Plymouth District Council's petition calling for a Citizens Initiated Referenda	Council demonstrates its commitment to raising awareness of the importance of state highway maintenance.	None identified

	available for members of the public to sign at appropriate Council facilities.	Support for this initiative aligns with Masterton District Council's support for the LGNZ AGM remit re Crown funding for state highway and local road maintenance budgets.	
2	Do not authorise the CE to make copies of New Plymouth District Council's petition calling for a Citizens Initiated Referenda available for members of the public to sign at appropriate Council facilities.	None identified	Council would not be supporting an initiative which aligns with Masterton District Council's support for the LGNZ AGM remit re Crown funding for state highway and local road maintenance budgets.

### **RECOMMENDED OPTION**

Option 1 is recommended.

### **SUMMARY OF CONSIDERATIONS**

#### **Strategic, Policy and Legislative Implications**

Option 1 meets the purpose of local government in the Local Government Act 2002 to "promote the social, economic, environmental, and cultural well-being of communities in the present and for the future" through advocating for an opportunity for all New Zealanders to express their views on a more sustainable funding model for roading infrastructure maintenance.

#### **Significance, Engagement and Consultation**

The decision to provide copies of the petition at Masterton District Council Facilities is not a significant decision in terms of Council's Significance and Engagement Policy

#### **Financial Considerations**

There are no financial considerations in the decision sought in this report.

#### **Implications for Māori**

There are no implications for Māori in the decision sought in this report, Māori will be able to participate in the petition in the same way as any other member of the community. A more sustainable funding and financing model for transport infrastructure would benefit Māori in the same way as other ratepayers.

#### **Communications/Engagement Plan**

If Council agrees that the petition be provided at Council facilities, this will be communicated with the community, so they are aware of the opportunity to sign it.



### **Environmental/Climate Change Impact and Considerations**

There are no environmental or climate change impacts or considerations in the decision sought in this report.

### **NEXT STEPS**

If the recommendation is approved by Council copies of the petition will be made available at the Masterton District Council Queen Street and Waiata House offices and the Library.

### **ATTACHMENTS**

1. **New Plymouth District Council Petition Form**  

**Petition by New Plymouth District Council  
for a  
Citizens Initiated Referendum**



Te Kaunihera-ā-Rohe o Ngāmotu  
**New Plymouth  
District Council**

*To the House of Representatives, we, the undersigned, pursuant to the Citizens Initiated Referenda Act 1993, ask that an indicative referendum be held on the following question;*

**Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?**

	(Print clearly in BLOCK letters)				(Print clearly in BLOCK letters)
	Signature	Surname or Family Name	Given or First Names	Date of Birth (Optional)	Residential Address
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

Name and address for correspondence with promoter of this petition:  
Mayor Neil Holdom - neil.holdom@npdc.govt.nz

*The wording of the question printed above, and this form, have been approved under the Citizens Initiated Referenda Act 1993.*