

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 9 AUGUST 2016** commencing at **9.00am**.

Information and recommendations are included in the reports to assist the Board in the decision making process and may not constitute Council's decision or policy until considered by the Board.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

Representatives from Sport Waikato will be in attendance from 9.00am to discuss item 6.1.

A representative from Woodlands will be in attendance from 10.45am to discuss item PEX 3.1.

3. DISCLOSURES OF INTEREST

4. CONFIRMATION OF MINUTES

4.1	Meeting held on Tuesday 14 June 2016	3
4.2	Meeting held on Thursday 21 July 2016	12

5. MATTERS ARISING FROM MINUTES

6. REPORTS

6.1	Sport Waikato Activity Report – 1 April-30 June 2016	15
6.2	Huntly Memorial Hall – Community Working Group	22
6.3	Wastewater Overflow Update Report	27
6.4	Walking, Cycling and Bridle Trails Strategy	39
6.5	Service Delivery Report for July 2016	138
6.6	Tamahere Reserve Classification	152
6.7	2016/17 District Wide Minor Improvement Programme	159
6.8	Approval of Proposed Te Kauwhata Community Committee Road Name List	163
6.9	New Road Name Proposal at Henry Road, Hukanui	168

6.10	New Road Name Proposal at 2281 River Road, Horotiu	172
6.11	Approval of Proposed Pokeno Community Committee Road Name List	176
6.12	Raglan Kopua Holiday Park, Chairperson's Annual Report 1 July 2015 - 30 June 2016	181
6.13	Award of Contracts	185
7.	<u>EXCLUSION OF THE PUBLIC</u>	200

GJ Ion

CHIEF EXECUTIVE

Agenda2016\INF\160809 INF OP.dot

Open Meeting

To	Infrastructure Committee
From	GJ Ion Chief Executive
Date	14 June 2016
Prepared by	LM Wainwright Committee Secretary
Chief Executive Approved	Y
DWS Document Set #	1537652
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Infrastructure Committee held on Tuesday 14 June 2016.

2. RECOMMENDATION

THAT the minutes of the meeting of the Infrastructure Committee held on Tuesday 14 June 2016 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

Infrastructure Minutes 14 June 2016

MINUTES of a meeting of the Infrastructure Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia held on **TUESDAY 14 JUNE 2016** commencing at **9.02am**.

Present:

Cr WD Hayes (Chairperson)
His Worship the Mayor Mr AM Sanson [*until 9.28am and from 9.34am until 11.01am and from 11.16am until 11.46am*]
Cr JC Baddeley
Cr J Church
Cr R Costar
Cr DW Fulton
Cr J Gibb
Cr S Lynch [*until 9.29am and from 9.33am*]
Cr RC McGuire
Cr L Petersen
Cr J Sedgwick
Cr NMD Smith
Cr MR Solomon
Cr CS Tait

Attending:

Ms S Duignan (acting Chief Executive)
Mr T Harty (General Manager Service Delivery)
Mr T Whittaker (General Manager Strategy & Support)
Mrs LM Wainwright (Committee Secretary)
Mrs W Wright (Committee Secretary)
Mr A Corkill (Parks & Facilities Manager)
Ms J Remihana (Programme Delivery Manager)
Mr M Mould (Waters Manager)
Mr C Clarke (Roading Manager)
Mr R Wheeler (Property Officer)
Mr R MacLeod (Raglan Community Board)
Mr D Carrasco (Interim Alliance Manager)
Members of staff
Members of the public
Member of the press

APOLOGIES AND LEAVE OF ABSENCE

All members were present.

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Church/Costar)

THAT the agenda for a meeting of the Infrastructure Committee held on Tuesday 14 June 2016 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 7 which shall be discussed with the public excluded;

AND THAT the Committee resolves that the following item be added to the agenda as a matter of urgency as advised by the Chief Executive:

- **Huntly Memorial Hall - Petition**

AND FURTHER THAT the Committee resolves that item 6.5 [*Tamahere Reserve Classification*] be withdrawn from the agenda.

CARRIED on the voices

INF1606/01

DISCLOSURES OF INTEREST

There were no disclosures of interest.

CONFIRMATION OF MINUTES

Resolved: (Crs Lynch/McGuire)

THAT the minutes of a meeting of the Infrastructure Committee held on Tuesday 10 May 2016 be confirmed as a true and correct record of that meeting.

CARRIED on the voices

INF1606/02

MATTERS ARISING FROM THE MINUTES

There were no matters arising from the minutes.

REPORTS

Huntly Memorial Hall - Petition
Add.Item

Resolved: (Crs Baddeley/Lynch)

THAT the report from the Chief Executive be received;

AND THAT the petition be considered as input into the Huntly Memorial Hall report (item 6.1) on the agenda.

CARRIED on the voices

INF1606/03/1

Huntly Memorial Hall

Agenda Item 6.1

Resolved: (Crs Lynch/Gibb)**THAT** the report from the **General Manager Service Delivery** be received;**AND THAT** Council place the demolition of the **Huntly Memorial Hall** on hold and encourage creation of a community working group to look at options for community facilities in Huntly;**AND FURTHER THAT** the process and costs for forming a community working group to explore the facility needs of the **Huntly Community** is developed and reported back to the committee for approval prior to establishment;**AND FURTHER THAT** the findings of the working group are reported to Council for consideration through the **2017/18 Annual Plan** process.**CARRIED on the voices****INF1606/03/2**

His Worship the Mayor withdrew from the meeting at 9.28am following discussion and voting on the above item.

Cr Lynch withdrew from the meeting at 9.29am following discussion and voting on the above item.

New Road Name Proposals at 132 Travers Road, Te Kauwhata

Agenda Item 6.2

The Roding Manager gave a verbal update and answered questions of the committee.

Resolved: (Crs Sedgwick/McGuire)**THAT** the report from the **General Manager Service Delivery** be received;**AND THAT** the Committee resolves to name the main road in accordance with the developer's name choice – **Bragato Way**;**AND FURTHER THAT** the Committee resolves to name the future linking road **Rongopai Close**;**AND FURTHER THAT** the Committee resolves to name the cul-de-sac **Bluebell Place**.**CARRIED on the voices****INF1606/03/3**

Road Name approvals associated with the Rangiriri section of the Waikato Expressway
Agenda Item 6.3

The Roding Manager gave a verbal update and answered questions of the committee.

Resolved: (Crs Sedgwick/Petersen)

THAT the report from the General Manager Service Delivery be received;

AND THAT the Committee resolves to name the revoked section of state Highway between Glen Murray and Te Kauwhata Roads - Te Wharepu Road;

AND FURTHER THAT the Committee resolves to name the presently unnamed access road from Churchill East Road to the river boat ramp – Te Kumete Road;

AND FURTHER THAT the Committee resolves to name the new road link from Te Kauwhata Road heading northwest to Plantation Road – Rodda Road.

CARRIED on the voices

INF1606/03/4

Approval of Pokeno Ratepayers Residents Association Suggested Road Name List
Agenda Item 6.4

Resolved: (Crs Church/Petersen)

THAT the report from the General Manager Service Delivery be received;

AND THAT the Committee resolves that the May 2016 “Approved Name List” for Pokeno is restricted to the following street names:

Wingfield, Ulcoats, Chili, Ida Zeigler, Ewins, Culverwell, Loader, Flannery, Gibboney, Ballenden, and James Brown.

CARRIED on the voices

INF1606/03/5

Cr Lynch re-entered the meeting at 9.33am during discussion on the above item and was present when voting took place.

His Worship the Mayor re-entered the meeting at 9.34am during discussion on the above item and was present when voting took place.

Tamahere Reserve Classification
Agenda Item 6.5

This item was withdrawn from the agenda.

Rotokauri WRA 15 004 Project Budget

Agenda Item 6.6

The Parks & Facilities Manager gave a verbal update and answered questions of the committee.

Resolved: (Crs Smith/Lynch)

THAT the report of the General Manager Service Delivery be received;

AND THAT Council approve the use of District Wide Lake Budgets for the amounts of \$44,000 in year three, \$57,000 in year four, and \$55,000 in year five of the WRA programme;

AND FURTHER THAT Council approves the schedule of spending and grant income included in the Waikato River Authority Deed of Funding to be reflected within available budgets in the applicable Annual Plan and future Long Term Plan;

AND FURTHER THAT Council accepts the additional Hamilton City Council grant income (Appendix 2) to be reflected within available budgets in the applicable Annual Plan and future Long Term Plan.

CARRIED on the voices

INF1606/03/6

Draft Terms of Reference – Community Halls

Agenda Item 6.7

The Parks & Facilities Manager gave a verbal update and answered questions of the committee.

Resolved: (Crs Church/Baddeley)

THAT the report of the General Manager Service Delivery be received;

AND THAT the Draft Terms of Reference – Community Halls be adopted as operative and provided to all Hall Committees;

AND FURTHER THAT the changes to the Delegations Register are supported.

CARRIED on the voices

INF1606/03/7

Roading Roadshows 2015/16

Agenda Item 6.8

The Roothing Manager gave a verbal update and answered questions of the committee.

Resolved: (Crs Costar/Hayes)

THAT the report from the General Manager Service Delivery be received;

AND THAT the Committee supports the proposed direction for undertaking Roothing Roadshows in future.

CARRIED on the voices

INF1606/03/8

Proposed Rototuna Indoor Court Facility

Agenda Item 6.9

The Parks & Facilities Manager gave a verbal update and answered questions of the committee.

Resolved: (Cr Baddeley/His Worship the Mayor)

THAT the report from the General Manager Service Delivery be received;

AND THAT in principle Council acknowledge the cross boundary benefits of the sub regional facilities that will be provided by the proposed Rototuna Indoor Court Facility and that a funding arrangement be developed.

CARRIED on the voices

INF1606/03/9

Cr Petersen requested his dissenting vote be recorded.

The meeting adjourned at 10.39am and reconvened at 11.00am.

Award of Contracts

Agenda Item 6.10

Resolved: (Crs McGuire/Lynch)

THAT the report from the General Manager Service Delivery be received.

CARRIED on the voices

INF1606/03/10

His Worship the Mayor withdrew from the meeting at 11.01am during discussion on the above item and was not present when voting took place.

Service Delivery Report for May 2016

Agenda Item 6.11

The Waters Manager, Parks & Facilities Manager and Roading Manager gave verbal updates and answered questions of the committee.

Resolved: (Crs Church/Gibb)

THAT the report from the General Manager Service Delivery be received.

CARRIED on the voices

INF1606/03/11

His Worship the Mayor re-entered the meeting at 11.16am during discussion on the above item.

His Worship the Mayor retired from the meeting at 11.46am during discussion on the above item and was not present when voting took place.

EXCLUSION OF THE PUBLIC

Agenda Item 7

Resolved: (Crs Lynch/Solomon)

THAT the report of the Chief Executive – *Exclusion of the Public* – be received;

AND THAT the public be excluded from the meeting during discussion on the following items of business:

- a. **Confirmation of Minutes dated Tuesday 10 May 2016**

REPORTS

- b. **Acquisition of Land for East West Link – 105D Newell Road Tamahere**

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under:

Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(a)(i)

Section 48(1)(d)

CARRIED on the voices

INF1606/04

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	22 July 2016
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
DWS Document Set #	1564460
Report Title	Receipt of Reserve Management Plans Hearing Panel Minutes

1. EXECUTIVE SUMMARY

To receive the minutes of a meeting of the Reserve Management Plans Hearing Panel held on Thursday 21 July 2016 therein.

2. RECOMMENDATION

THAT the minutes of a hearing by the Reserve Management Plans Hearing Panel held on Thursday 21 July 2016 be received.

3. ATTACHMENTS

NPRMP Minutes 21 July 2016

MINUTES of a hearing by the Reserve Management Plans Hearing Panel (to hear submissions and make recommendations on the Proposed Neighbourhood Parks Reserve Management Plan) to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **THURSDAY 21 JULY 2016** commencing at **9.02am**.

Present:

Cr DW Fulton (Chairperson)
Cr J Gibb
Cr NMD Smith
Ms M Pene (Waikato/Tainui Representative)

Attending:

Mr A Corkill (Parks & Facilities Manager)
Mr R Marshall (Reserves Planner)
Mrs LM Wainwright (Committee Secretary)
Mr S Jackson (Lavalla Farm)
Mr J Lawson
Mr M Toop
Ms E Kerr (C.H.A.N.C.E.S and Public Health Medicine Specialist)
Mr S Drinkwater

APOLOGIES AND LEAVE OF ABSENCE

All members were present.

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Smith/Gibb)

THAT the agenda for a hearing of the Reserve Management Plans Hearing Panel (to hear submissions and make recommendations on the Proposed Neighbourhood Parks Reserve Management Plan) held on Thursday 21 July 2016 be confirmed and all items therein be considered in open meeting.

CARRIED on the voices

INF1607/01

DISCLOSURES OF INTEREST

There were no disclosures of interest.

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	22 July 2016
Prepared by	Karen Bredesen Business Support Team Leader/PA
Chief Executive Approved	Y
DWS Document Set #	1564497
Report Title	Sport Waikato Activity Report – 1 April-30 June 2016

1. EXECUTIVE SUMMARY

Attached is the Sport Waikato Activity Report for the period 1 April to 30 June 2016. In this report the Waikato District Sport Co-ordinator presents a summary of activities undertaken throughout the District with a number of schools and a variety of groups of all ages during that quarter.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. ATTACHMENTS

Sport Waikato Activity Report – 1 April-30 June 2016



Sport Waikato Council Reporting

Waikato District Council

April – June 2016

Fiona Devonshire
District Coordinator – Waikato District



Vision Everyone out there and active

Purpose To inspire and enable our people to be active and healthy for life through sport, recreation and physical activity

KEY PRIORITY AREAS

<p>HEALTHY ACTIVE LIFESTYLES</p> <p>Physical activity and recreation for health, fun and a lifelong habit</p>	<p>YOUNG PEOPLE</p> <p>A lifelong involvement in sport, recreation and healthy active lifestyles</p>	<p>COMMUNITY SPORT</p> <p>Strong and capable delivery of community sport</p>	<p>REGIONAL LEADERSHIP</p> <p>A professional organisation providing regional leadership and influence</p>
<p>KEY OUTCOMES</p> <ul style="list-style-type: none"> Increased number, variety and quality of physical activity and recreational opportunities Increased number of people meeting the NZ Physical Activity and Nutrition Guidelines Increased number of people participating in targeted physical and recreational opportunities Increased opportunities for older adults especially over 65 	<ul style="list-style-type: none"> Improved fundamental skills development in children (0-12) Increased number of young people being physically active Increased number of young people participating in all aspects of sport and recreation activities 	<ul style="list-style-type: none"> Strengthened capability of local and regional sport and recreation providers Increased number and quality of trained volunteers in sport and recreation Increased number of adults participating in sport and recreation Promotion and celebration of success in all aspects of sport 	<ul style="list-style-type: none"> Ensure our organisation's sustainability Connect the sector through quality information and communication Engage in regional and national projects of significance Develop and strengthen relationships and partnerships

SPORT WAIKATO WILL ALWAYS:

- Proactively engage and support the aspirations of all Maori and Iwi
- Promote and support accessibility for people with disabilities
- Advocate for opportunities in rural communities
- Recognise and respond to the diversity of our people and the environment
- Promote fair play and positive sideline behaviour

“Mahi a te mahi hei painga mo te iwi – do the work for the betterment of the people” – Te Puaea Herangi

Updates

Waikato District Council Sport and Recreation Plan

Sport Waikato and Waikato District Council staff met at the council offices in Ngaruawahia to progress this project. Potential facility investment projects and service delivery opportunities were explored and assessed against agreed criteria with a view to exploring these concepts in a workshop setting with Council as part of the development of a draft plan

Waikato Regional Sports Facilities Plan - Forum #2

Facilitated by Sport Waikato and with attendees from all District Councils this forum was held at the Avantidrome, Cambridge. Sport Waikato's CEO Matthew Cooper delivered an update on the Moving Waikato 2025 Strategy. Building better business cases was the focus of discussions. The forum concluded with the sharing of updates on work across the region.

The next forum will be held on the 26th of July with a focus on designing policies for cross boundary funding assessments, developing a review of the RSFP and an introduction to Sport New Zealand's Facilities Development Guide

Counties Manukau Sport

Sport Waikato has approached Counties Manukau Sport to meet with regards our north Waikato District communities. Given Counties Manukau Sport is currently working with Sport New Zealand on their investment initiatives; they have requested that we hold off meeting until this is completed. Sport Waikato intends meeting with Counties Manukau Sport in the very near future once this is completed.

Moving forward Sport Waikato will review Counties Manukau Sport's and Sport Waikato's plans to align with Waikato Districts Sport and Recreation Plan that we are currently in the process of developing.

Sport Waikato's General Manager and Waikato Regional Facilities Advisor will both speak to this at Councils Infrastructure Committee Meeting to be held on 9th August 2016

Outcome – Participation and Equity: Reducing barriers and increasing participation in recreation and sport	
KPI	Evidence/ Measurement
Coordinate local Kiwisport initiatives for primary and secondary aged children.	<ul style="list-style-type: none"> • Sport Waikato as the Regional Sports Trust (RST) continues to manage the government funded KiwiSport Regional Partnership fund • Sport NZ has approved a further 12 month investment for the 2016-2017 year <p>KiwiSport Community Partnership Fund – successful applications include;</p> <ul style="list-style-type: none"> • Squash Waikato – Big Nix and Small Nix Junior Squash Development at Te Kura Kaupapa Maori o Bernard Ferguson, Kimihia Primary School and Gordonton Schools • Netball Waikato Bay Of Plenty – Future Ferns programme at Eastern Netball Association, Murphy Lane, Taupiri • Upper Central Zone Rugby League – delivered rugby league taster sessions in schools
Work with Secondary Schools in the Waikato District to increase sport opportunities and participation.	<ul style="list-style-type: none"> • North Waikato Secondary Schools Cluster(NWSSC) <ul style="list-style-type: none"> - Nga Taiatea Wharekura - Huntly College - Ngaruawahia High School - Te Kauwhata College - Raglan Area School - Te Wharekura o Rakaumangamanga • Tough Guy/Gal Challenge was held at Lake Puketirini in Huntly, supported by Sport Waikato and facilitated by Huntly College • The NWSSC Basketball Module was run over six weeks across three venues with Te Wharekura o Rakaumangamanga winning both the boys and girls sections
Support holiday programmes	<ul style="list-style-type: none"> • Our Project Energize team continually support the holiday programmes by facilitating sport sessions. • During the April school holidays they supported Tic Tac Toe, Huntly Kids and the Huntly West Hub Programme. • The Huntly West session saw a collaboration of NZ Police, Sport Waikato and Hub staff come together to deliver the morning sport session at Fraser Street Park (behind the Huntly West Hub)
Local community recreation projects	<ul style="list-style-type: none"> • Aqua Man Sport Waikato identified a lack of participation and engagement from men at local exercise classes and established Aqua Man class in collaboration with Huntly Aquatic Centre. Eight males were regularly attending prior to the pool shut down period • Rahui Pokeka Waka Ama Sports - Its Not OK Womens Waka Crew Women and Girls meet twice weekly at the Sport Waikato Hub office for circuit training, led by a volunteer community leader • Meremere “Have A Go” Day Sport Waikato facilitated the Meremere “Have A Go” Day held at the Meremere Community Hall in Meremere. The purpose of the day was to

	show case the community facility, identify the needs of the local community and provide an opportunity for the local community to meet and greet with each other and Sport Waikato
--	--

Outcome – Quality of life: Increasing physical Activity and improving nutrition for health, fun and as a lifelong habit	
KPI	Evidence/ Measurement
Promote and support community activity options/groups	<ul style="list-style-type: none"> • Upright & Active Class Sport Waikato support local community and exercise class leader, as well as organising and distributing of promotional posters to assist with increasing the number of weekly participants. Strong recommendation to all new GRx referrals to attend this class. Classes are held weekly at the Sport Waikato hub office • Our Active & Well coordinator continues to facilitate both the Aqua Fit and Aqua Man classes at the Huntly Aquatic Centre
Healthy lifestyle sessions/workshops/events	<ul style="list-style-type: none"> • 12 Week Challenge Active & Well currently delivers Green Prescription (GRx) programme to workplaces via email based 12 Week Challenge (12WC) which includes four workplace workshops over three months. Each workplace can choose two nutrition workshops and two exercise workshops. Participants are also offered one to one support for an additional three months at the end of the challenge. • Three workplaces from various towns across the district have signed on to the programme with participants from Tuakau, Meremere, Te Kauwhata, Huntly, Ngaruawahia and Raglan participating with current participant numbers sitting at forty three.
Outcome – Community Development: Developing capability to ensure effective delivery of physical activity, recreation and sport	
KPI	Evidence/ Measurement
Provide ongoing training to primary school teachers and coaches in understanding and teaching fundamental skills	<ul style="list-style-type: none"> • Project Energize Term two has seen winter sports be the main focus, with umpiring/coaching courses being run within schools Other sessions modelled at primary schools include nutrition, team building and rippa rugby
Provide development or training for officials' administrators and coaches and clubs. Work with agencies to improve provision for sport	<ul style="list-style-type: none"> • Sportsforce Football Administrators Goalnet training delivered to Ngaruawahia Football Club Supported Raglan Junior Football's junior framework meeting • Sportsforce Gymnsport Support provided for Huntly Gymnastics Club AGM & updating their constitution • Sportsforce Rugby League A number of coaching courses, a NZRL managers course and a youth

	<p>satellite mentoring programme were delivered to the clubs within the Waikato District</p> <ul style="list-style-type: none"> • Sportsforce Netball Support provided to the Eastern Waikato Netball Centre based in Taupiri through their committee meetings • Sportsforce Swimming Supported Huntly Swimming Club with their AGM and delivered an Infant in Water
--	--

Outcome – Information and promotion: Improve coordination and promotion of information of all physical activity recreation and sport opportunities in the district	
KPI	Evidence/ Measurement
<p>Providing community with information on events, development and funding opportunities Effective use of communication including information on website, window displays, local newspapers, information centres and other stakeholders</p>	<ul style="list-style-type: none"> • North Waikato Newspaper – a comprehensive informative article was included in the Welcome to our District feature in the North Waikato Newspaper • Online ‘Be Active’ - A recent upgrade to our sport, physical activity and recreation database now allows all listings to be current and updated by community users free of charge • Window Display – Huntly Hub office window display continues to be an effective median for communication to the community • Community Presentations - were made to Huntly’s YSuicide Group, Ngaruawahia’s Networking Meeting to raise awareness of our services

Outcome – Creating pride in community: Through supporting , encouraging and valuing volunteers	
KPI	Evidence/ Measurement
<p>Recognizing volunteers by supporting volunteer recognition through the Sport Maker Initiative</p>	<ul style="list-style-type: none"> • Sport Waikato continues to promote and encourage the community to nominate and recognise volunteers through the national Sport Maker campaign
<p>Hosting Waikato District Sports Awards to recognise contribution to and excellence in sport</p>	<ul style="list-style-type: none"> • Sports Awards nominations live on Sport Waikato website as of 30 June 2016 • Ongoing planning and organisation for 2016 Waikato District Sports Awards undertaken

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	29 July 2016
Prepared by	Andrew Corkill Parks and Facilities Manager Jacki Remihana Programme Delivery Manager
Chief Executive Approved	Y
DWS Document Set #	1564529
Report Title	Huntly Memorial Hall – Community Working Group

I. EXECUTIVE SUMMARY

Recent reports by external consultants have revealed significant expenditure is required to earthquake strengthen, structurally upgrade and internally refurbish the Huntly Memorial Hall.

Following a process of community engagement Council resolved to further explore the future of the Huntly Memorial Hall through the formation of a community group which is tasked with investigating the future facility needs of the Huntly Community (INF 1606/03/2).

This report outlines the process to form the community group including indicative costs and timeframes. Due to time constraints, the original resolution requiring the community group to report back to Council for consideration in time for the 2017/18 Annual Plan process is unlikely to be achievable. Instead it is recommended that the community group report back to both the Infrastructure Committee and Council in time for consideration through the 2018-2028 Long Term Plan (LTP) process.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT the process and timeframes for forming a community working group to explore the facility needs of the Huntly Community are approved;

AND FURTHER THAT the Group report back to Council in time for outcomes of any study to be considered as part of the 2018-2028 Long Term Plan;

AND FURTHER THAT staff undertake sufficient works to ensure the deterioration of the Hall is minimised whilst the study is undertaken utilising existing budgets;

AND FURTHER THAT the budgets available in the 2016/17 year (funded via the Huntly Halls Targeted Rate Reserve (8290)) be repurposed to cover these interim maintenance costs and to support the formation of a working group.

3. BACKGROUND

History

The Huntly War Memorial Hall (the Hall) was closed in April 2015 due to Health and Safety concerns.

Due to the high costs of refurbishment Council had previously resolved that the Hall be demolished and the roll of honour be relocated to an appropriate location defined through community engagement.

A number of community groups raised concerns over demolishing the Hall and through a subsequent engagement process these concerns were considered.

At the 13 June Infrastructure Committee it was resolved that staff propose a process that would enable the Huntly community to have their say on the future of the Hall before any final decisions are made. It was proposed that this would involve the formation of a community working group to assess needs for community facilities within Huntly.

Community Working Group

The creation of a community working group (CWG) allows the community to drive the decision-making process. Given the nature of the scope of works (Huntly-wide facilities) any CWG will need to have wide representation.

The process will also allow for wider engagement within the community and facilitate a more strategic discussion around what facilities may be required for future generations within the town.

The process of establishing a CWG is discussed below.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Process to Form Community Working Group

It is suggested that the formation of a CWG follow a similar process to that which was undertaken for the Ngaruawahia Community Facilities project. That process involved appointing an external project manager to work with local community groups to gauge interest in being involved in a CWG and also setting up the group. This approach has made good progress but does take time to implement. Council staff do not have the current capacity to undertake the project management of this project so this approach has merit. In this case it is recommended that the project manager work with the Huntly Community Board to set up the group.

Any discussion would require access to quality professionals throughout this process including but not limited to facilitators, quantity surveyors, urban designers and architects.

This would ensure realistic and timely decisions and ensure that a list of achievable options can be presented to Council for consideration.

Timeframe and Budget Requirements

The June resolution requiring any group formed to report back to Council in time to feed into the 2017/18 Annual Plan process presents an unrealistic timeframe to work to. As outlined above, the process to form a CWG could take until September/October 2016. Any changes to the 2017/18 Annual Plan require budget changes to be confirmed by October 2016 and public submissions would be open between March and April 2017. This timeframe leaves an unrealistic space of less than one month for any CWG to investigate community facility needs and spans the election timeframe.

A compounding issue is that Council has not yet determined whether or not it will be undertaking formal consultation on the 2017/18 Annual Plan. An issue such as new facilities in Huntly would likely trigger the need for formal consultation.

Given these two issues it is proposed that the CWG report options be fed into the 2018-2028 LTP process. This will allow for up to a year of community discussion, debate and research to occur and is a more realistic timeframe that allows meaningful work to be undertaken.

Interim Options for Hall

If the option of reporting back through the 2018/28 LTP process is supported, there will be a delay in any action on the hall for at least one year, possibly longer. This is likely to result in further water damage and deterioration to the hall structure and as a result the costs for repair and refurbishment would likely increase.

Staff have investigated options for interim maintenance which may be able to be undertaken to reduce rates of deterioration. One option is to construct another roof above the existing external flat roof with appropriate flashings and upgrade existing flashings at other problem areas around the building. This may address the water ingress issue. Staff have received an estimate of \$23,000 for this work, though suggest \$35,000 be allocated for initial works. This could be funded from the Huntly Hall Targeted Rates Reserve and budget is available in the 2016/17 year as outlined below.

Staff suggest that further investigations into short term protection options be investigated and implemented as quickly as possible. This work would be undertaken through existing maintenance budgets.

4.2 OPTIONS

There are two options:

Option I: Approve the process, costs and timeframes to form the CWG and align with the 2018-2028 Long Term Plan process.

This option will also include some remedial works to halt further degradation through water damage to the Memorial Hall through the coming year.

This option is recommended.

Option 2: Proceed to form the CWG with a goal of reporting back to the 2017/18 Annual Plan process. This option is not considered viable due to time constraints which would be placed upon the CWG.

5. CONSIDERATION

5.1 FINANCIAL

The 2015-2025 LTP budget for the Memorial Hall in the 2016/17 year includes the following:

- \$113,775 for a toilet upgrade
- \$19,951 for capital renewal works
- \$4,428 for operational Repairs & Maintenance works

These projects (totalling \$138,154) are all funded through the Huntly Halls Targeted Rate Reserve (8290).

Staff suggests that Council repurpose these funds to utilise toward interim measures to secure the Hall and reduce deterioration. As noted above, this work is anticipated to cost up to \$35,000. These funds may also be repurposed toward the cost of engaging a project manager to collate information and present to the CWG. It is anticipated that this will cost up to \$25,000.

At the end of the 2016/17 year the balance of these budgets (approximately \$78,000) will be carried forward to the 2017/18 year to be made available for any further unforeseen works.

As the works will come from existing budgets, the Huntly Halls Targeted Rate Reserve (8290) is forecast to have sufficient funds available to cover these costs.

If the interim maintenance approach is supported, staff will work to minimise the costs of any works. However, it is critical to undertake sufficient works now to limit further deterioration and therefore future costs.

5.2 LEGAL

Before the CWG can operate a Terms of Reference and Code of Conduct will need to be developed. These can be developed in collaboration with the CWG and via a facilitated session.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Council is currently producing a districtwide Halls Feasibility Study. This study is tasked to provide Council with guidance around future community needs regarding Halls throughout the District. It is based on current and future perceived usage rates which will relate directly to future capital spend on new facilities.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Significance & Engagement policy provides at Schedule I, a list of Waikato District Council's strategic assets, which further identifies that reserves listed and managed under the Reserves Act 1977, are considered to be strategic assets.

The policy requires Council to take into account the degree of importance and determine the appropriate level of engagement, as assessed by the local authority, of the issues, proposal, decision or matter, in terms of its likely impact on, and consequences for:

- (a) The district or region.
- (b) Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision or matter.
- (c) The capacity of the local authority to perform its role, and the financial and other costs of doing so.

The land is held in fee simple and is not classified as a reserve under the Reserves Act 1977.

Halls are not identified in the policy as strategic assets.

6. CONCLUSION

In June Council resolved to further explore the future of the Huntly Memorial Hall through the formation of a community group which will investigate the future facility needs of the Huntly Community.

For the group to be successful they will require a timeframe longer than that allowed by the June resolution of Council. It is suggested that a goal of reporting back to Council to feed into the 2018-28 LTP will allow adequate time for the CWG to undertake the required analysis.

7. ATTACHMENTS

Nil.

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	1 August 2016
Prepared by	Tim Harty, General Manager Service Delivery Martin Mould, Waters Manager Marie McIntyre, Operations Team Leader Waters
Chief Executive Approved	Y
DWS Document Set #	1570349
Report Title	Wastewater Overflow Update Report

I. EXECUTIVE SUMMARY

Over the past 18 months there has been an increased community awareness and response to the number of wastewater overflows within the district. This has been very evident in Raglan where, over the last four months there have been three spills that have entered the marine environment and closed it to both casual recreation and the taking of seafood. One of these spills, at Marine Parade pump station, was formally investigated by Waikato Regional Council and Council was issued with a formal warning on 29 July.

Whilst Council's Long Term Plan contains a series of works that are aimed to manage the wastewater network and reduce overflows over time, it is clear that this is not sufficient and further works and funding is needed to better manage and reduce the risks in this area.

A Continual Improvement Programme approach for moving forward and reducing the risks of wastewater overflows within the network has been developed. This programme contains a number of immediate and short term actions aimed at reducing the frequencies of overflows. It also looks to review the approach to overflow management outlined within the Long Term Plan and present back to Council an alternate programme for consideration.

Part of the works also focuses on community education and communication. This work will be tasked to raise the awareness of communities and inform them of actions they can undertake to help manage the network risks.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT Council approve \$295,000 to undertake additional works as detailed in this report;

AND FURTHER THAT the funding plan for this work be developed and reported back to Council in September.

3. BACKGROUND

3.1 BACKGROUND

Over the last 18 months there has been an increase in public awareness and response to the number of wastewater overflows that have been occurring. A portion of these overflows have been in Raglan and, due to the nature of the system, have resulted in the harbour being closed to both bathing and the collection of seafood. Whilst overflows have occurred in other network locations they have not resulted in untreated wastewater entering a waterway or impacted the public in such a significant way as has occurred in Raglan.

On 25 March this year a spill occurred at the Marine Parade pump station which was investigated by the Waikato Regional Council (WRC). On 29 July Council received a Formal Warning for this event. Since the March event, a further two spills have occurred in Raglan, one at Whitley Street pump station and most recently, one at Greenslade Road pump station¹.

Whilst the number of overflow events has not changed significantly over the last five years the view of the communities has and the programmes that are in place to manage these events needs to be updated to reflect this view.

3.2 LONG TERM PLAN WORKS

The current Long Term Plan has funding allocated to measures targeted at controlling network overflows. This funding ranges from \$4m for the installation of network storage at high risk pump stations to \$1.2m for investigating and controlling Inflow and Infiltration (I&I) as well as \$1.3m for asset condition assessment of critical assets.

This year saw works on the network include the installation of four pump station storage systems (Nero and Marine Parade in Raglan and Regent and Thomas Streets in Ngaruawahia), I&I studies in Meremere and Huntly (due to high flow rates and treatment plant concerns) and year one of the critical assets condition assessment analysis. This year (year 2 of the LTP) will see the works programme continue with storage planned for Daisy Street in Raglan and the I&I programme also moving to focus on the Raglan network.

The SCADA and Telemetry networks underwent a major upgrade in 2014/15 and are now deemed to be at a level where it meets the basic operational requirements. The nature of these types of systems means that ongoing investment is always required. Funding is allocated each year in the LTP to ensure that the system is kept at least at this level of functionality.

¹ See details Attachment 1

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

4.1.1 Recent Spills

Both the recent spills in Raglan (Whitley and Greenslade) have highlighted areas of concern in both standard maintenance procedures and operational response.

The Whitley event was primarily due to maintenance at the station having not been undertaken as reported causing capacity constraints and at Greenslade Road the afterhours responses did not occur as required. In both events the automated monitoring systems (SCADA and Telemetry) worked as intended and designed, giving ample warnings.

4.1.2 Improvement Programme

The ongoing issues with wastewater overflows and level of community dissatisfaction suggest that the Level of Service outlined within the 2015/25 Long Term Plan is out of step. The latest incidents have instigated a series of actions over and above that outlined and funded within the LTP.

This has included:

- Undertaking an independently reviewed Risk and Condition Assessment of Wastewater Pump Stations District Wide (82)
- Developing a works programme based on results of the risk and condition information
- Contracting in 2 x City Care Network operators to cover staff vacancies
- Undertaking daily Critical Pump Station checks during high risk periods (weather)
- Approaching HCC and Watercare Services to discuss field and operational support
- Contracting out after hours monitoring of network alarms
- Improvements to operational processes and procedures
- Operational improvements to the SCADA and Telemetry system
- Investigated a public education programme to manage network blockage issue
- Investigating and seconding in Operations Engineers to provide cover for vacancies

The above works have been undertaken in parallel with those already planned, which includes I&I works, network and pump station renewal works, installation of storage and continuing the critical asset data collection process.

4.1.3 Risk and Condition Assessment

For the wastewater pump station risk and condition assessment engineering staff and a consultant visited all wastewater pump stations across the district. Risks were assessed using a risk matrix approach and were ranked in such a way that saw any station that discharged to a marine environment rate highly. This has seen the top 10 ranked sites all located in Raglan (the top ten at risk pump station list can be seen in attachment 2).

Works identified as priority at these sites includes SMS (text message) backup alarms, emergency generators on site, generator plugs at all sites and increasing storage, to name a few.

The risks associated with the piped network are being undertaken independently of the pump station programme and continuing with the funding allocated through the LTP and

Critical Assets works programme. This is limited to the funding available each year (\$130,000).

4.2 OPTIONS

4.2.1 Continued Improvement Programme

As has been noted within this report, it is clear that the current LTP measure for wastewater network overflows is no longer appropriate. To see a marked improvement in overflow levels it is recommended that we take a Continual Improvement Programme (CIP) approach. This approach will see an increase in investment in the area of controlling overflows and reduce the risk of these events occurring.

If supported, to start a CIP process, the following tasks are suggested:

Just Do It's

- Installation of SMS backups at all 18 Raglan Pumping Stations, as a minimum - \$55,000
- Installation of Generator Plugs at all Pump Stations - \$50,000
- The installation of a backup generator, lighting and hoist at Greenslade Road pump station - \$75,000
- Contract City Care or equivalent to provide additional support - \$50,000
- Public education programme - \$15,000

Further works would also need to be undertaken to enable a clearer and more robust programme to be put in place moving forward.

Investigate and Report Back

An independent report should be prepared that investigates the:

- Cost of advancing the pump station storage works programme (in line with risk profile)
- Cost to increase the critical asset condition assessment and I&I LTP programme
- Cost to increase stability and security of SCADA and Telemetry System
- Resourcing including staffing and equipment review
- Operational Process and Procedure review

This work could be undertaken as a single commission and review undertaken externally to give both Council and the public confidence in the outcome. An approximate value for this work is estimated to be around \$50,000.

4.2.2 Costs

The cost of the works outlined above would be in the order of \$295,000 (\$245,000 for the Just Do It's and \$50,000 for the reporting back).

Consideration would need to be given to reviewing and reprioritising the LTP work programme to determine what could be accomplished with existing funding and what additional funding would be required.

5. CONSIDERATION

5.1 FINANCIAL

As has been noted in section 4.2.2, possible costs for works related to a CIP type programme is significant and at least part is currently unbudgeted. Whilst the Wastewater Operational budget could absorb some of these extra costs, this would not be without risk.

An appropriate funding strategy will need to be determined and reported back to Council in September.

5.2 LEGAL

The discharge of untreated wastewater to the environment is a breach of the Resource Management Act and as such Council can be subject to enforcement action by the Regional Council. This is dependent on the circumstances that surround any particular event.

In the recent formal warning regarding the Marine Parade event, WRC state the increasing level of discharges from Council's system is noted and will be taken into account each time a further event occurs. This clearly shows a heightened risk of more significant action being considered should further events occur.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Council is aware of the impact of untreated wastewater and the environmental effects this can cause. The Council is seeking to comply with all consent conditions and to avoid unscheduled discharges.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	This matter is of high public interest particularly to the Raglan Community Board and public.				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
	X		Internal
X			Community Boards/Community Committees
X			Waikato-Tainui/Local iwi
X			Households
X			Business
X			Other Please Specify

This is a matter of high public interest. Council has considerable work to do to restore public confidence in the management of our wastewater schemes.

6. CONCLUSION

This report suggests a number of additional works that are aimed at reducing the risk of overflows and improve the management of the wastewater network particularly in Raglan but also across the District.

It is recommended that Council commit additional funding of \$295,000 for immediate improvements and that the funding plan be developed and reported back to Council in September.

7. ATTACHMENTS

- Attachment 1: Marine Parade, Whitley Street and Greenslade Road spill reports
- Attachment 2: Top 10 Pump Station List

Attachment 2

Top 10 Risk Pump Stations and Mitigation Works

Pump station	Current risk mitigation	Planned risk mitigation	Proposed/considering risk mitigation
Marine Parade	On-site 6 hour average flow storage Generator connection	SMS alarming	Purchase and hold spare pumps On-site installed generator
Greenslade Road	On-site 6 hour average flow storage	New electrical cabinet SMS alarming Installing site lighting Install generator connection Storage for hoist to be held on-site	On-site installed generator
Wallis Street	Can control network upstream to utilise storage	SMS alarming Install generator point	Additional storage to 6 hours average flow
Daisy Street	Generator connection point	Additional 6 hours average flow SMS alarming	
Whitley St		SMS alarming Install generator point	Additional storage to 6 hours average flow
Nihinihi Ave		SMS alarming Install generator point	Additional storage to 6 hours average flow
Wainui Ave		SMS alarming Install generator point	Additional storage to 6 hours average flow
Nero St	On-site 6 hour average flow storage	SMS alarming Install generator point	
Lorenzen Bay Road	On-site 6 hour average flow storage Generator point installed	SMS alarming	
Smith Street		SMS alarming Install generator point	Additional storage to 6 hour average flow

To: Ed Prince – Waikato Regional Council

From: Marie McIntyre – Operations Team Leader, Waikato District Council

Subject: Incident Report - Wastewater overflow into Raglan Harbour from manhole
Intersection of Whitley St & Wainui Rd, Raglan

Incident Date: Thursday 26 May 2016

1. Purpose

To document the events surrounding the wastewater overflow from a manhole in the footpath at the intersection of Whitley Street and Wainui Rd Raglan that entered the Raglan Harbour on Thursday 26 May 2016

2. Site Description

The overflow occurred on the manhole marked red X below, then entered the nearby catchpit (as indicated by the red arrow) and entered the Raglan Harbour on the other side of the road via the stormwater main (indicated in green).

Street view:



Map view: (Please note: the alignment shown on the map below differs slightly to what is actually on site)



3. Incident Summary

Thursday 26 May

- 12:46pm High level alarm was triggered for Whitley St pumpstation alarm, starting processing through Scada systems
- 12:51pm Supervisor noticed the high level at the pumpstation while viewing other sites in the Scada system
- o Serviceman 1 was called and asked to attend the Whitley St pumpstation immediately as pumpstation was in high level
 - o Electrical contractor contacted as in area and Serviceman suspected electrical issue
- 12:56pm Supervisor received first alarm to cellphone for the pumpstation in high level
- 1:05pm Serviceman A called Supervisor back informing him that it was an impeller issue on both pumps, said that although in high level there was not an overflow
- 1:21pm Serviceman A called back to say that manhole was leaking onto ground but it could be controlled to land (two servicemen were on site)
- 1:25pm Back up support from another servicemen working in the Raglan was arranged, he was to help control the overflow and collect new impellers from Raglan depot (Serviceman C)
- 1:25pm – 1:50pm Repairs were undertaken to both pumps
- 1:50pm Serviceman A called back to say that all fixed, site being cleaned up and nothing entered the stormwater system

1:53pm Scada system alarms returned to normal

Friday 27 May

9:15am Engineer received a call from Serviceman A questioning why he had not been requested to install signs along the harbour edge and samples weren't being taken due to the overflow that had occurred the previous day.

9:20am Engineer informed Team Leader of the conversation he had just had with the Serviceman.

10:15am Team Leader and Waters Manager headed to Raglan to speak with staff that were on site previous day and attend the site where the overflow may have occurred

11:00-12:00pm Team Leader and Waters Manager spoke with relevant staff and determined that an overflow had probably occurred, Serviceman A story had changed overnight. The overflow had occurred from the manhole nearest the pumpstation.

12:30pm Samples of the receiving harbour location were taken

1:00pm Team Leader advised Ed Prince at Waikato Regional Council that an overflow had most likely occurred the previous day

1:50pm Waters Manager notified the stakeholders group via email of the situation

Monday 30 May

Following early sample results, analysis of flows and hydraulics, a wastewater overflow was confirmed. A further notification was sent confirming an overflow had occurred by the Waters Manager to Raglan Stakeholders group.

4. Issues Identified

The overflow probably occurred due to worn impellers not being able to keep up with increased inflow due to the rain events at the time and the manhole being hydraulically lower than the pumpstation.

Subsequent inspection of the pumpstation following the overflow has identified that the well of the pumpstation contained a number of rock, metal and other objects. These would have been the cause of the impellers wearing and should have been identified during routine pumpstation maintenance checks.

5. Results

Site	Date	Ecoli (cfu/100mL)	Turbidity (NTU)
Whitley Upstream	30/05/2016	98	7.36
Whitley downstream	30/05/2016	86	13.8
Whitley Source Point	30/05/2016	10	4.03
Whitley Upstream	29/05/2016	122	5.45
Whitley downstream	29/05/2016	98	14.2
Whitley Source Point	29/05/2016	131	6.65
Whitley Upstream	28/05/2016	243	22
Whitley downstream	28/05/2016	754	13
Whitley Source Point	28/05/2016	134	66.8
Whitley Source Point	27/05/2016	921	540



Sampling Sites

6. Quantity of Overflow

A minor amount of wastewater estimated at less than 2m³ entered the Harbour.

7. Return to normal

With the minor amount of flow, low ecoli results and with the advice of the Public Health Board the warning signs advising against swimming and shellfish collect were removed on Friday 3 June. An investigation was undertaken to ascertain the maintenance records and activities at the pump station.

8. Staff discussions

Following completion of the investigation into the maintenance records and activities at the pump station, and against the observed conditions at the pump station at the time of the event, it was found that routine pump station maintenance works had not been completed for some time. Further investigation found that whilst pump station maintenance check sheets indicated regular visits and works were being done and staff had signed off, this in fact was not correct. Following Councils HR policy and procedures management undertook, and have subsequently concluded, a review of performance of the staff member concerned.

9. Recommendations

- A full maintenance check of all pumpstations in Raglan by other Waikato District Council serviceman has now been completed. Any rocks/debris that was found has been sucked out and removed any other issues identified, were attended too and accurate records documented.
- A pumpstation risk matrix exercise is undertaken and outcomes actioned.
- WDC engage an industry expert to ensure that best practice maintenance processes and procedures are in place and being followed.

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager
Date	27 July 2016
Prepared by	Robert Marshall Reserves Planner
Chief Executive Approved	Y
DWS Document Set #	1563861
Report Title	Walking, Cycling and Bridle Trails Strategy

I. EXECUTIVE SUMMARY

Council has drafted a Walking, Cycling and Bridle Trails Strategy (the Strategy). Following Infrastructure Committee approval on 8 March 2016 the draft was released to stakeholders including Community Boards and Committees for input.

The Strategy is made up of two parts. Part One discusses the benefits of trails in the district and outlines how they fit in to national, regional and local context. It discusses the current trail environment and identifies key issues/challenges and key objectives and policies. It also defines the roles of both the Council and the community. Part Two contains a series of spatial maps which have been used to outline the existing trail network and to indicate proposed future linkages and trails. It prioritises the future projects through the use of pre-defined assessment criteria. Part Two also addresses the implementation, funding and monitoring of the strategy.

The engagement period has concluded and staff have now amended the draft to incorporate feedback received. This report is to seek adoption of the Strategy.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT the Walking, Cycling and Bridle Trails Strategy is adopted;

AND FURTHER THAT priority projects within the Strategy are put forward for inclusion in the 2018-28 Long Term Plan process.

3. BACKGROUND

The Strategy fits within the agreed Parks Strategic Work Programme (Attachment I) which Council adopted in 2014.

The purpose of the Strategy is to:

- Map the existing trail network and identify the key challenges and issues associated with it
- Map out a spatial ‘vision’ identifying opportunities for track improvements, expansions and linkages
- Provide strategic direction for prioritising the creation of new trails
- Specify the role of Council in implementing the Strategy, and also provide positive guidance to the community (with Council input or facilitation) on how best to achieve local trail projects
- Provide guidance to assist Council in undertaking its role of buying, selling and managing land
- Identify funding priorities to guide Council expenditure and to assist in leveraging external funding for trails.

In doing the above the Strategy will bring additional benefits such as promoting the health and fitness benefits of walking, cycling and horse riding.

Maintenance

The Trails Strategy discusses the importance of trail maintenance and states that “maintaining the existing trail network to an acceptable level of service will be prioritised over new projects”. This is critical to ensure assets are kept in a manner that meets users expectations and provides a good experience.

Prioritisation of future trails

The Strategy is unique compared to similar strategies of other Councils in that it goes as far as spatially mapping aspirational trail linkages, developments and extensions. A prioritisation tool has also been created to identify which projects will provide the greatest benefits and should be implemented first.

The projects identified in the spatial maps have been prioritised using the following criteria. This criteria has been part of the consultation process.

Assessment Criteria	Weighting
Tenure (conditions under which land is held or occupied)	1
Economic Impact	3
Connectivity	3
Attractions	2
Demand	3
Cost Impact	-3

Every potential trail that the strategy identifies has been given a score between 1 and 3 for each of the above criteria, resulting in an overall score. Every potential trail has been categorised as ‘High’, ‘Medium’ or ‘Low’ priority based on the overall score they received when assessed against the prioritisation tool.

The list is included in Part Two of the Strategy on page 25.

Potential trails that have not been identified as ‘high’ priority are still important, though may not necessarily be able to be funded or developed by Council. In some cases these projects

may be driven by community groups and Council may still be able to assist in their development via non financial methods identified in the strategy.

The prioritisation guides Council when considering whether detailed feasibility studies should be undertaken for specific future trails. It is expected that budget for detailed feasibility for high priority routes will be included in the 2018-28 Long Term Plan (LTP) along with budgets for design, construction and maintenance.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

On 13 July 2015 a Council workshop was held to discuss the objectives of the Strategy. The need to manage community expectations was also discussed as Council do not have the budget to fund all potential projects identified in the strategy and were concerned that by mapping the trails a community expectation or delivery would be set.

In August 2015 an invitation was provided to all Community Boards and Committees to contribute to the formulation of a draft strategy. This included an offer of a workshop where staff would further outline the purpose of the strategy and obtain feedback on priority issues, including potential trail developments. Feedback was received via workshops, emails and phone conversations between August and December 2015 and this was incorporated in to the draft Strategy. Some Committees and Boards used the maps to indicate key linkages and desired off road routes and these comments have been incorporated.

The following Community Boards and Committees provided feedback during this initial engagement period:

Via workshops:

- Raglan Community Board
- Tamahere Community Committee
- Te Kauwhata Community Committee
- Matangi Community Committee

Via emails and/or phone conversations:

- Eureka Community Committee
- Newstead Residents Committee

Staff completed a draft Strategy in early 2016. In March the Infrastructure Committee approved the release of the draft to stakeholders for input to help shape the final strategy. It was also made available for public input via the consultation page on Council's website.

On 29 March 2016 the Mayor and Councillors were emailed a copy of the full draft, including Part Two and asked for further feedback.

An engagement period occurred between 11 April 2016 and 30 May 2016 during which time Community Boards and Committees were given a second opportunity to contribute to the formation of the Strategy. Other stakeholders were also provided with an opportunity to have input. During this engagement period feedback was received from the following 17 parties:

- Fiona Scott
- Aksel Jepsen
- Hannah Doughty (Hamilton Riding for the Disabled)
- Sue Edmonds (Eureka Planning Committee)
- Shaun Jackson (Lavalla Farm Ltd)
- Lindsay Matthews
- Janet Scott
- Charlie Young (Raglan Surfing School Ltd)
- John Lawson
- G.M Wilcock (Tamahere Community Committee)
- Graham Mackie (Huntly Youth Focus Trust)
- Peter Bos (Cycle Action Waikato)
- Vivien Dostine (NZ Horse Network)
- NZ Walking Access Commission
- Hamilton City Council
- Waikato Regional Council
- Jenny Kelly

Common themes that came across from stakeholder input include:

- Support for the objectives of the Strategy and recognition of the benefits of recreational trails
- Promotion of trail connectivity and linkages
- The importance of health and safety
- Identifying how the strategy fits within the regional and national context
- The importance of identifying the desired user groups and required standards at the project planning phase
- Recommendations for additional trails.

The feedback received from stakeholders and community has contributed to the final makeup of the Strategy. Where additional trails have been recommended these have been investigated by staff and added to the strategy where appropriate. A copy of the strategy with proposed amendments in track changes is provided as Attachment 2.

4.2 OPTIONS

There are two options for this report:

Option 1: Decline to adopt the Strategy (not recommended)

This would prevent an opportunity to implement a strategic approach in regards to the development of trails.

Option 2: Adopt the Strategy (recommended).

The Strategy will assist in decision making around the development of trails. It will ensure maximum benefit is achieved utilising existing budgets.

5. CONSIDERATION

5.1 FINANCIAL

Once adopted, the Trails Strategy will identify how existing trail budgets can be utilised to achieve maximum benefits. Trail budgets will continue to be funded by existing Long Term Plan budgets and the Trails Strategy can be used to support Council in seeking external funding to undertake additional projects.

It is expected that budget for detailed feasibility for high priority routes will be included in the 2018-28 Long Term Plan (LTP) along with budgets for construction and maintenance.

5.2 LEGAL

The development of a Trails Strategy is not a legislative requirement and as such there is no set process that must be followed to establish such a strategy.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The Trails Strategy fits within the Parks Strategic Work Programme (Attachment Two) which Council adopted in 2014.

Section 1.4 of the Strategy identifies how it fits within a national, regional and local context.

A Tamahere Cycle Strategy 2016 has recently been prepared to inform and coordinate infrastructure development in Tamahere to ensure it is appropriate to future cycling, pedestrian and traffic demand. The Tamahere Cycle Strategy 2016 goes into a greater level of detail and is complimented by the opportunities for Tamahere identified in this district-wide strategy. Similar strategies may be prepared for other communities over the coming years to serve the same purpose.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	Community Boards and Committees were given an opportunity to have input in to the drafting of the Trails Strategy. They were engaged again once a draft was completed, along with additional stakeholders. Proposed amendments as a result of engagement are shown in the strategy using track changes.				

The below external stakeholders have been engaged:

Planned	In Progress	Complete	
		Y	Internal
		Y	Community Boards/Community Committees
		Y	Waikato-Tainui/Local iwi

			Households
			Business
		Y	Stakeholders

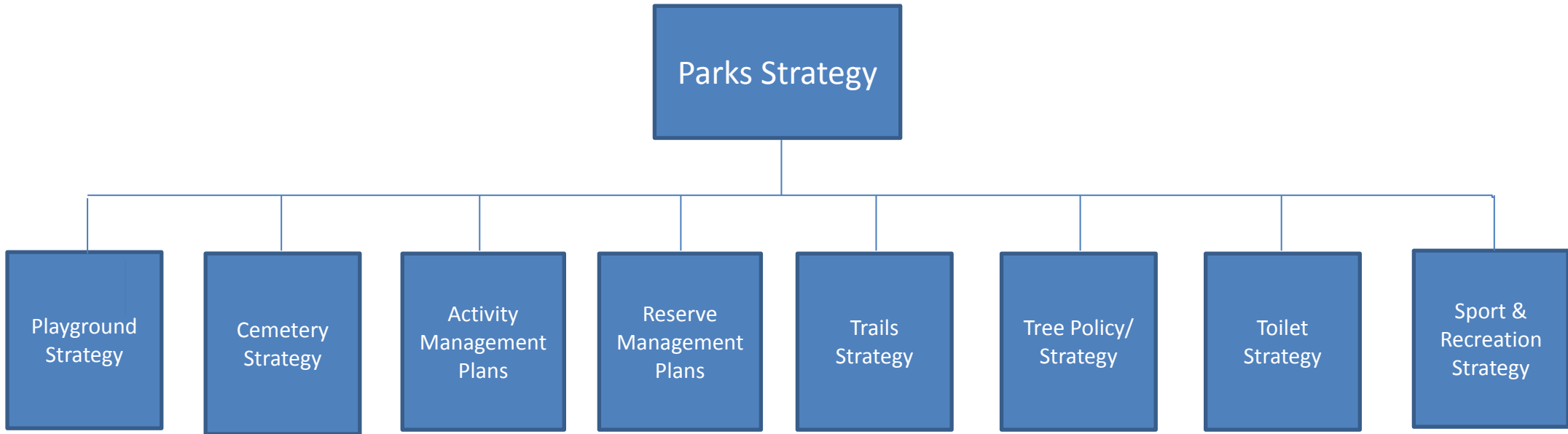
6. CONCLUSION

Council has drafted a Walking, Cycling and Bridle Trails Strategy. Community Boards and Committees were given an opportunity to provide input to help formulate the draft. They, along with other stakeholders, were then given an opportunity to provide feedback on the draft. Staff are now seeking adoption of the Strategy which will guide future Council decisions regarding trail development and management to ensure maximum value for money from existing trail budgets.

7. ATTACHMENTS

- Attachment 1 – Strategic Work Programme
- Attachment 2 – Draft Trails Strategy with proposed amendments using track changes

Strategic Work Programme



Waikato District Council

~~Draft~~

Trails Strategy 2016

Walkways, Cycleways & Bridle Trails



Contents

PART ONE	5
1. Introduction.....	5
1.1 Purpose.....	5
1.2 Vision.....	6
1.3 Structure of Strategy.....	6
1.4 National, Regional and Local Context.....	6
1.5 Stakeholders.....	10
2. Benefits of walking, cycling and horse riding.....	11
3. Dogs.....	12
4. Signage and Track Classifications.....	12
4.1 Signage.....	12
4.2 Track Classifications and Grading.....	13
5. Walkways, Cycleways and Bridle Trails in the Waikato District.....	16
5.1 Existing network.....	16
5.2 Existing usage levels.....	16
5.3 Key Issues/Challenges.....	17
6. Strategy Objectives and Policies.....	19
6.1 Objective One: Our trail network will be safe and well promoted.....	19
6.2 Objective Two: Maximum value will be achieved with the available budget.....	19
6.3 Objective Three: There will be an increasing usage of trails in the Waikato District.....	19
6.4 Objective Four: Council and the community will work together.....	20
6.5 Objective Five: Council will make informed decisions regarding land purchases and sales.....	20
6.6 Objective Six: Unformed legal roads and stop banks will be utilised where appropriate.....	20
6.7 Objective Seven: Trails will be built to a fit-for-purpose standard.....	21
7. Actions and Responsibilities – Council and Community Roles.....	22
7.1 Priority Projects.....	22
7.2 Non-Priority Projects.....	22
PART TWO	24
1. Existing Trails Network and Proposed Future Trails/Linkages.....	24
2. Prioritisation of Future Trail Projects.....	24
3. Implementation, Funding and Monitoring of the Strategy.....	30
4. Aerial Maps.....	35
4.1 Bruntwood.....	35
4.2 Eureka Town.....	36
4.3 Eureka.....	37
4.4 Glen Afton Pukemiro.....	38
4.5 Hakarimata.....	39
4.6 Hamilton Environs.....	40

4.7 Hapuakohe	41
4.8 Hautapu	42
4.9 Huntly East.....	43
4.10 Huntly South	44
4.11 Huntly Town Centre.....	45
4.12 Lake Waikare.....	46
4.13 Matangi.....	47
4.14 Mercer	48
4.15 Meremere	49
4.16 Ngaruawahia Town Centre	50
4.17 Ngaruawahia.....	51
4.18 Pirongia.....	52
4.19 Pokeno East.....	53
4.20 Pokeno Town Centre	54
4.21 Pokeno West	55
4.22 Port Waikato	56
4.23 Raglan Coast.....	57
4.24 Raglan East.....	58
4.25 Raglan Heads.....	59
4.26 Raglan Town Centre	60
4.27 Raglan West	61
4.28 Rangiriri	62
4.29 Rotowaro.....	63
4.30 Ruakura.....	64
4.31 Tamahere	65
4.32 Taupiri.....	66
4.33 Te Kauwhata East	67
4.34 Te Kauwhata Town Centre.....	68
4.35 Te Kauwhata West.....	69
4.36 Te Kohanga.....	70
4.37 Te Kowhai	71
4.38 Te Uku.....	72
4.39 Tuakau East.....	73
4.40 Tuakau Pokeno Environs.....	74
4.41 Tuakau Town Centre.....	75
4.42 Tuakau West.....	76
4.43 Waikato Heads South.....	77
4.44 Waikorea Beach.....	78
4.45 Waipa River.....	79
4.46 Waiterimu.....	80

4.47 Whangamarino 81
4.48 Whatawhata 82
Appendix One: Detailed Trail Assessment Criteria..... 83

PART ONE

I. Introduction

Walking, cycling, and bridle trails serve an important recreational purpose as well as providing access to nature. Trails are popular facilities that are sought after by communities because of the offroad linkages that they provide. They link greenspaces and encourage increased park usage. The provision of trails also contributes to a healthy community and can increase safety by ~~reducing traffic congestion on roads~~ the number of walkers, cyclists and horse riders sharing roads with other traffic.

The Waikato District has made a commitment to improving trails in the district through the development of this strategy. The Strategy provides an overview of the existing network and issues. With stakeholder engagement future opportunities and priorities have been identified and potential future linkages have been spatially mapped.

The Strategy acknowledges it is not financially viable for all improvements and track expansions to be undertaken by Council. As a result it also provides guidance to assist communities in situations where there is local desire for new, improved and/or expanded trail networks.

The Strategy focuses on recreational usage of trails, but includes commuter usage where applicable.



I.1 Purpose

The purpose of this strategy is to:

- map the existing track network and identify the key challenges and issues associated with it
- map out a spatial 'vision' identifying opportunities for track improvements, expansions and linkages
- provide strategic direction for prioritising the creation of new trails
- specify the role of Council in implementing the Strategy, and also provide positive guidance to the community (with Council input or facilitation) on how best to achieve local trail projects
- provide guidance to assist Council in undertaking it's role of buying, selling and managing land

- identify funding priorities to guide Council expenditure and to assist in leveraging external funding for trails

In doing the above the strategy will bring additional benefits such as promoting the health and fitness benefits of walking, cycling and horse riding.

This strategy has been prepared to identify trail expenditure priorities over the next 10 years. However Part Two of the Strategy includes aspirational trail linkages, developments and extensions which may be implemented over a much greater time period.

1.2 Vision

The vision of this strategy is:

A safe, sustainable and well planned network of trails provided in partnership with our communities.

To realise this vision, the Strategy has a number of objectives and policies. Part One defines the role of Council in driving priority trail projects, and how Council can assist communities in planning and funding local projects. Part Two prioritises future extensions and linkages with the assistance of spatial mapping.

1.3 Structure of Strategy

The Strategy has been divided into two parts, to reflect the different functions of the document and to separate out the spatial maps.

- Part One discusses the benefits of trails in our district and outlines how they fit in to national, regional and local context. It discusses the current trail environment and identifies key issues/challenges and key objectives. It also defines the roles of both the Council and the community.
- Part Two contains a series of spatial maps which have been used to outline the existing trail network and to indicate proposed future linkages and trails. It prioritises the future projects through the use of pre-defined assessment criteria. Part Two also addresses the implementation, funding and monitoring of the strategy.

1.4 National, Regional and Local Context

National Context

The Government is promoting walking and cycling as ways of addressing traffic congestion and public health issues. The Resource Management Act states that access to and along rivers, lakes and the sea is a matter of national importance. In addition the Te Araroa Trust national walkway is passing through the District.

In New Zealand there is no national body representing horse riders. The New Zealand Horse Network has been established to help local clubs, promote and create trails and share resources.

National strategies and plans include:

[Government Policy Statement on Land Transport 2015](#)
[The Government Policy Statement on Land Transport \(GPS\) sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years. It sets out how](#)

funding is allocated between activities such as road safety policing, State highways, local roads and public transport.

The New Zealand Cycle Trail (Nga Haerenga)

An investment by the government to create a network of cycle trails that provide a healthy and enjoyable way for Kiwis and International visitors to see the country, and generate economic, social and environmental benefits for our communities.

Safer Journeys - New Zealand's road safety strategy 2010-2020

Safer Journeys is the government's strategy to guide improvements in road safety over the period 2010 to 2020. The strategy's vision is a safe road system increasingly free of death and serious injury and introduces the Safe System approach to New Zealand.

- National Walking and Cycling Strategy 2005: Getting there – on foot, by cycle
The government's vision of a New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment, helping to ensure a healthier population, more lively and connected communities, and a more affordable, integrated, safe, responsive, and sustainable transport system.
- Connecting New Zealand 2011
A summary of the government's policy direction for transport.
- New Zealand Disability Strategy 2000 (being revised in 2016)
The New Zealand Disability Strategy's vision is of a society that highly values the lives and continually enhances the full participation of disabled people. It provides a framework to guide government agencies making policy and services impacting on disabled people.
- New Zealand Walking Access Commission National Strategy 2010–2035
Through implementing this strategy and its objectives, the Commission will develop approaches, policies and plans to encourage better access.
- Sport New Zealand Outdoor Recreation Strategy 2009-2015
The Strategy focuses on increasing participation in outdoor recreation, building the responsiveness of sector groups to the changes that impact on participation, and ensuring that pressures on the natural areas used for outdoor recreation are managed effectively and in a way that is beneficial to outdoor recreation.
- Ministry of Tourism New Zealand Cycleway Market Research 2009
Commissioned by the Ministry of Tourism to gain a better understanding of the scope, size and characteristics of cycling markets, both domestically and in New Zealand's key international markets.

Regional Context

Te Awa river ride is a significant regional development. When complete, Te Awa will travel 70 kilometres along the Waikato River. This is a multi-party project with planning currently well underway to develop the Cambridge to Hamilton link. Estimates have shown nearly 150,000 will benefit from Te Awa each year, and it will bring significant positive economic benefits. When Te Awa is complete, commuters in the Waikato surrounds will be able to cycle to work and to events, enabling exercise to be integrated into their daily lives and easing congestion and pollution.

Waikato District Council has been involved in regional conversations and has contributed to the Waikato Regional Council Strategic Case for investing in cycling. This collaboration is a way of working together to get the most out of cycling in the Waikato.

There are a number of Department of Conservation trails within the Waikato District and this strategy gives consideration to their locations and potential future linkages.

State highway and expressway developments also provide an opportunity to create walkways and cycleways that link with local routes.

Other regional strategies and plans include:

- Waikato Regional Walking and Cycling Strategy 2009-2015
Developed by Waikato Regional Council in collaboration with the Regional Walking and Cycling Steering Group, stakeholders of whom are located throughout the region. The strategy outlines policies and actions and maps that are intended to enhance walking and cycling in the region.
- Waikato Regional Land Transport Plan 2015-2045
Developed for the region by the Waikato Regional Transport Committee, and sets out how development of the region's land transport system over the next 30 years. It also identifies proposed regional transport activities for investment (local and/or central government).
Policies of particular relevance to this strategy include:
 - P25 - Plan and develop the region's transport network to enable appropriate connectivity between local networks and strategic corridors.
 - P32 - Support walking and cycling as a viable transport mode, particularly in greater Hamilton.
- Waikato Regional Rural Cycling Survey 2014
The purpose of the research was to better understand the extent and nature of rural road cycling, and to provide evidence to inform policy and investment decisions related to cycling infrastructure.
- Sport Waikato Regional Sports Facilities Plan 2014
The purpose is to provide a high level strategic framework for regional sports facilities planning. It is designed to provide direction on what should be done and crucially, what should not be done. The plan is designed to focus thinking at a network wide sports facilities level with emphasis on national, regional and sub-regional assets, while also capturing local level facility data.
- Waikato Regional Policy Statement (updated January 2016)
A regional policy statement (RPS) is a mandatory document that provides:
 - an overview of the resource management issues of the region,
 - the ways in which integrated management of the region's natural and physical resources will be achieved.The role of the RPS in the context of this strategy is to provide policy guidance around the access and walkway development alongside rivers and lakes.
- The Future Proof Strategy and Implementation Plan 2009
A plan to know our future by planning today. It's important we work together now on the complex issues - future urban and rural land use, transport, natural and cultural resources, roads and essential infrastructure - and come up with a plan for our region to grow well and make the most of sharing its resources, so we have a quality of life we can all enjoy.

Regional Cycling Business Case

Provides a robust strategic framework for the development and coordination of regional cycle trail projects. As part of the Business Case development, the following strategic responses have been identified, which are broadly aligned with the objectives of this strategy:

- Strengthening joint working on cycling related activities across stakeholder organisations,

- Driving more coherent and strategic investment decisions through alignment of organisation roadmaps to a regional strategic roadmap and raising awareness of funding opportunities and coordinating bids.
- Increasing awareness of cycling opportunities for both transport and recreation by promoting cycling directly and supporting stakeholder promotional activities; and
- Improving actual and perceived safety of cycle routes, by identifying and investing in priority routes and connections and undertaking safety trials in the Waikato Region.

Local Context

The following table lists the key strategic documents which will form a foundation for the Parks and Facilities activity in terms of forward planning and direction. It shows how the Trails Strategy fits into the Parks Strategic Work Programme which was adopted by Council in 2014. Everything falls under the Parks Strategy which is our guiding document in terms of park provision and was adopted in December 2014.

Strategic Work Programme:



Structure Plans

A structure plan sets out the broad layout of appropriate land uses, key infrastructure and transport links and provides a long term planning framework for future growth.

Structure plans incorporate recreational facilities such as reserves and trails. It is important to align this strategy with the trail networks identified in existing and future structure plans, which have been/will be prepared with input from local residents, iwi and other key stakeholders.

Tamahere Cycle Strategy 2016

This strategy has been prepared to inform and co-ordinate infrastructure development to ensure it is appropriate to future cycling, pedestrian and traffic demand. This strategy goes in to a greater level of detail and is complimented by the opportunities for Tamahere identified in this district wide strategy. Similar strategies may be prepared for other communities over the coming years.

Waikato Integrated Land Transport Strategy

The Waikato Integrated Land Transport Strategy (WILTS) sets out the high level direction for our transport network over the next 30 years. The Waikato District has challenging road and roadside environments where driver behaviour and driver error result in a high number of fatal and serious injury crashes. The WILTS identifies the key transport problems and future investment priorities for the district which will have significant implications to the draft strategy, particularly the linkages between the local transport network and future walking and cycling trails.

Other strategic documents that have been considered in developing this strategy include:

- Waikato District Council Esplanade Strategy 2000
- District Plan – including subdivision rules
- The Long Term Plan and Community Outcomes
- Draft Walking and Cycling Strategy 2013 (not adopted)
- Community Plans

- Signage Strategy
- Reserves and Recreation Policy 2010

Whilst this strategy is focused on recreational trails, Council's Roding Team has been consulted as the likes of footpaths may provide strategic linkages. Where applicable, integrating walkway development into existing roading and utility works programmes will be cost-effective.

1.5 Stakeholders

In formulating this strategy Council has sought input from a variety of stakeholders, including:

- Community Boards and Committees
- Cycle Action Waikato
- Department of Conservation
- Hamilton City Council
- Iwi
- New Zealand Walking Access Commission
- New Zealand Horse Network
- Riding for the Disabled
- Sport Waikato
- Waikato Regional Council

Common themes that came across from stakeholders that provided input include:

- Support for the objectives of the strategy and recognition of the benefits of recreational trails.
- Promotion of trail connectivity and linkages.
- The importance of health and safety.
- Identifying how the strategy fits within the regional and national context.
- The importance of identifying the desired user groups and required standards at the project planning phase.
- Recommendations for additional trails.

The feedback that has been received from stakeholders has contributed to the final makeup of this strategy.

2. Benefits of walking, cycling and horse riding

Walking, cycling and horse riding have a number of benefits, including health, environmental, community/social and economic benefits, some of which are discussed below.

Improved Health

The link between regular exercise and good health is widely recognised. Research indicates that regular physical activity reduces:

- Incidence of heart disease
- Risk of strokes
- Disability in people
- Depression
- High blood pressure.

Walking, cycling and bridle trails provide increased opportunities for people to observe and experience the outdoors in the Waikato District. In addition, horse riding can offer increased mobility in some cases for those with limited mobility.

Improving the Environment

Walking, cycling and horse riding are non-polluting forms of travel that do not use fossil fuels and help to improve the quality of the environment. Motor vehicles contribute to greenhouse gas emissions and poorer air quality. Sustainable and energy efficient modes of transport can help reduce air pollution and reduce traffic congestion and the associated costs.

Community and Social

High usage of trails means the surrounding areas are under natural surveillance, creating a safer environment. Walking, cycling and horse riding also provides opportunities to interact with others in the community. Reduced traffic congestion also contributes to a safer community.

Economic Development

Walking, cycling and horse riding are all recreational activities and this means a good trail network will attract visitors to the district, thereby benefiting local businesses. Replacing short car trips with walking and cycling has the potential to help local communities, as goods and services can be purchased locally without the need to drive to shops. [This also reduces pressure on carpark spaces](#). Also, increased numbers of pedestrians within a neighbourhood reduce traffic. This can promote a sense of safety in the local area, which may encourage more visitors and tourists and attract new businesses and jobs.

‘The Value of Parks: Inspire, Refresh, Conserve, Protect, Play’ is a document by Parks Forum which provides valuable information about the significance of parks; the messages within this document are also relevant to this strategy. The benefits include protecting our natural world, building healthy communities, contributing to our economy, reflecting our culture and insuring our future.

3. Dogs

Council has a Dog Control Policy to ensure owners can enjoy the benefits of having a dog, while ensuring the safety and protection of the public and public areas.

The objective of the policy is to enable people to enjoy the benefits of dog ownership with no negative impacts on the public.

Dogs are permitted on a leash in almost all public reserves and parks in the Waikato district. The Council also has off-leash areas, including beaches, where dogs may be exercised off the leash if they are under continuous control and all faeces are removed.

Many people enjoy exercising dogs on trails. Conflicting usage such as safety issues with dogs and cyclists need to be considered for current and future trails. This strategy contains policies regarding signage which will provide clarity to all trail users once implemented. Initiatives to ensure dog faeces are removed from trails are also encouraged.

4. Signage and Track Classifications

4.1 Signage

Council has prepared a Brand Guide (2014) to create uniformity in the visual image of Waikato District Council. This ensures the visual design elements of Waikato District Council are applied correctly in every application in which the Waikato District Council logo is identified.

Council has also prepared a Signage Strategy to provide additional details on the design, procurement and application of signs that will enhance the presentation of parks and visual image of the Council.

Such guidelines are essential for providing consistency in all communications, including outdoor signage.

An audit of Council signs at parks undertaken in 2014 found that despite the Council having an established system for the design and production of outdoor signs, application of the system within the parks network is limited and variable.

Signage is an important component of an effective trail network. Staff will implement signage in accordance with Council's Signage Strategy to achieve the following objectives:

- Identify and connect people and places
- Produce signage and information that is consistent, accessible and predictable
- Reduce visual clutter
- Make the visit easier, safer and more enjoyable
- Reassure and encourage discovery and use of parks
- Be consistent with the established Council brand guidelines
- Improve the visual identity of the Council outdoors








[There is an international etiquette standard for shared trails; “heels before wheels”, and where applicable this standard will be applied to trails in the Waikato District.](#)

Specific policies relating to signage are outlined in Part I, Section 6 of the Strategy.

4.2 Track Classifications and Grading







Walking Tracks

Tracks are classified and grouped into six main categories for the purpose of providing visitor information (in accordance with SNZ HB8630:2004).

Path 	Well formed firm surface Suitable for all ages and most fitness levels
Short walk 	Easy walking up to one hour Track is well formed, with even surface Few or no steps or slopes Suitable for people of most abilities and fitness Stream and river crossings are bridged Walking shoes required
Walking track 	Easy to moderate walking from a few minutes to a day Track mostly well formed, some sections may be steep, rough or muddy Suitable for people with low to moderate fitness and abilities Clearly sign posted. Stream and river crossings bridged Walking shoes or light tramping/hiking boots required
Easy tramping track  	Moderate day or multi-day tramping/hiking Track generally well formed, may be steep, rough or muddy. Suitable for people with moderate fitness and limited backcountry experience Track has signs, poles or markers Major stream and river crossings bridged Light tramping/hiking boots required
Tramping track 	Challenging day or multi-day tramping/hiking Mostly unformed with steep, rough or muddy sections Suitable for people with good fitness Moderate to high-level backcountry skills and experience, including navigation and survival skills required Track has markers, poles or rock cairns Expect un-bridged river and stream crossings Tramping/hiking boots required
Route 	Challenging overnight tramping/hiking Track unformed and natural, may be rough and very steep Suitable for people with above average fitness High level of backcountry skills and experience, including navigation and survival skills required Be completely self sufficient Track has markers, poles or rock cairns Expect un-bridged stream and river crossings Sturdy tramping/hiking boots required

Mountain Bike Track Types

The following track standards are aligned with those on the Department of Conservation website. This is based on the Kennett Brothers grading system which is widely used by New Zealand riders. The difficulty descriptions have been slightly modified to better reflect the level of technical difficulty and physical exertion. Council will classify future mountain bike trails in accordance with these standards.

Grade 1. Easiest 	Fairly flat, wide, smooth track or gravel road.
Grade 2. Easy 	Mostly flat with some gentle climbs on smooth track with easily avoidable obstacles such as rocks and potholes.
Grade 3. Intermediate 	Steep slopes and/or avoidable obstacles possibly on narrow track and/or with poor traction. There may be exposure at the track's outside edge
Grade 4. Advanced 	A mixture of long, steep climbs, narrow track, poor traction and obstacles that are difficult to avoid or jump over. Generally exposed at the tracks outside edge. Most riders will find some sections easier to walk.
Grade 5. Expert 	Technically challenging. Giant climbs, narrow track and numerous hazards including dangerous drop-offs, sharp corners and difficult obstacles. Expect walking and possibly bike carrying.
Grade 6. Extreme 	Downhill/free ride specific tracks. Extremely steep sections with large drop-offs and other unavoidable obstacles. May include man-made structures and jumps.

Bridle Trails

Horse riders can be grouped into the following three groups:

- Recreational club horse rider
Riders, like walkers, and cyclists wish to ride their horses without the restraints required by formal organised groups – time and place. Some may compete, or take part in organised treks, but frequently do so on an ad-hoc basis. Just as someone who walks for recreation may sometimes participate in an organised event such as a 5km fun walk (or charity event). Some (very few) belong to recreational horse riding clubs – these are generally set up as a means of enabling access for recreational riding, or for social reasons.
- Trekking horse rider
Trekking commonly has 2 connotations:
1. Commercial horse trekking – Companies that own and hire out their horses for people to ride, on set guided routes.
2. Organised treks – Clubs or Events for people with their own horses to travel a route at a set time. Most often a few hours, or a day, but can be multi-day or even longer. This is a

popular option for some recreational riders, but does not replace the regular recreational/exercise requirements of horse/rider.

Trekking is sometimes used as a term to recognise informal recreational horse riding.

- **Sporting horse rider**
Including top level sports competitors.

A trail classification system must be based on the key physical attributes of the trails, such as the:

- width of the trail
- gradient on the trail
- the trail surface
- obstacles, or additional criteria that are important to horse riders e.g. is it a shared trail? Is it well sign-posted? Is there mobile phone coverage in an emergency? Are there water crossings, bridges, gates or other animals to deal with e.g. deer, pigs, cattle or more exotic and startling animals like emu, Llama etc

The New Zealand Horse Network suggests the following grading system for horse trails:

<u>Grade 1 Green</u>	<u>Easy, wide, fairly flat or rolling, natural surface (grass or dirt), open, and generally wide enough for green horses, novice riders, mostly at least 2 wide. Well sign-posted.</u>
<u>Grade 2 Independent Novice</u>	<u>Easy, wide, fairly flat or rolling, natural surface (grass or dirt. May include some narrow (single track) trails, close bush, shallow water crossings, exposed roots or other low obstacles and/or gates to open. Good route signage.</u>
<u>Grade 3 Advanced</u>	<u>Both horse and rider need to be capable of dealing with low tree branches, narrow trails, exposed roots, or other track obstacles. Sections may be steep (up or down), narrow, or with drop-offs. Sporadic signage, usually only good near the most high use areas.</u>
<u>Grade 4 Extreme</u>	<u>May include extremely steep or narrow sections, rough footing including water crossings and/or slippery sections. No signage, or poor signage. May include sharing with motor vehicles, trailbikes, pig hunters etc. May require jumping or off-trail skills (bush bashing).</u>

5. Walkways, Cycleways and Bridle Trails in the Waikato District

5.1 Existing network

Recreational Trails

There is approximately 22 kilometres of existing maintained trails in the Waikato District (this does not include footpaths in residential areas). The locations of the existing trails are spatially mapped in Part Two of this strategy, and these maps have been used to assist with the planning of future trails and linkages.

The spatial maps of the existing trail network help highlight the following generalisations about the existing network:

- The existing network is largely focused around townships
- The existing network is generally made up of smaller trails
- There are opportunities to link a number of existing trails
- There are more walking and cycling trails than bridle trails
- We have a large number of unformed legal roads which could be utilised for future trails

Future condition assessments of the existing network will provide a greater level of detail regarding trail issues and challenges.

Unformed legal Roads (Paper Roads)

An unformed legal road (ULR) is a parcel of land that has been legally designated as a road but has not been formed (physically constructed). An ULR has the same legal status as a formed road which means that the public may access it. As a result ULRs can contribute to our trails network. They can provide good off-road links between key areas. They also need to be considered as we explore potential new trails and linkages in our district trail network, especially for bridle and walking tracks.

It is important to note that some paper roads in our district are not considered safe or appropriate for trail usage. Staff will look to provide clarity around paper roads to encourage public usage where it is safe and appropriate (through Unformed Legal Roads guidelines).

Unformed legal roads have been included in spatial plans in Part 2 of this strategy.

5.2 Existing usage levels

There is currently limited data available regarding the number of users using trails in the district. Over time the intention is to obtain a greater level of detail and identify trends. This information will play an important role in assisting us to prioritise future works.

Walking

Council is in the process of installing trail counters at various locations within the Waikato District trails network. Systems will be put in place to allow monthly monitoring of trail usage at these sites.

The Te Araroa Trust has identified an increasing number of users walking the national trail. This passes through the Waikato District and will continue to create economic benefits as user numbers increase. It also provides an opportunity to link local trails to Te Araroa and this opportunity has been explored in this strategy.

The Department of Conservation manage trails within the district which also have increasing usage levels. For example, the Hakarimata walk is highly utilised and opportunities exist to further link this to local trails.

Cycling

A survey was carried out in 2014 of existing cyclists in the Waikato region (outside of Hamilton City). Reasons for cycling, safety concerns and least preferred cycle routes were identified. The majority of cyclists (91% out of 675 respondents) cited 'general fitness and exercise' as major reasons for cycling, 75% of all respondents also outlined 'recreation' as a major factor and over 50% wanted to 'enjoy the scenery'. Whilst this survey captured responses from all types of cyclists including the 'fast and fearless', there was a strong majority view that the least preferred cycle routes were those that had high volumes of traffic (85% of respondents). This was primarily due to safety concerns.

Evidence being gathered from other regional cycleways (Hauraki Rail Trail and Te Awa Cambridge – Karapiro) also supports the theory that there may be considerable latent demand from recreational cyclists who wish to ride primarily off-road. The experience on these trails has been that they have attracted large numbers of cyclists from the local area as well as national and international visitors. Notably the trails are attracting many younger and older cyclists who feel safe using these off-road facilities whilst enjoying the opportunity to visit local facilities and attractions. The trails are also well utilised by walkers and runners from neighbouring areas.

Cyclists can be categorised in to different types (as specified by Cycle Action Waikato):

- I. Tourist, Children and novices. The highest priority is to protect weaker modes of transport, particularly where vehicles create a danger by their greater weight and speed.
- II. Commuter cycling – normally they take the most direct route
- III. Biking for fitness / sport -. Their speed tends to be high for cyclist often cruising at 30km/hr on the flat and higher than 50 km/hr on downhill runs. They tend to cycle on-road.

Bridle Trails

The existing level of public bridle trails does not allow for high usage. This does not mean there is not desire for good bridleways. Horse riders currently need to consider alternative opportunities such as private land and road edges. Council is keen to facilitate the creation of bridle trails in conjunction with a coordinated approach from the horse riding community.

5.3 Key Issues/Challenges

There are a variety of existing issues and challenges listed below which need to be taken in to consideration as part of the trail development. Methods to address key issues and challenges are identified in Part 1, Section 6: Strategy Objectives and Policies.

Financial

- Determining the rate at which trail networks will be created and/or expanded across the district. This will be linked to available funding for capital and maintenance works.
- Producing a framework to prioritise future trails, extensions and linkages to ensure maximum value for money.
- Acknowledging financial limitations and identifying opportunities to overcome these e.g. external funding providers, community driven projects.

- Maintenance of existing trails, including those gifted to Council following capital development by the community.

Health and Safety

- Terrain
- Ensuring maintenance of trails and user safety are priorities.
- Crime Prevention through Environmental Design and general safety concerns.
- Providing adequate trail information, particularly through the use of signage.
- Crossing points of major arterial roads, e.g. Waikato Expressway.

Strategic Planning

- Maintaining awareness of national and regional efforts to promote walking, cycling and horse riding, including how these efforts can link to local goals.
- Accurately mapping both existing trails and future opportunities. Identifying strategic opportunities for linkages/connectivity, land acquisitions, esplanade reserves, opportunities to utilise paper roads.
- Cross boundary linkages.
- Reliance on other agencies contributing to the network.

Meeting Community Needs

- Respecting property rights of private landowners whilst encouraging access agreements.
- Lack of existing trails and infrastructure in some communities and/or lack of potential to link.
- Developing high amenity walking and cycling routes that link residential areas and services within towns.
- Encouraging and providing support for community led projects, including enabling community involvement with trail maintenance.
- Balancing the needs of three different user groups, a variety of fitness levels, disabled users, etc.
- Demographic changes – catering to existing and future communities giving consideration to population projections, aging populations, etc. Increasing population in growth areas creates increased expectation in community infrastructure.
- National trends and publicity - i.e. increasingly other districts and regions are developing great trails which can raise the interest of our rate payers for linkages, off road routes, etc.
- Actively encouraging community engagement throughout the trails process from initial planning to completion.

Consideration should also be given to the draft Regional Cycling Strategic Case, produced by the Waikato Regional Council and key stakeholders. This identifies the following regional cycling problems that need to be addressed:

- Problem one: Absence of a region-wide shared and compelling vision for cycling is limiting ability to gain buy-in from stakeholders.
- Problem two: Uncoordinated approach to planning, funding and promotion is reducing efficiency and effectiveness of funders and delivery agencies.
- Problem three: Concerns about safety and the poor quality of some cycle routes are discouraging people from cycling in the region.

6. Strategy Objectives and Policies

6.1 Objective One: Our trail network will be safe and well promoted

Policies:

1. Council will encourage walking, cycling and horse riding by providing and promoting trails in the district.
2. Council will promote safety and education through the production and future reviews of this strategy, track maintenance and signage, and also through standard Council health and safety policies and procedures.
3. Whilst some trails will cater for specific user groups and/or ability levels, as a whole our trail network will endeavour to cater for all fitness levels and for disabled users where practicable.
4. Consideration will be given to ensure the actual and perceived safety of trail routes is progressively increased (e.g. through lighting, natural surveillance, planting choices, signage).
5. Trail maintenance will ensure the surface is appropriate for all intended users.
6. Trails will be built to the appropriate classification standard (see Section 4.2). Council trails will be built and maintained in accordance with NZ Standards. Trail crossings of major roads will require consultation with Council's Roading team and in some cases external agencies (e.g. NZTA) to ensure there is not an acceptable health and safety risk.

6.2 Objective Two: Maximum value will be achieved with the available budget

Policies:

1. Maintaining the existing trail network to an acceptable level of service will be prioritised over new projects. Service levels are to be defined for each trail type.
2. New projects will be prioritised in accordance with the spatial plans and prioritisation criteria contained in Part Two of the Strategy.
3. Community driven projects that have not been prioritised will be able to be addressed in accordance with Section 7 of the Strategy.
4. Shared usage of trails will be encouraged where possible as part of the desire to encourage high usage.
5. Council will investigate land purchase opportunities identified in the spatial plans.
6. Council will continue to collaborate with other agencies with trail responsibilities to stay informed and maintain awareness of wider opportunities.
7. Corporate sponsorship of trails (or portions of trails) will be permitted when an assessment has been undertaken and a benefit has been identified.

6.3 Objective Three: There will be an increasing usage of trails in the Waikato District

Policies:

- I. Council will promote increased usage through signage.
 - a. Signage will be used to promote the location of trails.
 - b. Signage will be in accordance with approved Council signage guidelines and strategies.
 - c. Where required, signage will be used to promote health and safety considerations.

- d. Where required, signage will be used to identify which user groups (including dogs) can use trails. When more than one user group is permitted (e.g. cyclists and walkers) signage will identify who has right of way.
 - e. Where required, signage will be used to outline trail classifications so users are informed of necessary ability levels.
 - f. Council will investigate the potential to incorporate Pou signage in to the trail network in appropriate locations.
 - g. Signage for cyclists will be designed to be legible at higher speeds than pedestrian orientated signs.
2. Council will investigate and implement initiatives to monitor trail usage, which will be used to identify trends and opportunities (e.g. installing trail counters).
 3. New trails will be prioritised in accordance with the criteria in Part 2 of this strategy, which ensures maximum value for money and benefit to trail users.
 4. Council will work with private land owners to encourage access agreements whilst respecting property rights.
 5. Electronic bikes will be permitted to access cycling trails and riders will be required to travel at a safe speed no greater than that of push bikers.

6.4 Objective Four: Council and the community will work together

Policies:

1. When responding to trail requests from members of the public and community groups, staff will follow the processes identified in this strategy – see Section 7.
2. Staff will prepare a list of potential funding providers for trail projects which can be shared with community groups.
3. Where appropriate, staff will advocate and liaise with private landowners in order to establish trails.

6.5 Objective Five: Council will make informed decisions regarding land purchases and sales

Policies:

1. Staff will refer to the future projects identified in Part 2 of the Strategy as one step of the process when considering adhoc land purchase opportunities (this is particularly relevant for esplanade reserves that become available during subdivisions).
2. Staff will refer to the future projects identified in this strategy when considering land for disposal, to ensure it has not been identified for potential future trail usage.
3. Staff will refer to the future projects identified in this strategy when providing input in to future strategic documents, e.g. structure plans. Provision will be made in structure plans and town centre plans for walking and cycling and planning for parks will be linked to the trails network.
4. Land purchases are not the only option for establishing trails on private land. Council will also advocate the use of easements, e.g. under the Walking Access Act 2008.

6.6 Objective Six: Unformed legal roads and stop banks will ~~only~~ be utilised where appropriate

Policies:

1. Council will not actively promote usage of all unformed legal roads in the district, as some routes are not considered safe or appropriate (In saying this Council acknowledges that all

unformed legal roads are legal roads). Council will identify unformed legal roads that are strategically important to the trail network and work with adjoining landowners to make these practical. Unformed legal roads are identified within the maps in Part 2 of the Strategy.

2. Council will ~~play a role in ensuring~~ unformed legal roads are not blocked off from public access, preventing public use of trails.
3. Council does not generally encourage the use of stop banks but acknowledges they are used in some instances, e.g. Te Araroa. Trails will be permitted to be built on stop banks in certain locations where a detailed assessment has occurred and this has been identified as appropriate. These decisions will be made on a case by case basis.

6.7 Objective Seven: Trails will be built to a high-fit-for-purpose standard

Policies:

1. ~~Service levels are to be defined for each trail type. Trails will be built to the appropriate classification standard (see Section 4.2).~~
2. New formed tracks created in residential subdivisions will be built to a minimum width of 1.5 metres.
3. New local purpose accessway reserves will be required to be at least 7 metres wide to allow adequate space for a trail and also achieve Crime Prevention through Environmental Design principles.
4. Trail surfaces will be chosen with longevity and maintenance costs in mind.
5. ~~Whenever a new trail is developed the viability of establishing its use as a bridleway will be given consideration as horses are not compatible with some trail surfaces. Council will ensure the aim of a trail (including intended users) is clearly identified in the planning stage before any physical work begins.~~
5. Trails will be built in accordance with the Department of Conservation Track Construction and Maintenance Guidelines.
6. Council will encourage a standard built width of 3 metres for new multi-use paths.



7. Actions and Responsibilities – Council and Community Roles

Part 2 of the Strategy identifies a strategic approach for prioritising future track upgrades, expansions and connections. Spatial maps have been used to identify future priorities. These priority projects will be driven by Council as funding allows. This approach will allow Council to achieve maximum benefit with existing budgets. In some cases they may also be considered high priority to members of the community, and individuals or groups may play a role in bringing projects forward through taking a lead role in trail planning and obtaining funding.

The Strategy also acknowledges the potential for adhoc projects to be proposed. These are most likely to be raised by individual/s or community groups and be in relation to local opportunities and desires; as such they may not be captured in the strategy or they may not be identified as high priority. The roles of Council and the community will vary depending on whether a project has been strategically identified as a priority and Council has the budget to drive it.

7.1 Priority Projects

Priority projects are track upgrades, expansions and/or connections that have been strategically identified as priorities through the formulation of this strategy. As a result these are the projects which Council will allocate funding towards as budgets allow via Long Term Plan processes. Generally, Council will be responsible for the planning, physical works and ongoing maintenance of priority projects. However it is not imperative that this process is Council driven. Where priority projects align with the visions of individuals or Trusts the opportunity exists for these projects to be led outside of Council. Where the likes of Trusts are able to obtain outside funding and undertake project management this will be encouraged (with Council input) to allow Council's budget to go further in advancing out Trails network. Generally trails maintenance will remain the responsibility of Council.

If appropriate, Council will consult with the community and other organisations at a level considered suitable for each specific project.

Priority projects have been identified and prioritised in Part Two through the use of spatial mapping and assessment criteria.

7.2 Non-Priority Projects

Non-priority projects are those that are not identified as 'high priority' in Section Two of the Strategy (they may still be identified on maps). These projects are likely to be locally driven by individuals or community groups and will still be beneficial to the advancement of the Waikato District trails network. Due to financial constraints and the desire to strategically prioritise projects, in these scenarios the local community will need to play a leading role in achieving their local aspirations. However Council will endeavour to offer advice and support; an important objective of this strategy is to outline the role of the community and provide practical guidance to assist individuals/community groups to drive forward projects.

In scenarios whereby individual/s or community groups approach Council with a desire to undertake projects that have not been identified as priorities within this strategy, the following shall apply:

Council will be responsible for:

- Ensuring the individual/s or community group are aware of the trails strategy and the process that was undertaken to identify priority projects.

- Providing advice on potential funding providers that the individual/s or community group may wish to approach.
- Considering ongoing maintenance costs that are likely to fall under Council's responsibility if the project is undertaken/ determining whether to takeing on ownership of the assets which are created.
- Staff may provide technical advice in regards to the route of the proposed trail/s.
- Easements over private property. However these may be able to be negotiated by the community in Council's name – if this is community led it may increase the chances of easements being granted.
- In rare cases Council may be able to provide financial assistance (although the standard practise will be for Council to allocate funding in accordance with the priorities identified in this strategy). In such cases it is likely that a formal request for funding will need to be presented to elected members.

Council has the right to disallow proposals for trails on Council land if it considers appropriate reasons exist for doing so. Partnerships with community lead groups under management agreements will be entered into on a case by case basis.

The individual/s or community group driving the project will be responsible for:

- Approaching Council to discuss proposals involving Council land before undertaking any actions to progress their proposal.
- Determining whether Council support exists for the project and whether Council will allow it to occur.
- Obtaining funding to implement the work and covering legal costs.
- Applying for resource consent and/or meeting other legislative requirements, if applicable.
- Contributing to conversations with private landowners in regards to easements, if applicable.

On a case by case basis an agreement will be reached in regards to trail assets and maintenance obligations. In certain scenarios there may be potential for these to be vested in Council; alternatively they may be managed by the Trail Trust.

PART TWO

1. Existing Trails Network and Proposed Future Trails/Linkages

The existing trails network has been mapped and is shown below in Part Two, Section Four. By mapping the existing network we have been able to gain a clearer understanding of existing locations, user groups currently being catered for, linkage opportunities and gaps in facility provision.

With the input of stakeholders, we have used the aerial maps of the existing trails network as a starting point to map potential future trails and linkages.

This strategy acknowledges it is not financially viable for all improvements and track expansions to be undertaken by Council. An assessment criterion that has been used to prioritise Council funded future trail projects is outlined in Part Two, Section Two below.

2. Prioritisation of Future Trail Projects

The future projects identified in the spatial maps have been prioritised using the following criteria.

Assessment Criteria	Weighting
Tenure (conditions under which land is held or occupied)	1
Economic Impact	3
Connectivity	3
Attractions	2
Demand	3
Cost Impact	-3

Each trail was given a score between 1 and 3 for each of the above criteria. Through this process, every proposed trail has been given a total score. This is displayed in the below table. If a proposed trail has a high total score this indicates that it should be prioritised above proposed trails with low total scores. As Council will not have the budget to fund all potential projects, this information will be used to assist with future decision making and budget allocation.

Potential trails that have not been identified as 'high' priority are still important. In some cases these projects may be driven by community groups and Council may still be able to assist in their development via methods identified in this strategy.

An additional Tool is provided as Appendix One which is also designed to assist with the prioritisation of future trail projects. . This addresses additional issues Council should consider before committing funds to specific trail developments.

Prioritisation of Future Trails

Proposed Trail No.	Proposed Trail Location (see Aerial Maps)	Priority
206	Te Uku/Raglan Coast/Raglan East/Raglan Town Centre/Raglan West	High
663	Ngaruawahia Town Centre/Ngaruawahia	High
388	Eureka	High
3	Lake Waikare/Te Kauwhata East, West & Town Centre	High
205	Raglan Coast/Raglan Town Centre/Raglan West	High
201	Raglan Coast/Raglan East/Raglan West/Te Uku	High
208	Raglan Coast/Raglan Heads	High
516	Te Kauwhata East & Town Centre/Lake Waikare	High
4	Lake Waikare/Te Kauwhata East/Te Kauwhata Town Centre	High
505	Hakarimata/Hamilton Environs/Ngaruawahia Town Centre/Ngaruawahia	High
209	Raglan Coast	High
300	Tuakau East/Tuakau Pokeno Environs/Tuakau Town Centre/Tuakau West/Tuakau East	High
659	Hakarimata/Huntly South/Taupiri/Ngaruawahia	High
191	Te Kauwhata West, East & Town Centre/Lake Waikare/Rangiriri	High
788	Bruntwood/Matangi	High
203	Raglan Coast/Raglan Town Centre/Raglan West	High
207	Raglan Coast/Raglan Heads/Raglan West	High
806	Hamilton Environs	High
601	Hamilton Environs/Te Kowhai/Waipā River	High
611	Hamilton Environs/Waipā River	High

387	Eureka	High
807	Hamilton Environs	High
303	Tuakau Pokeno Environs/Tuakau Town Centre/Tuakau East	High
304	Tuakau Pokeno Environs	High
60	Port Waikato/Waikato Heads South	High
180	Mercer/Tuakau Pokeno Environs	High
340	Eureka/Eureka Town	High
302	Tuakau Pokeno Environs/Tuakau West	Medium
955	Waikato Heads South/Port Waikato	Medium
951	Raglan West/Raglan Heads/Ragland Coast	Medium
952	Waikorea Beach/Raglan Coast	Medium
55	Port Waikato/Waikato Heads South	Medium
1	Port Waikato/Waikato Heads South	Medium
184	Pokeno West/Tuakau Pokeno Environs	Medium
506	Hakarimata/Ngaruawahia	Medium
183	Mercer/Pokeno East/Pokeno Town Centre/Pokeno West/Tuakau Pokeno Environs/Whangamarino	Medium
650	Hamilton Environs/Waipā River/Whatawhata	Medium
602	Raglan Coast	Medium
810	Hamilton Environs/Waipā River/Whatawhata	Medium
600	Hamilton Environs/Te Kowhai/Waipā River	Medium
103	Hakarimata/Huntly East/Huntly Town Centre	Medium
606	Glen Afton Pukemiro/ Rotowaro	Medium
583	Waipā River	Medium

204	Raglan Coast/Raglan East/Raglan West/Te Uku	Medium
742	Hamilton Environs/Waipu River	Medium
954	Waikato Heads South/Waikorea Beach	Medium
570	Hamilton Environs	Medium
742	Waipa River/Hamilton Environs	Medium
840	Pirongia	Medium
105	Hakarimata/Huntly East/Huntly South/Huntly Town Centre	Medium
512	Hakarimata/Ngaruawahia/Waipu River	Medium
213	Raglan Coast	Medium
212	Raglan Coast	Medium
50	Pokeno East/Pokeno Town Centre/Pokeno West/Tuakau Pokeno Environs	Medium
758	Eureka/Ruakura	Medium
661	Hamilton Environs	Medium
755	Eureka/Tamahere	Medium
653	Hautapu	Medium
654	Eureka/Ruakura/Tamahere	Medium
741	Hamilton Environs/Waipu River/Whatawhata	Medium
402	Meremere/Tuakau Pokeno Environs/Whangamarino	Medium
211	Raglan Coast/Raglan West	Medium
252	Tuakau Pokeno Environs/Tuakau West	Medium
900	Bruntwood/Eureka/Matangiri/Tamahere	Medium
558	Hamilton Environs/Waipu River/Whatawhata	Medium
950	Raglan Coast/Raglan West/Te Uku	Medium

401	Meremere/Whangamarino	Medium
740	Eureka/Tamahere	Medium
660	Bruntwood/Eureka/Tamahere	Medium
513	Hakarimata/ Ngaruawahia	Low
202	Raglan Coast/Raglan Heads/Raglan West	Low
743	Whatawhata/Hamilton Environs/Waipā River	Low
582	Whatawhata/Hamilton Environs/Waipā River	Low
301	Tuakau Pokeno Environs/Tuakau Town Centre/Tuakau West	Low
250	Tuakua East/Tuakau Pokeno Environs/Tuakau Town Centre/Tuakau West	Low
251	Tuakau East/Tuakau Pokeno Environs/Tuakau Town Centre/Tuakau West	Low
636	Te Kowhai/Waipā River/Hamilton Environs	Low
744	Hamilton Environs/Waipā River	Low
106	Hakarimata/Huntly East/Huntly South/Huntly Town Centre	Low
553	Whatawhata	Low
636	Hamilton Environs/Te Kowhai/Waipā River	Low
501	Hakarimata/Taupiri	Low
720	Hapuakohe/Waiterimu	Low
759	Eureka/Ruakura	Low
800	Lake Waikare	Low
761	Eureka/Bruntwood	Low
657	Hakarimata/Huntly East	Low
658	Huntly East	Low
510	Hakarimata, Hamilton Environs/Ngaruawahia Town Centre/Ngaruawahia/Waipā River	Low

104	Hakarimata/Huntly South/Huntly Town Centre	Low
511	Hamilton Environs/Waipā River	Low
305	Te Kohanga/Tuakau Pokeno Environs/Tuakau West	Low
751	Eureka/Tamahere	Low
754	Eureka/Tamahere	Low
760	Eureka/Bruntwood/Tamahere	Low
181	Tuakau Pokeno Environs	Low
802	Te Kohanga	Low
306	Tuakau East/Tuakau Town Centre	Low
502	Taupiri	Low
801	Te Kohanga	Low
655	Hakarimata/Huntly East/Huntly South/Huntly Town Centre	Low
657	Hakarimata/Huntly East	Low

3. Implementation, Funding and Monitoring of the Strategy

Implementation and Funding:

Part Two, Section Two of this strategy identifies high priority projects that will achieve maximum community benefits and value for money. This information will be used to inform decisions regarding expenditure of existing trail development budgets.

The following table shows existing budgets for walkways and trail developments in the Long Term Plan. Opportunities to obtain additional funding through external sources are encouraged to future advance the trails network.

Capital Projects

		2017	2018	2019	2020	2021	2022	2023	2024	2025
Growth										
1WK10000	District Wide walkways						458,244	587,126	483,086	
1WK10051	Te Kauwhata walkways		407,442	575,188		325,559				
1WK10090	Pokeno walkways	24,624	27,722	93,830		18,460	11,686			
1WK10046	Tamahere walkways	167,648	171,588	175,019	178,695	182,805	187,192	191,872	197,340	203,458
Total for Growth		192,272	606,752	844,037	178,695	526,824	657,122	778,998	680,426	203,458
LOS										
1WK10000	District Wide walkways						22,912	41,099	42,270	43,580
1WK10093	Puni walkways		56,706							
Total for LOS			56,706				22,912	41,099	42,270	43,580
Renewal										
1WK10000	District Wide walkways	41,040	52,505	53,556	54,681	55,938	57,280	70,455	78,501	80,935
1WK10030	Raglan walkways		278,280							
Total for Renewal		41,040	330,785	53,556	54,681	55,938	57,280	70,455	78,501	80,935

Operational Spend

		2017	2018	2019	2020	2021	2022	2023	2024	2025
District Wide										
1WK10000	General Consultants		15,775		16,670		17,701		18,912	
1WK10000	Repairs and Maintenance	270,389	329,639	338,341	347,815	357,902	368,639	380,435	392,837	406,194
1WK10000	R&M Contractors							364	750	1,035
Raglan										
1WK10030	R&M Contractors	358	367	754	774	796	820	848	874	904
Tamahere										
1WK10046	Power/Gas	1,089	1,131	1,177	1,228	1,282	1,342	1,408	1,480	1,558
1WK10046	Repairs and Maintenance	5,121	5,249	5,388	5,538	5,699	5,870	6,058	6,255	6,468
1WK10046	R&M Contractors	594	819	1,057	1,308	1,573	1,856	2,161	2,476	2,822
North/Mid										
1WK10050	R&M Contractors	358	367	377	387	398	410	424	437	452
Te Kauwhata										
1WK10051	R&M Contractors	256	262	538	886	912	1,231	1,272	1,314	1,357
Total Operational		278,165	353,609	347,632	374,606	368,562	397,869	392,970	425,335	420,790

Monitoring:

This strategy will guide staff with day to day decisions relating to trail maintenance and development, as well as offering guidance to the community. Staff will monitor the effectiveness of this strategy on an ongoing basis as it is implemented, and keep a record of any issues that can be addressed in future updates. A review of this strategy is intended to be undertaken in five years of adoption.

The Regional Cycling Strategic Case includes key performance indicators and measure which can be referred to for monitoring of cycling activity in the region.

The following specific actions will support the objectives and policies in this strategy and feed in to future reviews of the document:

- Identifying external trail development funding sources.
- Undertaking assessments of all our tracks (in accordance with SNZ HB8630:2004 standards) and preparing an improvement schedule.
- Identifying costs of implementing the high priority trail projects and using this information to guide a works schedule.
- Keeping a record of any trail issues as they arise that can be addressed in future updates.

4. Aerial Maps

4.1 Bruntwood



Draft Trail Strategy: Bruntwood



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.2 Eureka Town



**Draft Trail Strategy:
Eureka Town**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.3 Eureka



**Draft Trail Strategy:
Eureka**



Legend

- - - Existing WDC Trails
- - - Potential New Routes
- - - Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.4 Glen Afton Pukemiro



**Draft Trail Strategy:
Glen Afton Pukemiro**

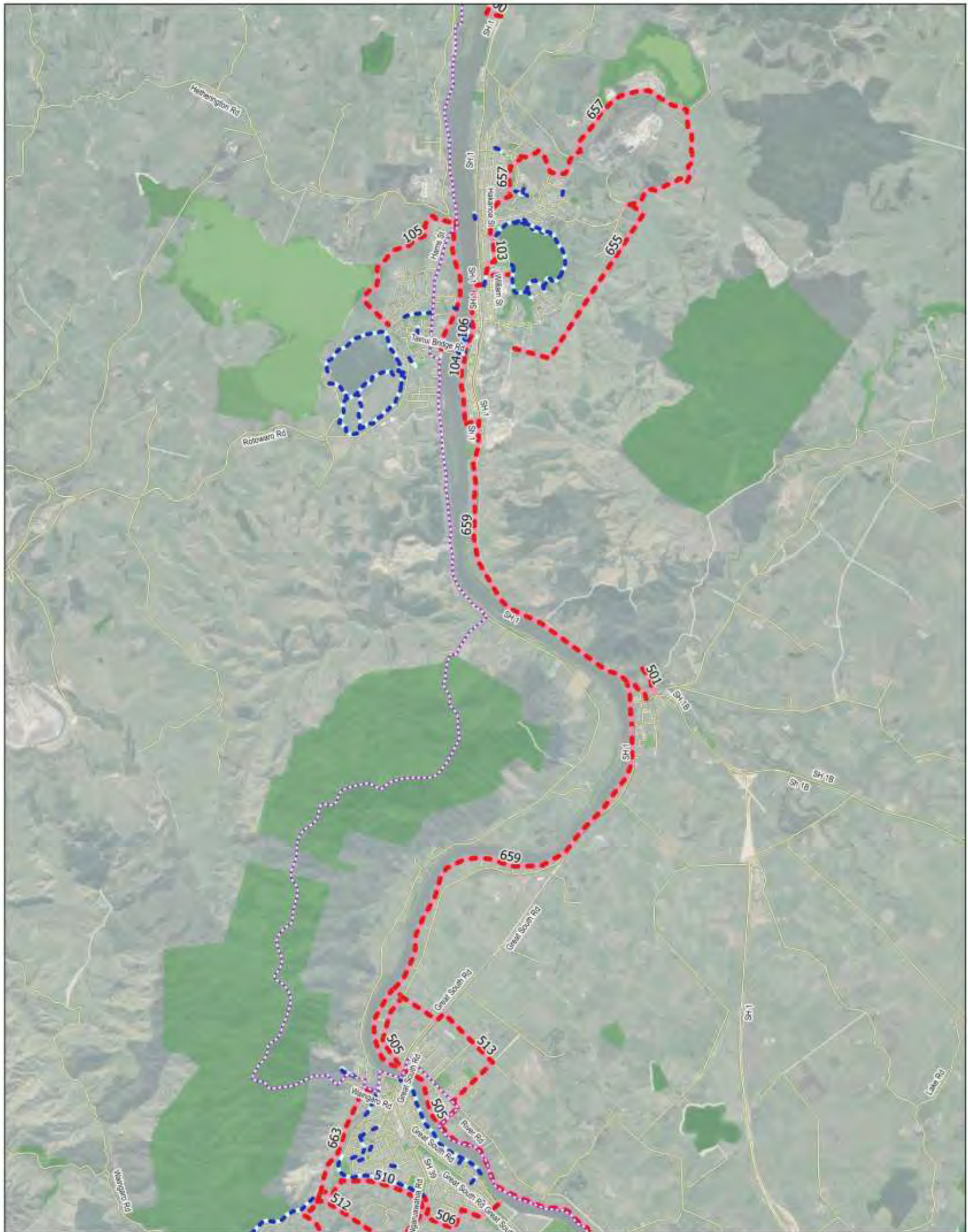


Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.5 Hakarimata



**Draft Trail Strategy:
Hakarimata**

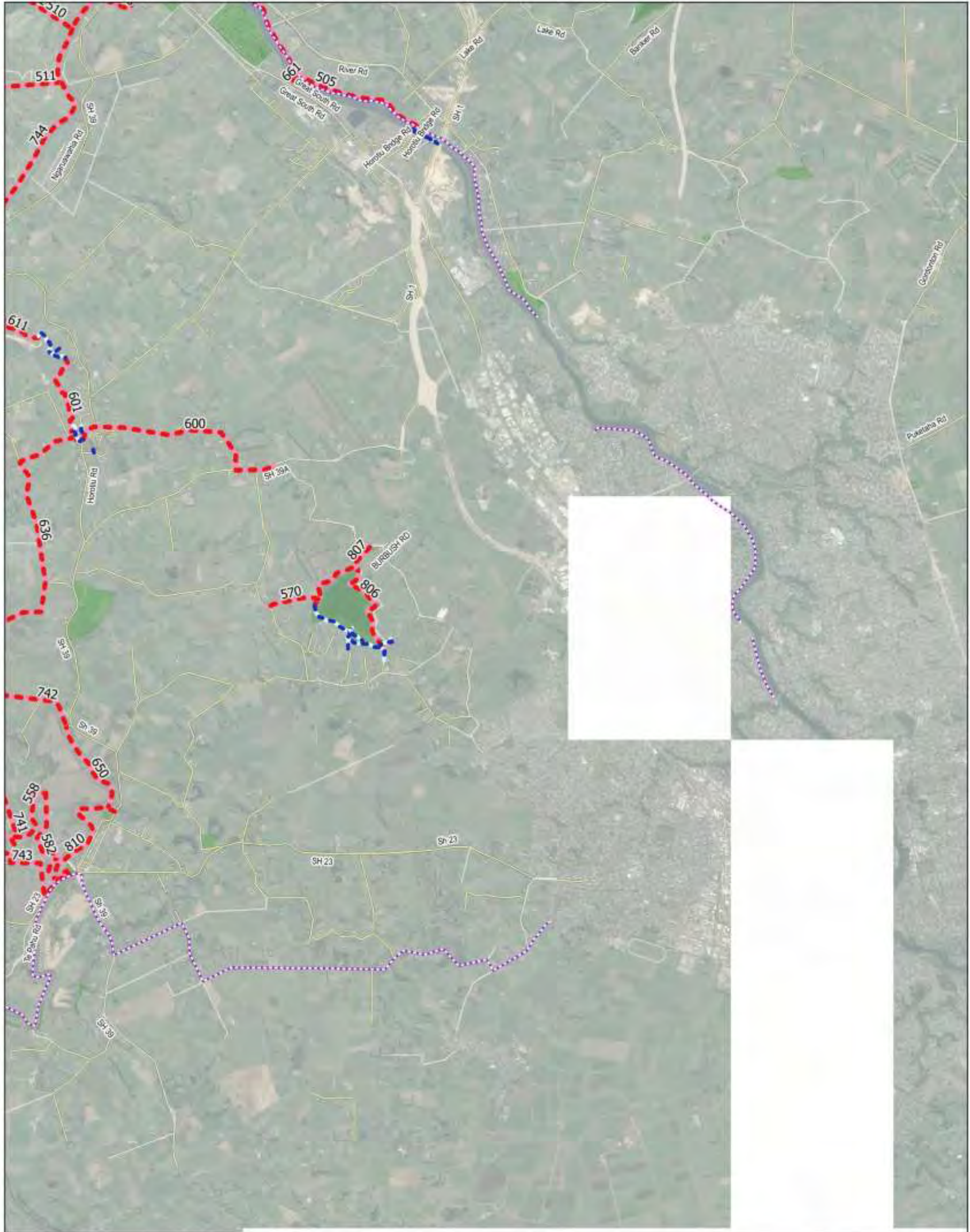


Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.6 Hamilton Environs



**Draft Trail Strategy:
Hamilton Environs**



- Legend**
- - - Existing WDC Trails
 - - - Potential New Routes
 - - - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.7 Hapuakohe



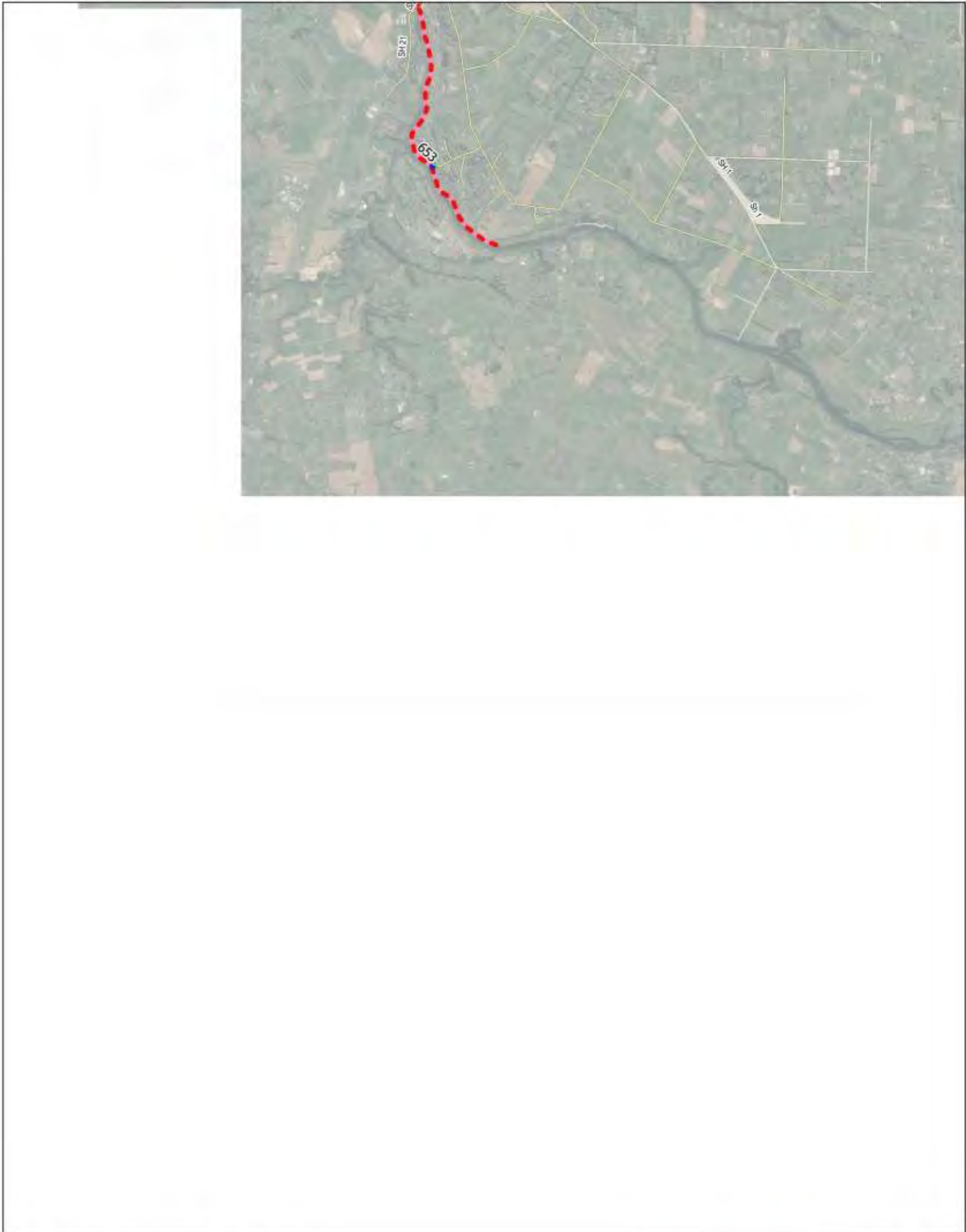
**Draft Trail Strategy:
Hapuakohe**



- Legend
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.8 Hautapu



Draft Trail Strategy:
Hautapu



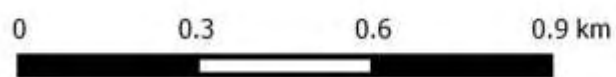
- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.9 Huntly East



**Draft Trail Strategy:
Huntly East**



Legend

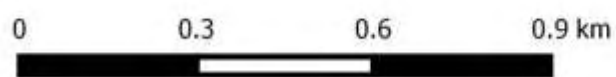
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.10 Huntly South



**Draft Trail Strategy:
Huntly South**



Legend

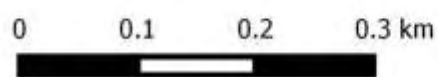
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.11 Huntly Town Centre



Draft Trail Strategy:
Huntly Town Centre



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.12 Lake Waikare



**Draft Trail Strategy:
Lake Waikare**



- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.13 Matangi



**Draft Trail Strategy:
Matangi**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.14 Mercer



Draft Trail Strategy:
Mercer



- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.15 Meremere



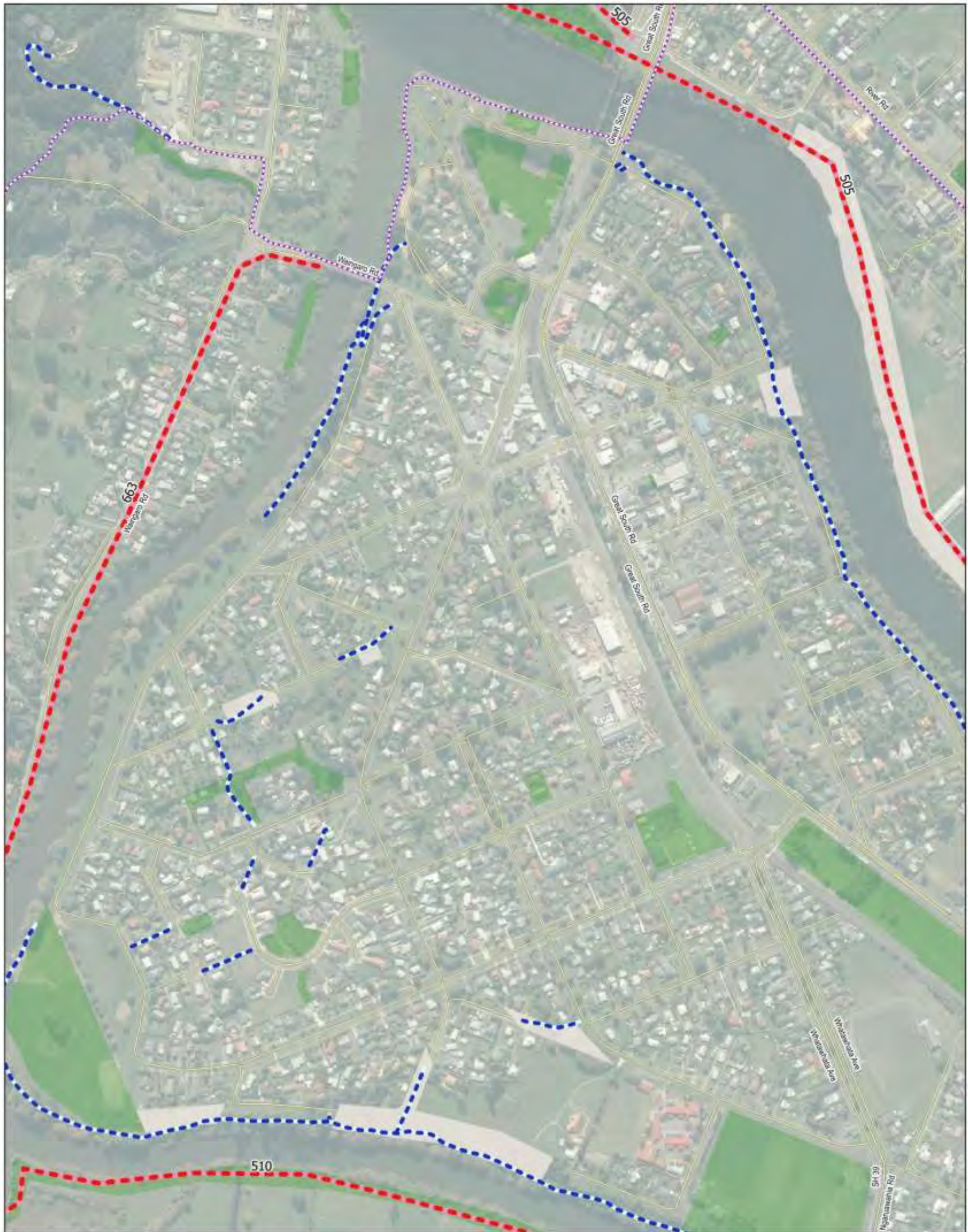
**Draft Trail Strategy:
Meremere**



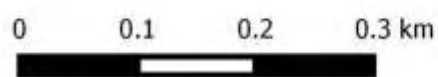
- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.16 Ngaruawahia Town Centre



**Draft Trail Strategy:
Ngaruawahia Town Centre**



Legend

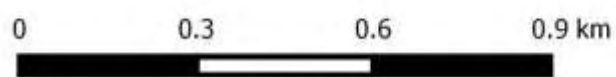
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.17 Ngaruawahia



**Draft Trail Strategy:
Ngaruawahia**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.18 Pirongia



**Draft Trail Strategy:
Pirongia**



- Legend
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.19 Pokeno East



**Draft Trail Strategy:
Pokeno East**



Legend

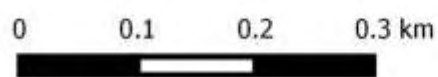
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.20 Pokeno Town Centre



**Draft Trail Strategy:
Pokeno Town Centre**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.21 Pokeno West



**Draft Trail Strategy:
Pokeno West**



Legend

- Existing WDC Trails
- - - Potential New Routes
- ... Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.22 Port Waikato



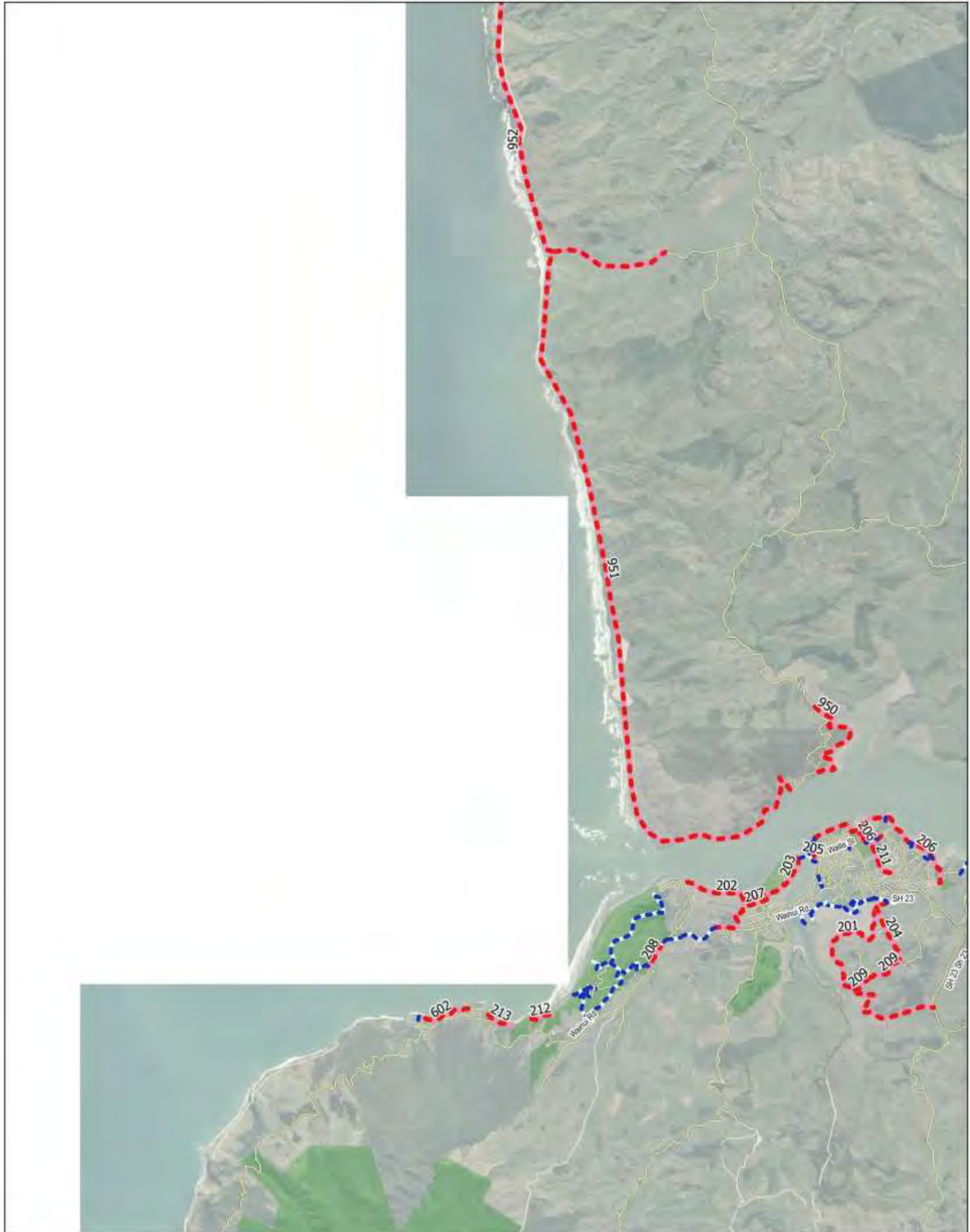
**Draft Trail Strategy:
Port Waikato**



- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.23 Raglan Coast



**Draft Trail Strategy:
Raglan Coast**



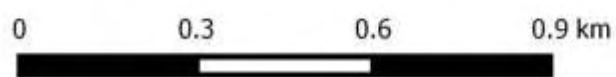
- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.24 Raglan East



**Draft Trail Strategy:
Raglan East**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.25 Raglan Heads



**Draft Trail Strategy:
Raglan Heads**



Legend

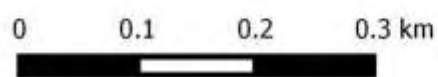
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.26 Raglan Town Centre



**Draft Trail Strategy:
Raglan Town Centre**



Legend

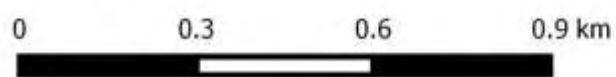
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.27 Raglan West



**Draft Trail Strategy:
Raglan West**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.28 Rangiriri



**Draft Trail Strategy:
Rangiriri**



- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.29 Rotowaro



Draft Trail Strategy: Rotowaro



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.30 Ruakura



Draft Trail Strategy:
Ruakura



Legend

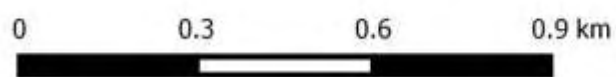
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.31 Tamahere



**Draft Trail Strategy:
Tamahere**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.32 Taupiri



Draft Trail Strategy:
Taupiri



- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.33 Te Kauwhata East



**Draft Trail Strategy:
Te Kauwhata East**



Legend

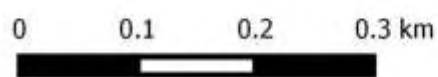
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.34 Te Kauwhata Town Centre



Draft Trail Strategy:
Te Kauwhata Town Centre



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.35 Te Kauwhata West



**Draft Trail Strategy:
Te Kauwhata West**

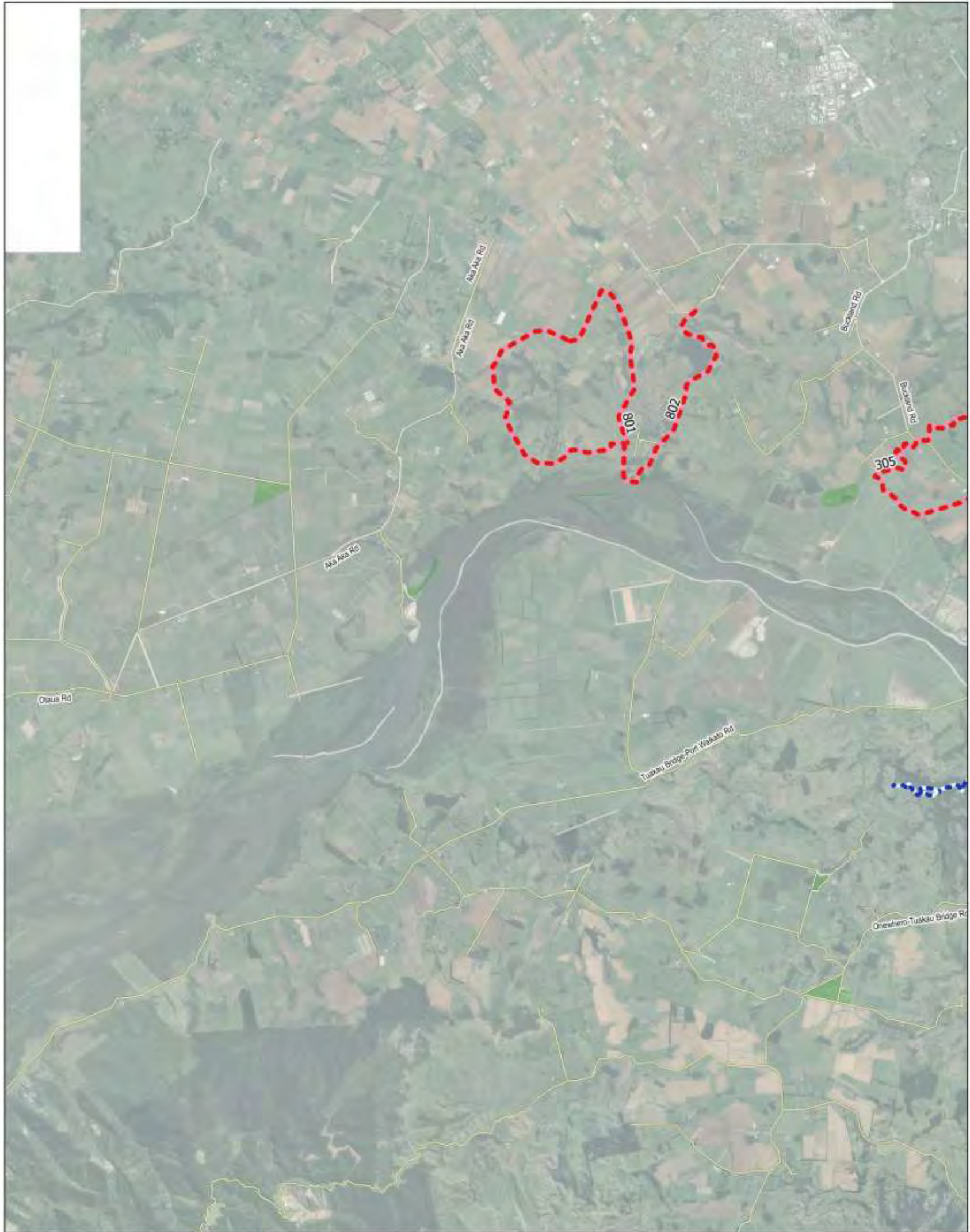


Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.36 Te Kohanga



**Draft Trail Strategy:
Te Kohanga**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.37 Te Kowhai



Draft Trail Strategy:
Te Kowhai



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.38 Te Uku



Draft Trail Strategy:
Te Uku



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.39 Tuakau East



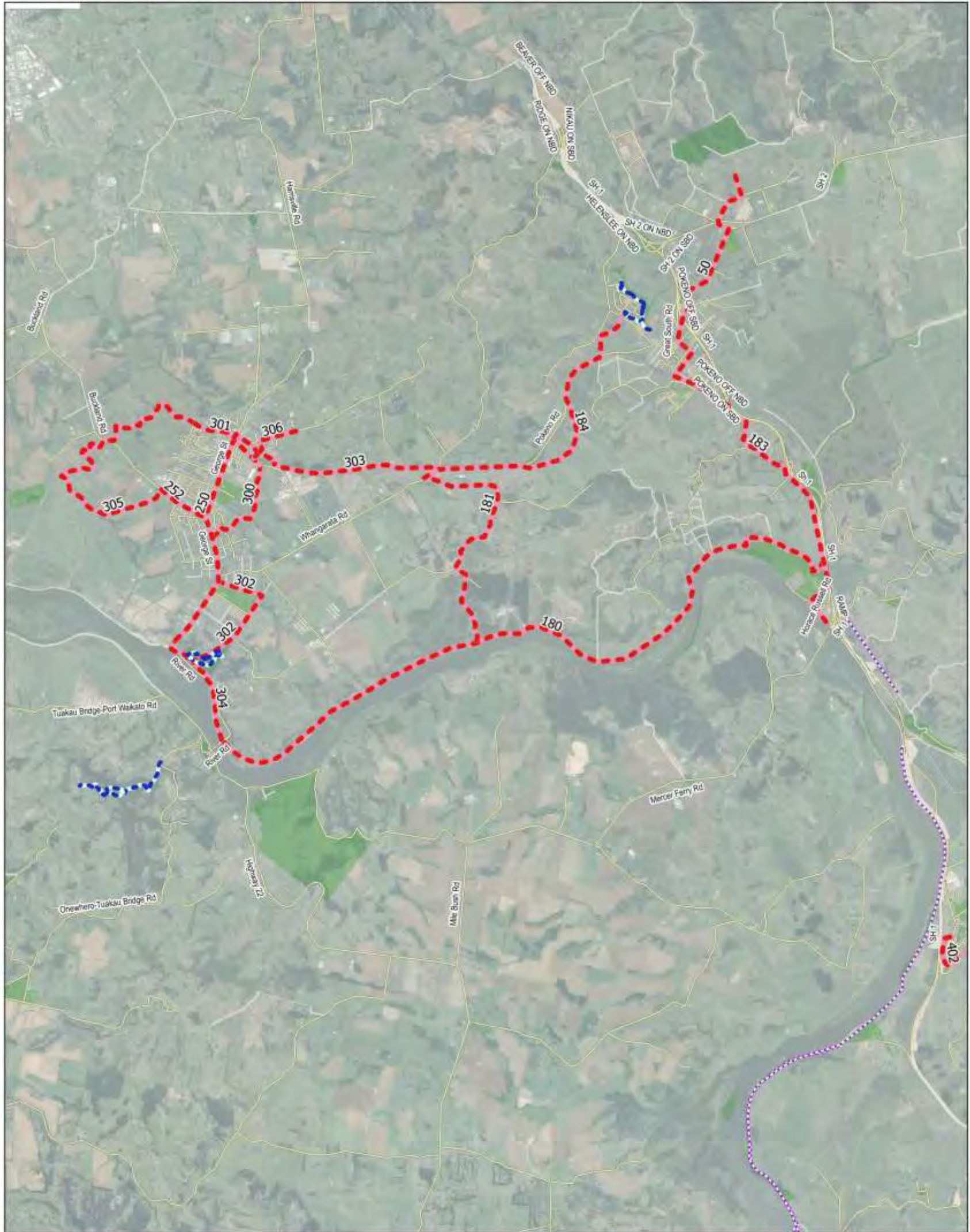
**Draft Trail Strategy:
Tuakau East**



- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.40 Tuakau Pokeno Environs



**Draft Trail Strategy:
Tuakau Pokeno Environs**



Legend

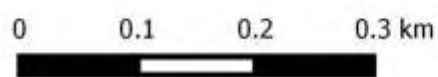
- Existing WDC Trails
- - - Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.41 Tuakau Town Centre



**Draft Trail Strategy:
Tuakau Town Centre**



Legend

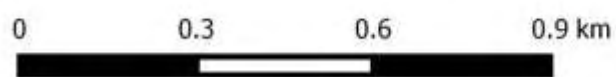
- Existing WDC Trails
- - - Potential New Routes
- ... Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.42 Tuakau West



**Draft Trail Strategy:
Tuakau West**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.43 Waikato Heads South



Draft Trail Strategy: Waikato Heads South



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



4.44 Waikorea Beach



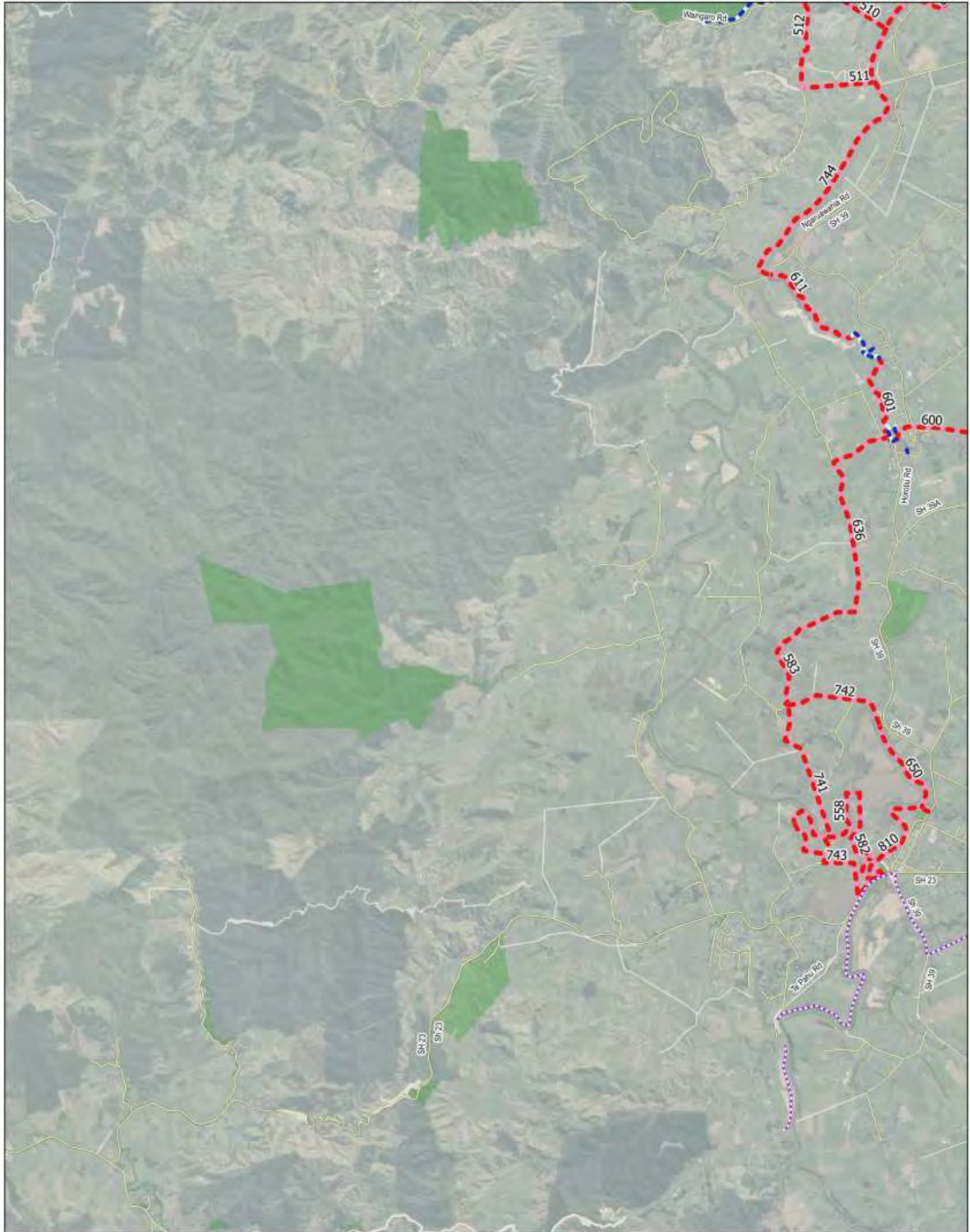
**Draft Trail Strategy:
Waikorea Beach**



- Legend
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.45 Waipa River



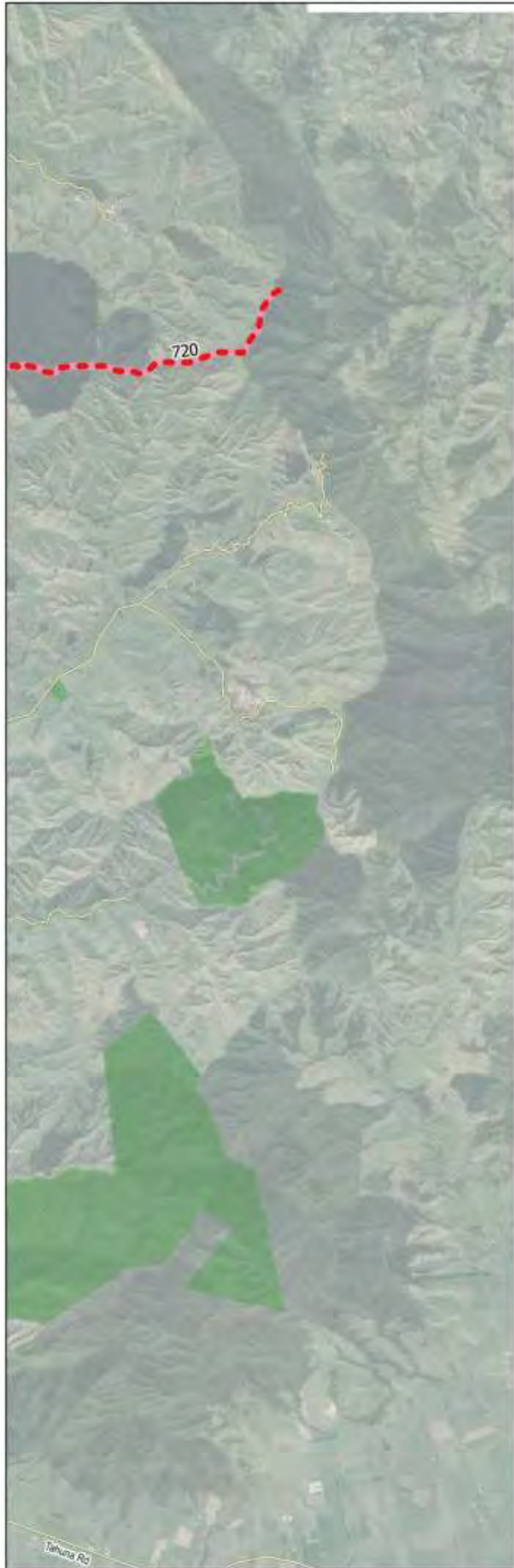
Draft Trail Strategy: Waipa River



- Legend**
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.46 Waiterimu



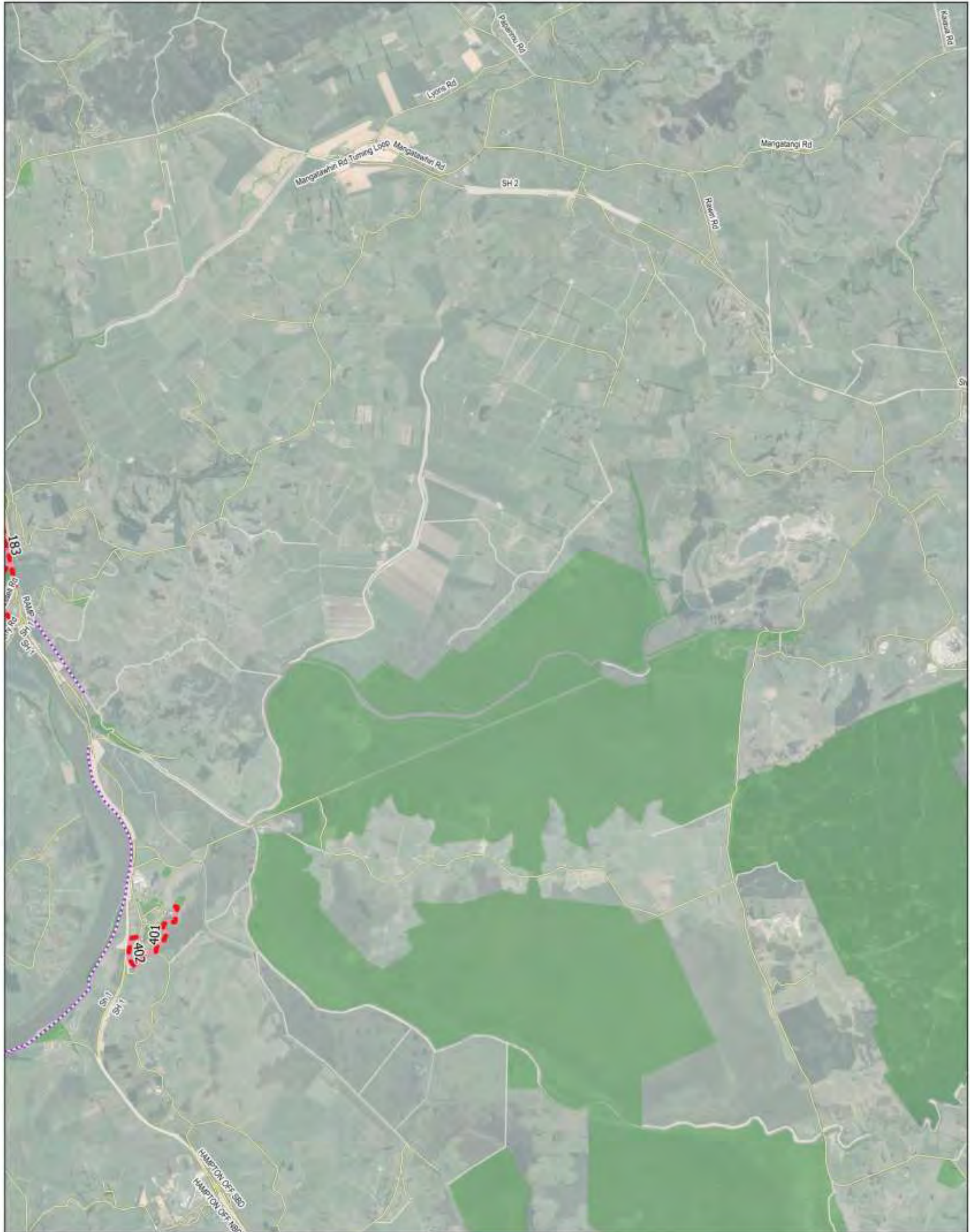
Draft Trail Strategy: Waiterimu



- Legend
- Existing WDC Trails
 - Potential New Routes
 - Te Araroa Trail
 - Open Space
 - Unformed Legal Road
 - Road



4.47 Whangamarino



**Draft Trail Strategy:
Whangamarino**



4.48 Whatawhata



**Draft Trail Strategy:
Whatawhata**



Legend

- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Unformed Legal Road
- Road



Appendix One: Detailed Trail Assessment Criteria

Trail Assessment Criteria

Document No.

000003

Conducted on

1/02/16, 5:06 PM

Completed on


1/02/16, 5:28 PM

Score

68/130 - 52.31%

Table of Contents

TRAIL ASSESSMENT - 68/130 - 52.31%	1
TRAIL OVERVIEW - 1/3 - 33.33%	3
Target Market	3
Proposer	3
Trail route	3
OWNERSHIP - 70/111 - 63.06%	4
ECONOMIC IMPACT - 4/4 - 100%	5
COMMUNITY IMPACT - 2/2 - 100%	6
USAGE - 2/2 - 100%	7
Visitor Origin	7
ATTRACTIONS - 4/4 - 100%	8
INFRASTRUCTURE	9
PLANNING - 2/4 - 50%	10
DECLARATION	11

Question	Response	Details
Trail Name	Waikato River Track	
Trail description (where from, where to etc)	Ngaruawahia to Huntly	
Target Market		
Origin	Locals, Domestic Visitors, International Visitors	
User Experience	Novice	
Mode	Cross Country Cycling	
Proposer		
Name	Bob Jones	
Organisation	Huntly Forward	
Postal Address	15 Jones Street, Huntly	
email	Jones@huntly.com	
Contact number	07 123 4567	
Trail route		
Length of existing trail at planned standard - no upgrade required (km)	5	
Length of existing trail below standard - upgrade required (km)	2	
Length of new trail to be constructed (km)	12	
Total Length of trail (km)	19	
Trail width proposed	2.4	
Trail Standard proposed	Grade 1 Cycle	
Upload Media		
		

Appendix 1

Question	Response	Details
Is the proposed trail route entirely on public land?	No	Crosses land owned by Tainui
Have agreements been reached on access via an easement in perpetuity?	No	
What percentage of the route is on public land?	70	
Which public agencies are directly affected?	Waikato District Council, Waikato Regional Council, Department of Conservation, Land Information New Zealand, Land Transport New Zealand, KiwiRail	

Question	Response	Details
Will the trail start and finish or pass through populated townships?	Yes	
Is there potential for trail users to require overnight accommodation?	Yes	
Are there existing accommodation providers on the trail route?	Yes	
Are there existing retail outlets (cafes, art gallery, crafts, food stalls etc) on the trail route?	Yes	


Question	Response	Details
Will the trail improve connectivity for residents within the community?	Yes	
Are there road safety benefits through construction of the trail?	Yes	

Question	Response	Details
Does the trail connect with any existing trail?	Yes	
Which trail(s)	NZ Cycleway	
Will the proposed trail extend the journey of the trail user beyond an additional day or more?	Yes	
Visitor Origin		
Estimates should total 100% over the following three estimates		
Estimate % of total users who will be locals residents	25	
Estimate % of total users who will be domestic visitors	55	
Estimate % of total users who will be International visitors	20	

Question	Response	Details
Does the trail route include significant natural features? (geology, beaches, rivers etc)	Yes	
Describe	Waikato River	
Does the trail route include significant ecological features? (wetlands, forests etc)	Yes	
Describe	Lake Hakanoa	
Does the trail route include significant historical features?	Yes	
Describe	Urupa at Tuapiri	
Does the trail route include significant man-made features? (bridges, architecture etc)	Yes	
Describe	Huntly bridge	

Question	Response	Details
What new/additional facilities will be needed to support trail use?		Toilets, Car Parking, Shelters, Bridges, Tunnels/ Underpasses, Fencing, Vehicle barriers, Railway crossings
Number of bridges between 2m - 10m long	5	
Number of bridges between 11m - 20m long	1	
Number of bridges between 21m -30m long	1	
Number of bridges over 30m long	3	
number of car parks required (e.g. 1 x 40 cars, 3 x 20 cars)	2x 15	
How many toilets are required?	2	

Question	Response	Details
Is the trail supported in other strategic documents?	Yes	
List/Describe	Huntly community plan	
Is the trail "shovel ready"? (all consents, funding and planning is in place)	No	
Describe what planning has been completed for trail?	None	
Describe what fundraising has been undertaken	Cake stall	
What is the total funding currently committed by funding partners other than Waikato District Council(\$)	\$50	
List funding partners and committed amounts and any tags	Lotteries \$25,000	
Is a resource consent required for any component of this project?	Yes	
Has resource consent been obtained?	No	
What consents are required?	Contents for bridges	
Describe what risks could stop project (e.g. operating, financial, land access, resource consent, consultation)?	Route near Urapa	

Question	Response	Details	
<p>I declare on behalf of the applicant(s):</p> <ul style="list-style-type: none"> • that the statements in this assessment are true and the information provided is complete and correct and there have been no misleading statements, omission of any relevant facts nor any misrepresentation made. • that the Waikato District Council and its advisers may disclose to or obtain from any government department or agency, private person or organisation, any information about the applicant or project for the purposes of gaining or providing information related to the processing and assessment of this application. • that I understand the Waikato District Council's obligations under the Official Information Act 1982 and that, notwithstanding any relationship of confidence created as a result of this application, the provisions of this Act apply to all of the information provided in this application. • the application involves an activity/project that is a lawful activity that will be carried out lawfully. • the applicant is not in receivership or liquidation nor will the project be managed by an undischarged bankrupt or someone prohibited from managing a business. • I am authorised to make this application on behalf of the applicant/s identified below. 			
Completed By:	Tom Jones		
on behalf of		Huntly Forward	
Assisted By:	Joe Bloggs	1/02/16 5:27 PM	
Date		1/02/16	

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	28 July 2016
Prepared By	Karen Bredesen Business Support Team Leader/PA
Chief Executive Approved	Y
DWS Document Set #	1567911
Report Title	Service Delivery Report for July 2016

1. Executive Summary

This report is to inform the Infrastructure Committee of significant operations/projects commenced, in progress, or completed since the date of the last report.

2. Recommendation

THAT the report from the General Manager Service Delivery be received.

3. Attachments

- Dash Board Reports
- WDA Dashboard Report
- WDC Council 3 Waters Compliance

REPORT

Service Delivery

Parks & Facilities

Boat Ramp Study

Offers of service have been requested from suitably qualified consultants to undertake a study on the provision (location and construction) of boat ramps throughout the District, on key waterways including Raglan Harbour.

Te Kauwhata Walkway/Cycleway Strategy

A consultant has been engaged to provide an analysis into walking/cycling routes in Te Kauwhata to guide the use of development contribution budgets set aside for this activity. This will be a more in-depth and detailed analysis of the information contained within the Trails Strategy.

Open Spaces Contract

On 1 August 2016 the City Care Opens Spaces contract commenced. City Care will be sharing space at the Brownlee Ave depot with the Waikato District Alliance. They also have a depot in River Road, Tuakau.

Belgravia Leisure Aquatics Contract

Huntly pool opened 1 August under the new management contractor, Belgravia Leisure. The upgrade of the lighting units, installation of anti-slip flooring and minor tidying at Huntly Aquatic Centre was completed prior to opening date. The pool is open 30 hours a week more than previously at no extra cost to Council.

Waingaro Hot Pools

Aecom have been engaged by Council to undertake formal inspections of the pool to ensure compliance with requirements of the lease. The lease for the springs expires in 2034 and the hotel land in 2018, both have a right of renewal.

Programme Delivery

Tamahere Recreation Reserve

Earthworks to get reserve to a mowable standard have experienced delays due to the weather. This delay is not affecting any other works or increasing costs. The overall development design for the reserve has now been received and is being consulted on with the Tamahere Community Committee.

Tamahere Commercial Hub

Fosters are actively seeking tenants for the development. The design of the building is currently being worked on with the Tamahere Community Committee in keeping with the Tamahere Style Guide.

Ngaruawahia Community Facilities

The community steering group have their first meeting on 3 August 2016, where they will start to consider options to be presented to Council in due course.

Huntly Library refurbishment

Tenders closed and are currently being evaluated. Works to start at the end of August/early September 2016.

Ngaruawahia Front of House Refurbishment

Concept design complete, with security being independently reviewed.

Water Reservoirs

Contract awarded, detailed design to commence. Physical works to commence October 2016.

Pokeno Wastewater Phase II

Tender documents being completed. Continuing with individual consultation.

Waters

Refuse and Recycling

The new prepaid service has commenced with a few teething issues in the first few weeks but overall there has been a 90% take up rate of residents using the prepaid stickers and this is expected to increase over the coming weeks. There have been some issues with the tags in Tuakau being stolen and staff are investigating an alternative sticker that is harder to remove.

Greenslade Road Wastewater Spill

The overflow is being investigated and a report prepared for the Waikato Regional Council.

Status of Roading Projects

Design Phase

2016/17

Rehabilitation

The designs for all **2016/17** pavement rehabilitations are in the planning stage. Falling Weight Deflectometer (FWD) testing and pavement investigations are either complete or underway for all sites.

<u>Rehabilitation Contract No.</u>	Ward	Name/Location	RP Start	RP end	Lengths (m) to be constructed	Status
WDA	Hukanui-Waerenga	Bankier Rd	3228	4080	852	From Boyd/Dawson intersection north.
WDA	Awaroa-Tuakau	Dean Rd	935	1207	272	East side of motorway, east of number 66.
WDA	Hukanui-Waerenga	Gordonton Rd	4110	5401	1,291	From 500m north of Sainsbury Rd to Taylor Rd.
WDA	Awaroa-Tuakau	Helenslee Rd	774	898	124	Munro Rd intersection.
WDA	Onewhero - Te Akau	Hetherington Rd	16876	17758	882	4.8km from western end (multiple drop outs).
WDA	Onewhero - Te Akau	Highway 22	34561	34700	139	North of Naike (dropout).
WDA	Onewhero - Te Akau	Highway 22	42987	45333	2,346	Starts 2.9km south of Hetherington Rd.
WDA	Hukanui-Waerenga	Horsham Downs Rd	3547	4356	809	Bankier Rd to Lake Rd.
WDA	Hukanui-Waerenga	Mangapiko Valley Rd	900	1930	1,030	From Storey Rd east.
WDA	Awaroa-Tuakau	Pokeno Rd	39	497	458	Great South Rd to Pokeno School.
WDA	Awaroa-Tuakau	Pokeno Rd	2500	3782	1,282	From the 2015/16 site through the cutting. Will be publically tendered.
WDA	Awaroa-Tuakau	Ray Wright Rd	385	1265	880	From Nandina Lane west (deferred from 2015/16).
WDA	Awaroa-	Ridge Rd	1999	2512	513	From the quarry south.

Rehabilitation Contract No.	Ward	Name/Location	RP Start	RP end	Lengths (m) to be constructed	Status
	Tuakau					
WDA	Awaroa-Tuakau	River Rd (Tuakau)	874	1336	462	South of Tyson Lane past Lapwood Rd.
WDA	Hukanui-Waerenga	Sainsbury Rd	8	185	177	Alongside school from Puketaha Rd to 100km/h threshold.
WDA	Eureka	Seddon Rd	1894	2254	360	Midway between Puketaha Rd and Kiroa Rd.
WDA	Hukanui-Waerenga	Tahuna Rd	17299	17586	287	From Te Hoe to the east.
WDA	Onewhero - Te Akau	Waikaretu Valley Rd	1190	1900	710	1.2km from Highway 22 past long slip area (deferred from 2015/16). Will be publically tendered.
WDA	Onewhero - Te Akau	Waikaretu Valley Rd	1900	2598		Dropout section (deferred from 2015/16). Will be publically tendered.
WDA	Raglan	Wainui Rd	3278	4270	992	Starts 400m west of Riria Kereopa Memorial Drive past Ngarunui Beach Rd to Te Ahiawa Rd.
WDA	Awaroa-Tuakau	Whangarata Rd	1356	1586	230	Bollard Rd to the west.
WDA	Awaroa-Tuakau	Whangarata Rd	2892	3663	771	From Ridge Rd (rail overbridge) past Ewing Rd then west.
WDA	Hukanui-Waerenga	Woodlands Rd	2608	5251	2643	East of the 65k curve at end of the school straight.
Projects Deferred						
WDA	Awaroa-Tuakau	Great South Rd (Pokeno)	755	990	235	Pokeno Rd intersection to northern on-ramp. Deferred to 2017/18.
WDA	Awaroa-Tuakau	Munro Rd	5	721	716	Full length (Pokeno Rd to Helenslee Rd), includes replacement of one lane bridge. Deferred to 2018/19.
WDA	Awaroa-Tuakau	Helenslee Rd	4	98	94	From Pokeno Rd north. Deferred to 2018/18.
WDA	Hukanui-Waerenga	Henderson Rd (Horsham Downs)	950	1957	1,007	From Hurrell Rd to Boyd Rd. Deferred to 2017/18.
WDA	Huntly	Tregoweth Lane	460	633	173	From Metrapanel north (deferred from 2015/16 to 2017/18)

**Construction Phase
2015/16**

Rehabilitation Contract No.	Ward	Name/Location	Route Position	Lengths (Km) to be constructed	Status
WDA	Onewhero-Te Akau	Onewhero-Tuakau Bridge Rd	3.729 – 4.630	0.901	Located 1.2km from Onewhero Village. Gabion walls and two timber pole retaining walls are complete. About half of the length has pavement completed and sealed. Remaining works deferred until November 2016.
WDA	Awaroa ki Tuakau	Pokeno Rd I & II	1.250 – 2.500	1.644	Project is from Munro Road running west. Shortened to end at RP 2.500. Earthworks are complete. About half of the length has pavement completed and sealed. Remaining works deferred until November 2016.
15-8PR 0001 Schick Constr.	Ngaruawahia	River Rd	5.034 – 7.297	2.263	Project is complete.
15-8PR 0004 Fulton Hogan	Onewhero-Te Akau	Glen Murray Rd II	11.652 – 12.574	0.922	Project is complete.
WDA	Huntly	Hakanoa St	0.246 – 0.431	0.185	Project is complete.

Minor Improvements and Miscellaneous Projects

Ward	Name/Location	Status
Newcastle	Bedford Rd Footpath	Project is complete.

Roading

District Wide Contracts

Bridge Painting Contract

Painting of the Tuakau Bridge has been put on hold for the winter.

The crews had to change methodologies to accommodate the high percentage of heavy vehicles which caused disruption to the traffic management. Eighty percent of the works have been completed with around 50% of the painting to be resumed in September. This is not a desired outcome; however the weather conditions meant, that the quality and environmental risk were too high to continue proceeding.

Information signs will be erected to let the public know that painting is on hold for the winter.

Waikato District Alliance (WDA)

Zero Harm

There were no injuries sustained in June or July.

As at mid-July, over 400 staff from over 50 organisations/contractors have received a Zero Harm induction from Waikato District Alliance.

These inductions are mandatory and outline all Zero Harm requirements and responsibilities while working on the Waikato District Alliance. They focus on topics such as:

- Incident reporting;
- The identification and management of hazards;
- Restricted and banned items;
- Environmental protection; and
- Other safety principles.

Alliance staff have begun work on a Zero Harm re-induction exercise, which will be held annually to ensure all staff are well informed and understand our Zero Harm expectations.

Alliance Depot

Work continues to establish the Alliance into the Brownlee Avenue Depot. The Maintenance Team are planning to occupy from the 20 July, with the balance of the team planned to relocate once building work is complete.

Asset Management

The Asset Management Team have completed a full verification exercise of the 10 Year (sealed) Forward Works Programme (FWP) over the last few months.

One major adjustment to the 2016/17 FWP programme is that as the Pokeno development continues at an accelerated rate and structural developmental decisions

are still being made, it has been decided to defer all urban rehabilitation projects in Pokeno until a better understanding of what is aspired to be delivered is known. As part of this process representatives from both the Alliance and WDC's Strategic Asset Team, presented plan concepts for the newly formed Pokeno Community Group to consider.

Renewals

All renewals projects were complete. Work is now underway co-ordinating sites and resource for the 2016-17 projects.

During the first year of the Alliance, a total of 17.8km of pavement rehabilitation was both designed and successfully delivered.

The pavement works for the twin culvert replacement at Rotowaro Road are now complete and awaiting roadmarking. The team involved in the construction of this project were recognised for their high standard of works particularly around environmental impacts management and have been nominated for an award by the Regional Council.



Picture 1: Completed twin culvert replacement at Rotowaro Road

A number of slips have occurred during the recent spell of poor weather. At present all of these sites are being monitored and specialist geotechnical advice sought to plan remedial works.

Maintenance

There are currently four graders working on the network undertaking maintenance after the recent wet weather. 4,500 tonnes of metal has been supplied, laid and rolled in the last three weeks.

There was a total of 1752km of grading undertaken in the 2015-16 year – this is equivalent to almost three rounds of grading on the unsealed network.

The unsealed network has had significant amount of effort put in during the last financial year, however some of the legacy issues have slowed the progress down.

Footpaths works recently completed are as follows:

- Miranda Road (Mangatangi)
- Nihinihi Road (Raglan)
- Uenuku Street (Raglan)
- Bedford Road/Horotiu Road (Te Kowhai)

The Newell Road/Devine Road intersection safety extension is also complete.

17 tonnes of litter were collected in June – this figure is from the emptying of public rubbish bins and also loose litter/dumping. The Alliance Maintenance team is working with the WDC Monitoring team around this.

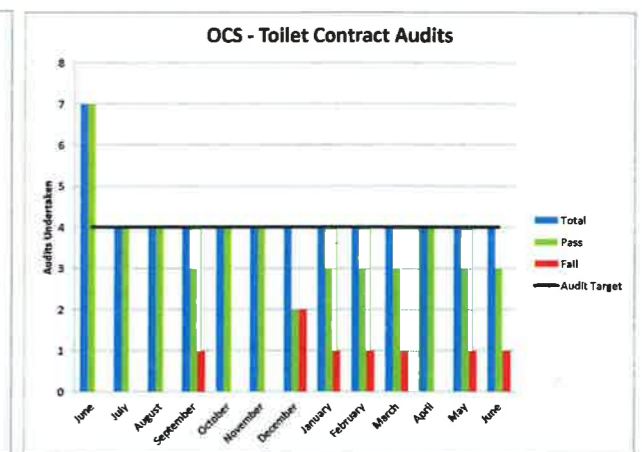
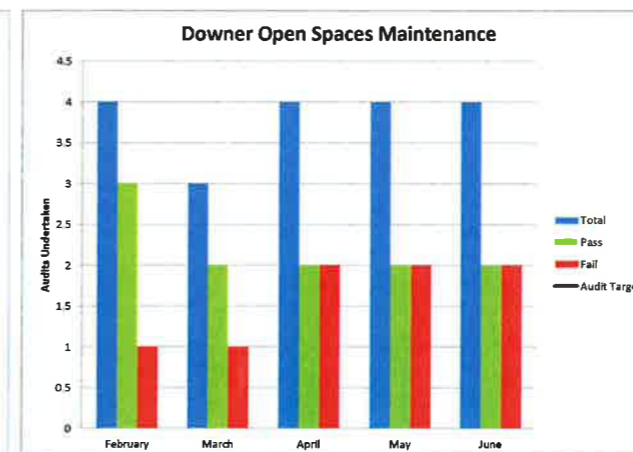
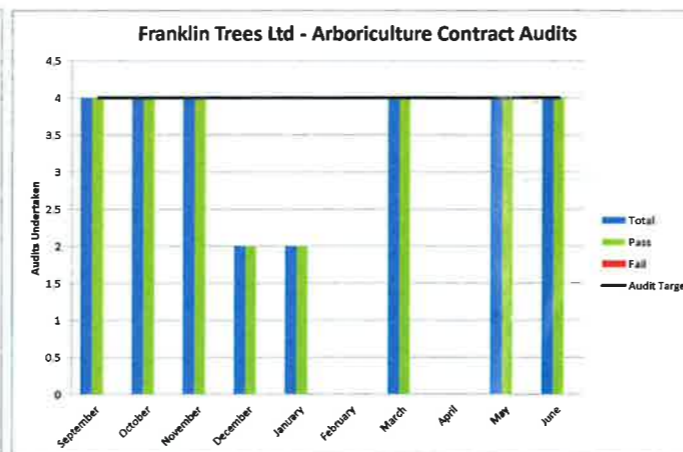
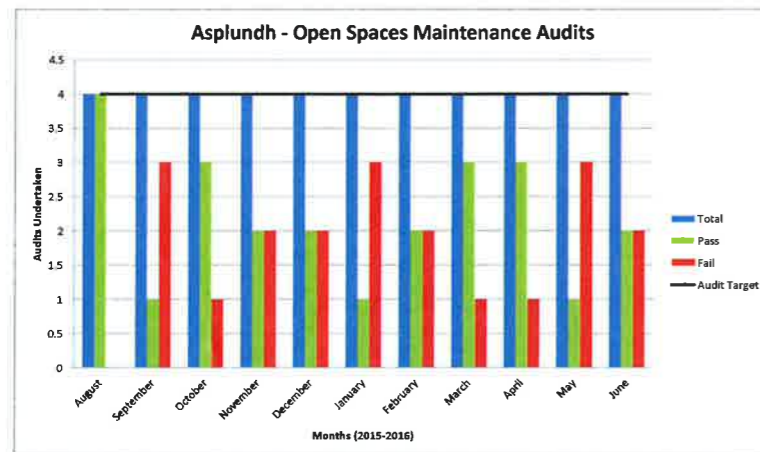
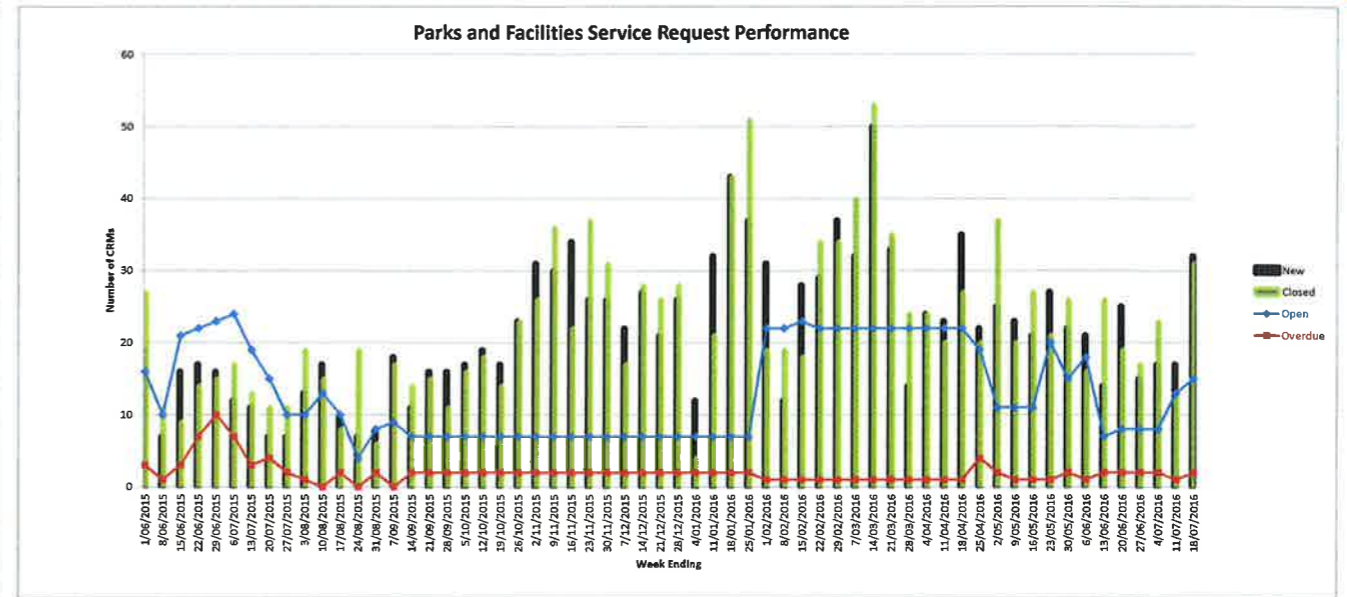
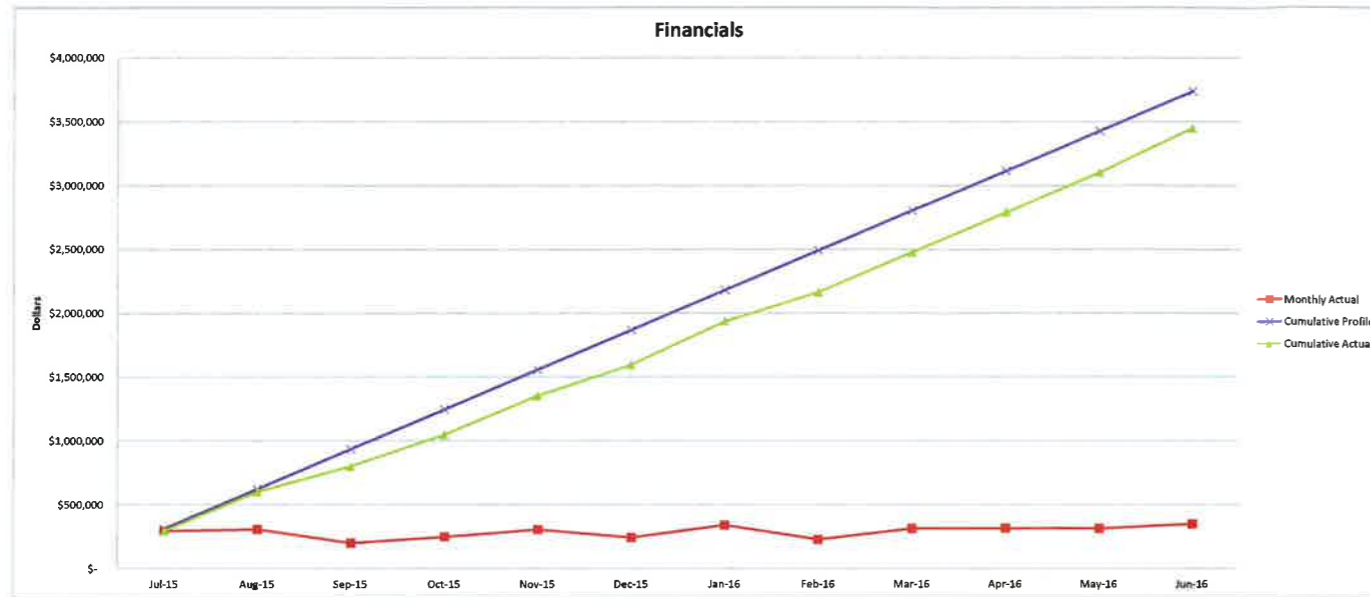
Upcoming Events

S.No	Event Name	Roads Affected	Event Date	Road Closure	TMP Status
1	Counties Manukau Cycling Event	Aka Aka Rd, Aka Aka Church Rd, Otaua Rd, Hoods Landing, Maioro Rd, Forestry Rd and Ghezze Road.	23-Jul-16	No	TMP Approved
2	Tuakau Fun - Run Event	George Street	31-Jul-16	Yes	TMP Under Review
3	Karioi Classic Cycle The Mountain	Whaanga Road, Te Hutewai Road, Ruapuke Road, Tukurimu Road and Waimaori Road	31-Jul-16	Yes	TMP Under Review
4	10th Annual Koroneihana	River Road	17 - 21 August 2016	Yes	TMP Under Review

Activity Dashboard Report

Programme : Open Spaces Operations
 Manager: Gordon Bailey

Date: Jul-16
 Version: Final



Comments:

CRM Performance:

There has been a reduction in CRMs over the past month. The majority of new CRMs are for minor maintenance items and storm damage. Staff are working hard to resolve all CRMs within the allotted time frames.

Financial:

The current monthly cumulative actual of \$3,449,475 is less than the cumulative profile of \$3,739,029.

Audits: Asplundh (Open Spaces Maintenance Contract)

The contract specifies a minimum of four audits per month and a pass mark of 90% and above. Asplundh audits have averaged 88% over June. The highest audit scored 90% and the lowest scored 86%.

Audits: Franklin Trees (Arboriculture Maintenance Contract)

The contract specifies that 4 audits be undertaken each month. The audit pass mark is 95% and above. Franklin Trees audits averaged 100% over June.

Audits: OCS (Public Facilities Cleaning Contract)

The contract specifies that 10% of the Public Cleaning Contract shall be audited each month. An audit pass mark is 90% and above. OCS audits averaged 90% over June. The highest audit scored 91% and the lowest scored 85%.

Audits: Downer (Open Spaces Maintenance Contract)

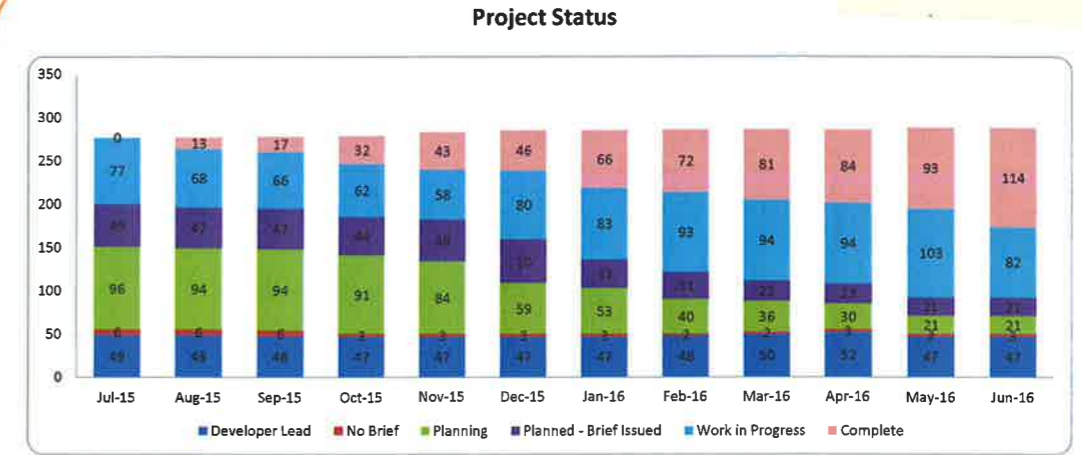
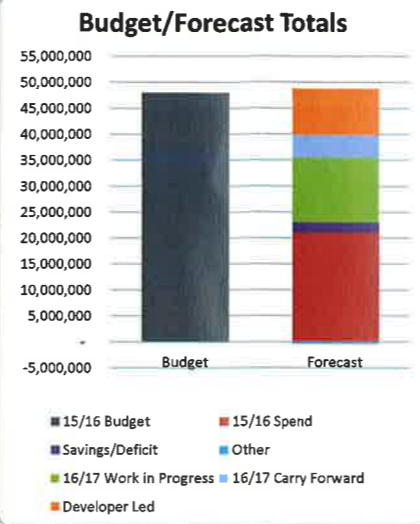
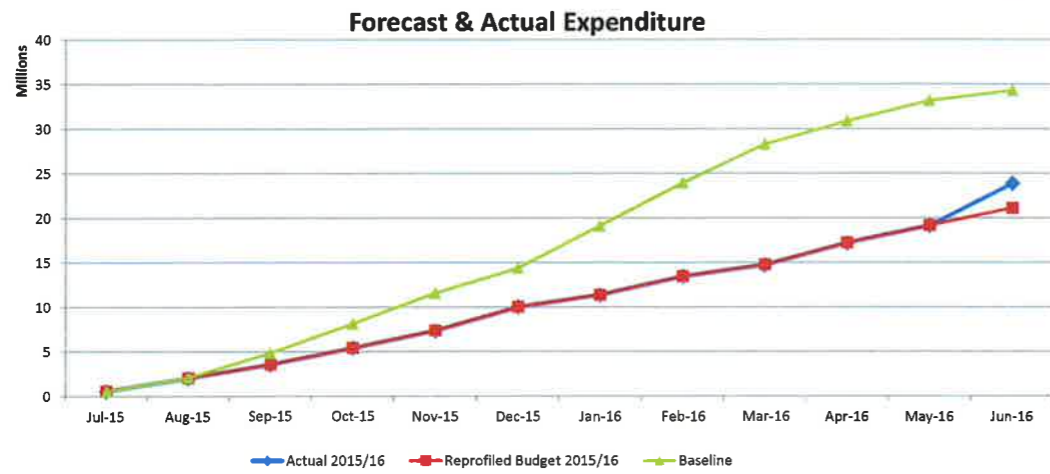
It has been agreed with the contractor for this interim contract that joint inspections/audits will be undertaken on a regular basis to assess performance. A pass mark is set at 90%. During the June period the highest audit mark was 94% and the lowest 80%.

Activity Dashboard Report

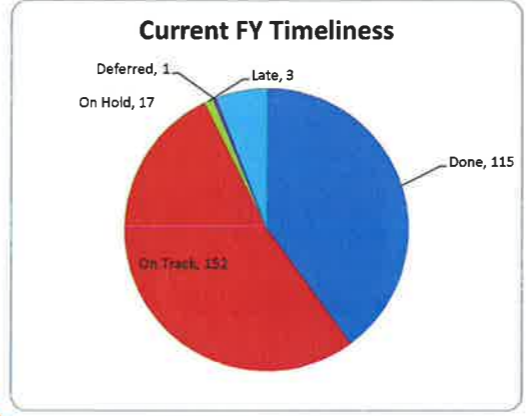
Programme : Programme Delivery, Waters and Parks & Facilities
Manager: Tim Harty

Date: June 2016
Version: Final

Inf. Committee



Programme/Manager	Annual Budget	Profiled % to Date	Actual % to Date	Profiled (\$000's) to Date	Actual (\$000's) to Date	Variance Status
Three Waters - Planning	9,198	25%	36%	2,306	3,274	Over Budget
Three Waters - Operations	2,259	96%	99%	2,168	2,240	Under Budget
Parks and Facilities - Planning	5,422	12%	14%	626	736	Over Budget
Parks and Facilities - Operations	2,966	85%	86%	2,507	2,541	Under Budget
Programme Delivery	28,224	47%	48%	13,144	13,508	Under Budget
TOTAL WAF CAPITAL WORKS	48,069	43%	46%	20,751	22,299	Over Budget



Comments:
Done - 115 projects have been completed (includes those carried forward from 2014/15).
On hold - 17 projects are on hold pending decisions re works being undertaken e.g. Huntly Hall.
Late - 3 projects have been identified as late - Water Retic Renewals, Land purchase for Hopuhopu Reservoir and DW Water Loss
Deferred - 1
On track - 152 projects are on track to be completed or will be Work In Progress into 2016/17.

Comments:
FORECAST & ACTUAL EXPENDITURE
 - \$1.969m out of a total budget of \$47.3m was forecast to be spent in June 2016. Actual expenditure was \$4.744m. Total spend to YTD \$22.29m against forecast of \$20.751m included in the spend this month is the purchase of the premises on Brownlee Avenue, Ngaruawahia
FORECAST/BUDGET TOTALS
 - 2015/16 Developer Led - \$8.9m has been identified to be dependant on developers, land purchases and customer requests
 - 2015/16 Work in Progress \$12.49m (\$6m reservoirs and pipeline) and predicted Carry Overs \$ 4.34m (Pokeno WW Phase II, Tuakau Animal Control Facility, Ngaruawahia Investment Property are the large items)
CARRYFORWARDS
 63 Projects that were carried forward from 14/15 have been completed, with 26 currently in progress



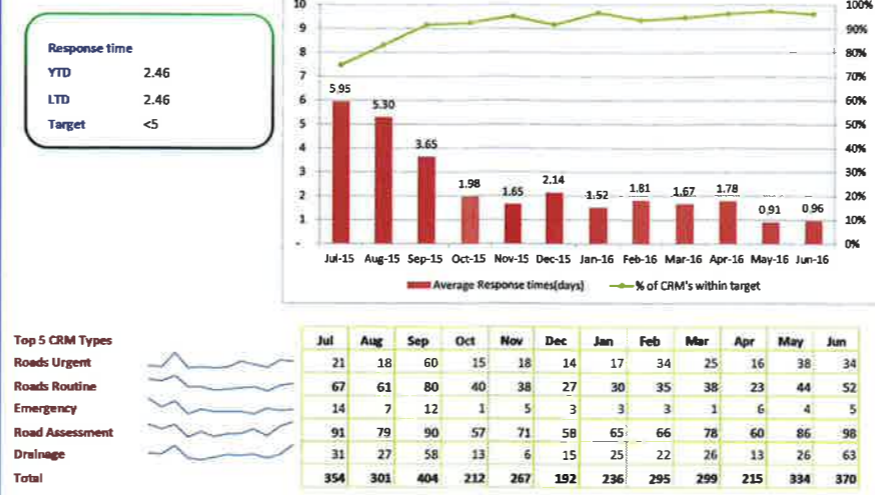
- one incident in June - sediment discharge due to heavy rainfall

WAIKATO DISTRICT ALLIANCE DASHBOARD - June 2016

ZERO HARM



SERVICE REQUEST MANAGEMENT



NETWORK INDICATORS

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
Litter collected (tn)	19	20	12	14	13	14	13	13	14	15	15	17	180
Edge marker post(ea)	-	13	744	189	2	58	69	166	46	215	135	89	1,726
Sign renewals (ea)	87	438	485	339	86	45	54	14	37	14	78	65	1,742
Potholes filled (ea)	5	64	175	83	60	76	156	61	169	124	258	470	1,701
Edgebreak repair (m)	-	55	151	576	566	197	13	14	72	177	117	48	1,985
Unsealed grading (km)	97	225	248	205	116	116	61	136	125	146	121	157	1,752
Watertable clean (km)	11.3	5.7	4.6	3.2	2.6	1.3	2.7	0.4	0.5	0.1	2.7	1.0	36.1
Vegetation mowing (km's)	-	-	-	672	677	445	813	962	866	937	1,003	97	6,472
Sweeping (tn)	31	89	163	47	58	21	47	31	35	31	40	56	649

SLIP MITIGATION WORKS - STATUS

Slip Name	Geotech	Options R	Design	Construct	Complete
Ohautira Road RP 2.1	█	█	█	█	█
Te Akau South Road RP 9.67	█	█	█	█	█
Te Akau South Road RP 3.23	█	█	█	█	█
Highway 22 RP 35	█	█	█	█	█
Ruakiwi Road RP 10.1	█	█	█	█	█
Ruakiwi Road RP 10.2	█	█	█	█	█
Waingarua Road RP 10.3	█	█	█	█	█
Tuakau Br-P/Wiko RP6.6	█	█	█	█	Monitoring
Tuakau Br-Port Wiko Rd RP13	█	█	█	█	Monitoring
Waikaretu Valley Road RP 1	█	█	█	█	█
Waikaretu Valley Road RP 2	█	█	█	█	█
Onewhero - Tuakau Br RP 4	█	█	█	█	█
Koheroa Road RP 3.3	█	█	█	█	█
Baln Road RP 3.07	█	█	█	█	Monitoring
Hetherington Road RP 20	█	█	█	█	█
Matakitaki Road Rp 0.4	█	█	█	█	█

PAVEMENT REHABILITATION SITE WORKS

Site name	Options	Testing	Design	Construct	Complete
Baln Road	█	█	█	█	█
Highway 22	█	█	█	█	█
Couch Road	█	█	█	█	█
Hooker Road	█	█	█	█	█
Storey Road	█	█	█	█	█
Glen Murray Road 1	█	█	█	█	█
Port Waikato-Waikaretu Rd	█	█	█	█	█
Wily Rd	█	█	█	█	█
Davies Road	█	█	█	█	█
Hakanoa St	█	█	█	█	█
Poken Rd III (East by School)	█	█	█	█	█
POKENO RD I & II	█	█	█	█	█
River Rd I, II, III, & IV	█	█	█	█	█
Glen Murray Rd II	█	█	█	█	█
Highway 22 I	█	█	█	█	█
Pickering Rd	█	█	█	█	█
Onewhero - Tuakau Br RP 4	█	█	█	█	█

FINANCIAL SUMMARY YEAR TO DATE



KEY PERFORMANCE INDICATORS

- Zero Harm** ● There were no injuries presented in June or July.
- Customer** ● There were 370 service requests received by WDA during June, with an average response time of a day. 96% of requests were completed/resolved within target timeframes.
- Financial** ● The overspend for 2015-16 equates to 1.4% of the total annual Alliance budget. Key drivers were pre-reseal repairs and area wide treatments.
- Team** ● Work continues to establish the Alliance into the Brownlee Avenue Depot, with the Maintenance team due to commence occupation from 20 July.
- Risk** ● The Risk Register has been reviewed and populated with the risks identified in a recent workshop.
- Quality** ● Post-completion audits are currently being undertaken by the Quality team, inclusive of street lights, reseals and renewals sites.
- Bright Ideas/Innovation** ● A new inspection form has been rolled out to the Alliance staff for Zero Harm inspections. This form covers permits, PPE, hazard identification and environmental controls. These help us ensure that our sites are the best and safest that they can be.

Key

- MTI - Medical Treatment Injury
- Near miss - Event that could have the potential to cause harm
- FAI - First Aid Injury
- SBC - Safety Behavioural Conversation

TMP/CAR - Number of TMP/Corridor Access Requests Received

WAIKATO DISTRICT COUNCIL 3 WATERS COMPLIANCE

Site	2016-17 Internal Check												Historic Compliance												Emerging Resource Consent Issues 2016-17				Emerging Drinking Water Standards Issues 2016-17													
	Q3			Q4			Q1			Q2			2015-16				2014-15				2013-14																					
Level of Service	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5	WRC	DWSZ	Part 4	Part 5						
Water	NGARUAWAHIA	Full												High Level	C	C	NR	NR	C	C	High Level					Full													Q3 data available via SCADA to determine compliance with Part 5, previously not reported			
	HUNTLY	Full												High Level	C	C	NR	NR	C	C	High Level					Full													Q3 data available via SCADA to determine compliance with Part 5, previously not reported			
	RAGLAN	High Level												Full	C	C	NR	NR	C	C	High Level					High Level													Q3 data available via SCADA to determine compliance with Part 5, previously not reported. Minor instrumentation issues			
	TE KAUWHATA	Full												Full	C	C	NR	NR	C	C	High Level					Full													Q3 data available via SCADA to determine compliance with Part 5, previously not reported. Minor plant programming issues			
	TE AKAU	High Level												Full	C	C	NR	NR	NR	NR	High Level					High Level													Moving to section 10 compliance, WSP implementation complete, application in			
	PORT WAIKATO	High Level												High Level	C	C	NR	NR	NR	NR	High Level					High Level													Moving to section 10 compliance, WSP implementation complete, application in			
ONEWHERO	High Level												Full	C	C	NR	NR	NR	NR	High Level					High Level													Moving to section 10 compliance, WSP implementation complete, application in				
Wastewater	NGARUAWAHIA	Full												High Level							High Level					Partial																
	HUNTLY	Full												High Level							High Level					Partial																
	RAGLAN	Full												High Level							High Level					High Level																
	TE KAUWHATA	Full												High Level							High Level					Full																
	TAUWHARE	Full												High Level							High Level					Partial																
	TE KOWHAI	High Level												Partial							Partial					High Level													High discharge volumes, Investigating SW to WW connection in the area			
	MEREMERE	High Level												Partial							Partial					Partial												Continuing high I&I resulting in discharging outside of consented hours				
	MARAMARUA	Full												High Level							High Level					High Level																
MATANGI	Full												Partial							High Level					High Level																	
Stormwater	RAGLAN	As per the SW Management Plan												Full						Full					Full																	
	HUNTLY	As per the SW Management Plan												Full						Full					Full																	
	NGARUAWAHIA	As per the SW Management Plan												Full						Full					Full																	
	TE KAUWHATA VILLAGE	As per the SW Management Plan												Full						Full					Full																	
Backwash	TE KAUWHATA	High Level												High Level						High Level					High Level														Discharge volumes not measured, flow meters have been purchased			
	TKWA	High Level												High Level						High Level					High Level													Discharge volumes not measured, flow meters have been purchased				
	HUNTLY	High Level												High Level						High Level					High Level													Discharge volumes not measured, flow meters have been purchased				
	NGARUAWAHIA	High Level												High Level						High Level					High Level													Discharge volumes not measured, flow meters have been purchased				
Landfill	PARKER LANE	Partial												Partial						Partial					Partial																	
	ELBOW	Partial												Partial						Partial					Partial																	
	TE KAUWHATA	Partial												Partial						Partial					Partial																	
	HUNTLY	Partial												Partial						Partial					Partial														Leachate discharge volume			
	RAGLAN	Partial												Partial						Partial					Partial													Leachate discharge volume				

WRC KEY

Full	Full Compliance – All conditions with limits or direct controls have been complied with. A small number of minor technical non-compliances may have occurred.
High	High Level of Compliance – There has been a low priority non-compliance and/or several low priority non-compliances.
Partial	Partial Compliance – There has been a medium priority non-compliance and/or several low priority non-compliances.
Sig. Non	Significant Non-Compliances – There has been a high priority non-compliance and/or several medium priority non-compliances.
A shaded cell with a term indicates an audit or check was actually carried out for this period. A 'blank' shaded cell indicates that an audit was not undertaken during this period.	

DWS KEY

C	Compliant with applicable drinking water standards
NC	Non-Compliant with applicable drinking water standards
NR	Not reported
DWSZ	This category measures distribution zone compliance, criterion 6A, 6B or participating supply
Part 4	This category measures bacteriological compliance with DWS for a treatment plant
Part 5 (PS-Q1, Q2, Q3, Q4)	This category measures protozoa compliance with DWS for a treatment plant

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	20 July 2016
Prepared by	Michelle Smart Property Officer
Chief Executive Approved	Y
DWS Document Set #	1555615
Report Title	Tamahere Reserve Classification

I. EXECUTIVE SUMMARY

Council has completed the subdivision of land at 61 Devine Road Tamahere in connection with the Tamahere Recreation Reserve and Village Hub Development.

The unnamed, unformed road, off Devine Road has now been declared stopped, and ceases to have the status of a legal road.

Three separate parcels of land were created from the road stopping, and the boundaries of each land parcel align with the land parcel boundaries created as a result of the subdivision of 61 Devine Road.

It is intended that the Section 2 SO 496298 be amalgamated with Lot 4 DP 493406 to form the Village Hub development. A separate process is underway for the issue of one new certificate of title for both parcels of land.

It is further intended that Section 3 SO 496298 be amalgamated with Lot 1 DP 493406 to become Local Purpose (sewerage treatment) Reserve; and that Section 4 SO 496298 be amalgamated with Lot 2 DP 493406 to become Recreation Reserve.

It is now desirable to bring the parcels of land, intended for use as reserves, into uniform legal status.

This report makes recommendations as to the sections of land that are to be declared reserve; and that are to be classified reserve in accordance with the Reserves Act 1977.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT pursuant to s16(2A) Reserves Act 1977 that Lot 1 DP 493406 comprising 3241 square metres comprised in CT 719557 be classified as Local Purpose (sewerage treatment) Reserve;

AND FURTHER THAT pursuant to s14 Reserves Act 1977 that Section 3 SO 496298 comprising 1477 square metres be declared to be Local Purpose (sewerage treatment) Reserve;

AND FURTHER THAT pursuant to s14 Reserves Act 1977 that Lot 2 DP 493406 comprising 2.9076 hectares comprised in CT 719558 and Section 4 SO 496298 comprising 937 square metres be declared to be Recreation Reserve.

3. BACKGROUND

Council has completed the subdivision of land at 61 Devine Road Tamahere in connection with the Tamahere Recreation Reserve and Village Hub Development (Refer Attachment 1 DP 493406).

In November 2014 it was resolved (INF 1411/06/8) that the unnamed, unformed road off Devine Road be declared surplus to Council's roading requirements, and that the road be stopped in sections, utilising the provisions of the Local Government Act 1974, with the sections of land resulting from the road stopping to remain in Council ownership for incorporation into the Tamahere Recreation Reserve and Village Hub development.

The unnamed, unformed road separated the Council land at 61 Devine Road from the adjacent Crown owned land which is under the jurisdiction of the Ministry of Education, and which comprises Tamahere Playcentre and Tamahere Model Country School.

The unnamed, unformed road is shown on Survey Office Plan 496298 (Refer Attachment 2 SO Plan 496298).

The Local Government Act 1974 road stopping procedure provides for a publically notified process which involves notices being published in the newspaper, and being erected at each end of the road that is proposed to be stopped. The process provides for objections and submissions relating to the proposal. The public notification of the proposal to legally stop the road satisfies both the legislative requirements and the requirements of Council's Significance & Engagement Policy. Notices were placed in the Waikato Times on 7th and 14th April, and no objections or submissions were received at the closing time of 4.00pm Tuesday 17th May 2016.

In accordance with the Tenth Schedule of the Local Government 1974, by notice placed in the Waikato Times on 19th May 2016, Sections 2, 3 and 4 on Survey Office Plan 496298 were declared to be stopped. The land ceases to have the status of a legal road.

Village Development:

Application has been made to Land Information New Zealand ("LINZ"), for an amalgamated certificate of title to issue for Section 2 SO 496298 and Lot 4 DP 493406 which will form the Village Hub development.

In December 2015 Council resolved (WDC 1512/13/3) that Section 2 SO 496298 and Lot 4 DP 493406 be declared surplus to Council's requirements and that the land be transferred to Foster Develop Limited in accordance with the terms specified in the Heads of Terms and Development Agreement.

Upon receipt of the new amalgamated Certificate of Title for Section 2 SO 496298 and Lot 4 DP 493406 Council will be in a position to effect legal transfer of these parcels of land in accordance with the Agreement.

Land to be used as reserve:

Separate certificates of title will be issued for Sections 3 SO 496298 which are intended to be used as Local Purpose Reserve and for Section 4 Survey Office Plan 496298, intended to be used as Recreation Reserve.

It is now desirable to bring the parcels of land intended to be used as reserve into uniform legal status.

This report recommends that pursuant to:

- i) Section 16 (2A) Reserves Act 1977 that Lot 1 DP 493406 be classified to be Local Purpose (sewerage treatment) Reserve.
- ii) Section 14 Reserves Act 1977 that Section 3 SO 496298 be declared to be Local Purpose (sewerage treatment) Reserve.
- iii) Section 14 Reserves Act 1977 that Lot 2 DP 493406 and Section 4 SO 496298 be declared Recreation Reserve.

4. ANALYSIS OF OPTIONS

4.1 OPTIONS

There are two options available:

Option 1: Council can approve the recommendations of this report to enable the parcels of land intended for use as reserves to be declared reserve, and classified to be reserves (as applicable).

The parcels of land, when declared, and classified to be reserve will become subject to the provisions of the Reserves Act 1977.

The Local Government (Rating) Act 2002 provides at Schedule 1, Part 1(1) (b) that a reserve under the Reserves Act 1977 is non rateable land.

This option is recommended.

Option 2: Council can decline to approve the recommendations of this report.

The land will remain in Council ownership as General Land. The land will be used as reserve according to its intended purpose, but will not have the legal status of a reserve.

As General Land, rates will continue to be levied.

This option is not recommended.

5. CONSIDERATION

5.1 FINANCIAL

The Local Government (Rating) Act 2002 provides at Schedule I, Part I(1) (b) that a reserve under the Reserves Act 1977 is non rateable land.

5.2 LEGAL

Section 14 Reserves Act 1977 provides that the Local Authority may declare land vested in it to be a reserve.

Section 16 Reserves Act 1977 provides for the classification of reserves.

Section 16(2A) Reserves Act provides that where a reserve is created under Part 10 of the Resource Management Act 1991, that the Local Authority shall by resolution classify the reserve according to its principal or primary purpose.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The Tamahere Village Zone was created through a District Plan Change, which was publicly notified.

Schedule 23B and 28A of the Tamahere Village Design Guide, provides development guidelines as referenced in the Waikato District Plan. The Tamahere Village is a key aspect of realising the structure plan for the Tamahere area, and the Heads of Terms capture the negotiated terms of the development proposal.

Foster Develop Limited has agreed to liaise with Council and the Tamahere Community Committee to facilitate the finalisation of the development master plan and building design, in keeping with the intent of the Boffa Miskell master plan, which forms part of the Design Guide.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Significance & Engagement Policy provides at Schedule I a list of Waikato District Council's strategic assets, which identifies Reserves listed and managed under the Reserves Act 1977 to be strategic assets.

The Policy requires Council to take into account the degree of importance and determine the appropriate level of engagement, as assessed by the local authority of the issue, proposal, decision or matter, in terms of the likely impact on and consequence for:

- (a) The district or region.
- (b) Any persons who are likely to be affected by, or interested in, the issue, proposal, decision or matter.
- (c) The capacity of the local authority to perform its role, and the financial and other costs of doing so.

The Policy provides at Schedule I a list of Waikato District Council's strategic assets that Council needs to retain to maintain its capacity to achieve or promote any outcome that it determines to be important to the current or future well-being of the community

Schedule I identifies reserves listed and managed under the Reserves Act 1977 to be strategic assets.

The parcels of land, if declared, and classified to be reserve will become subject to the provisions of the Reserves Act 1977.

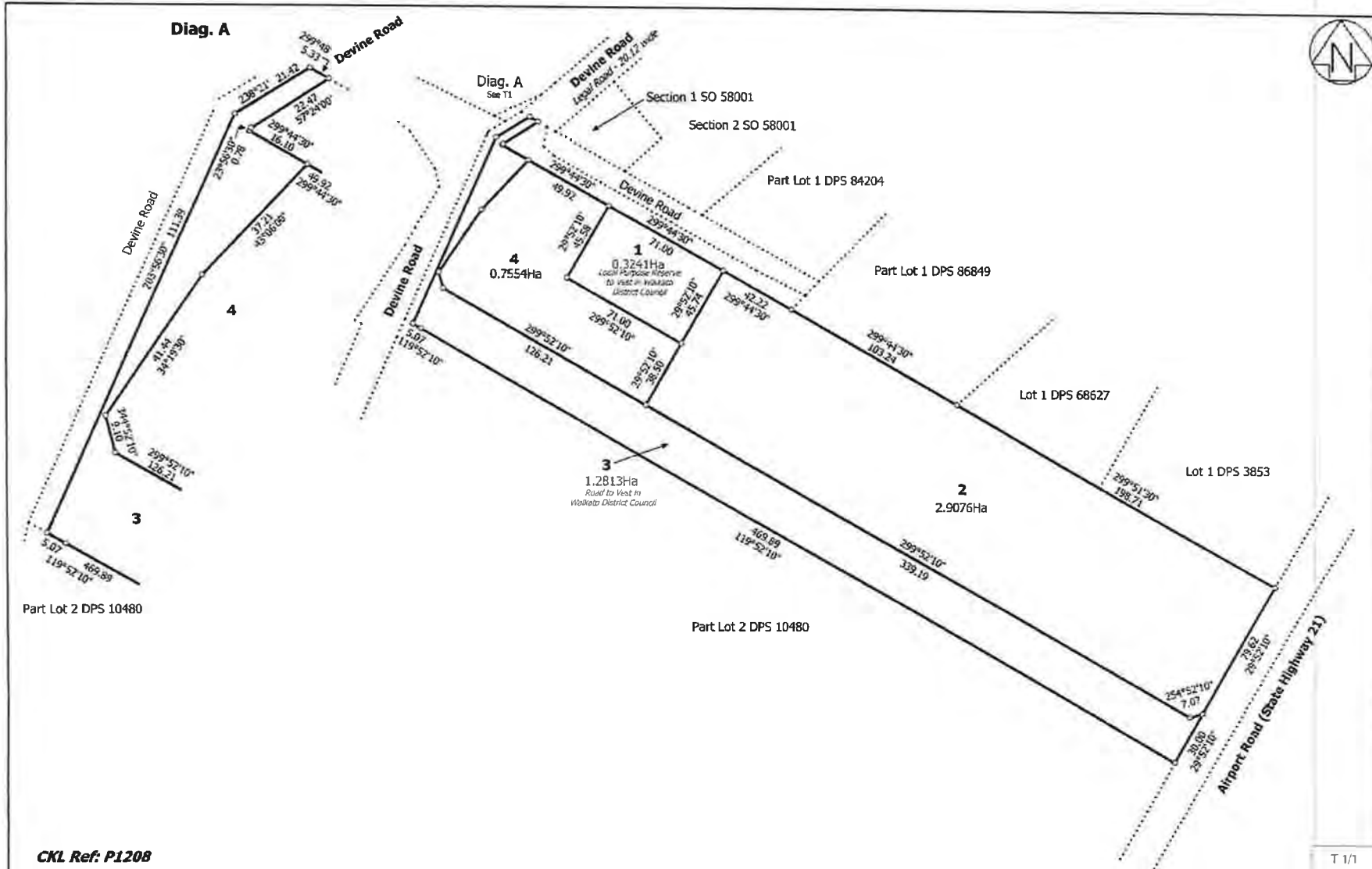
6. CONCLUSION

It is desirable to bring the parcels of land intended for use as a reserve, and which will be incorporated into the Tamahere Sports Park and Village Hub, into uniform legal status.

The recommendations of this report, if approved, will enable those sections of land to be declared, and to be classified in accordance with their principal or primary purpose under the Reserves Act 1977.

7. ATTACHMENTS

- Attachment 1 – DP 493406
- Attachment 2 – SO 496298

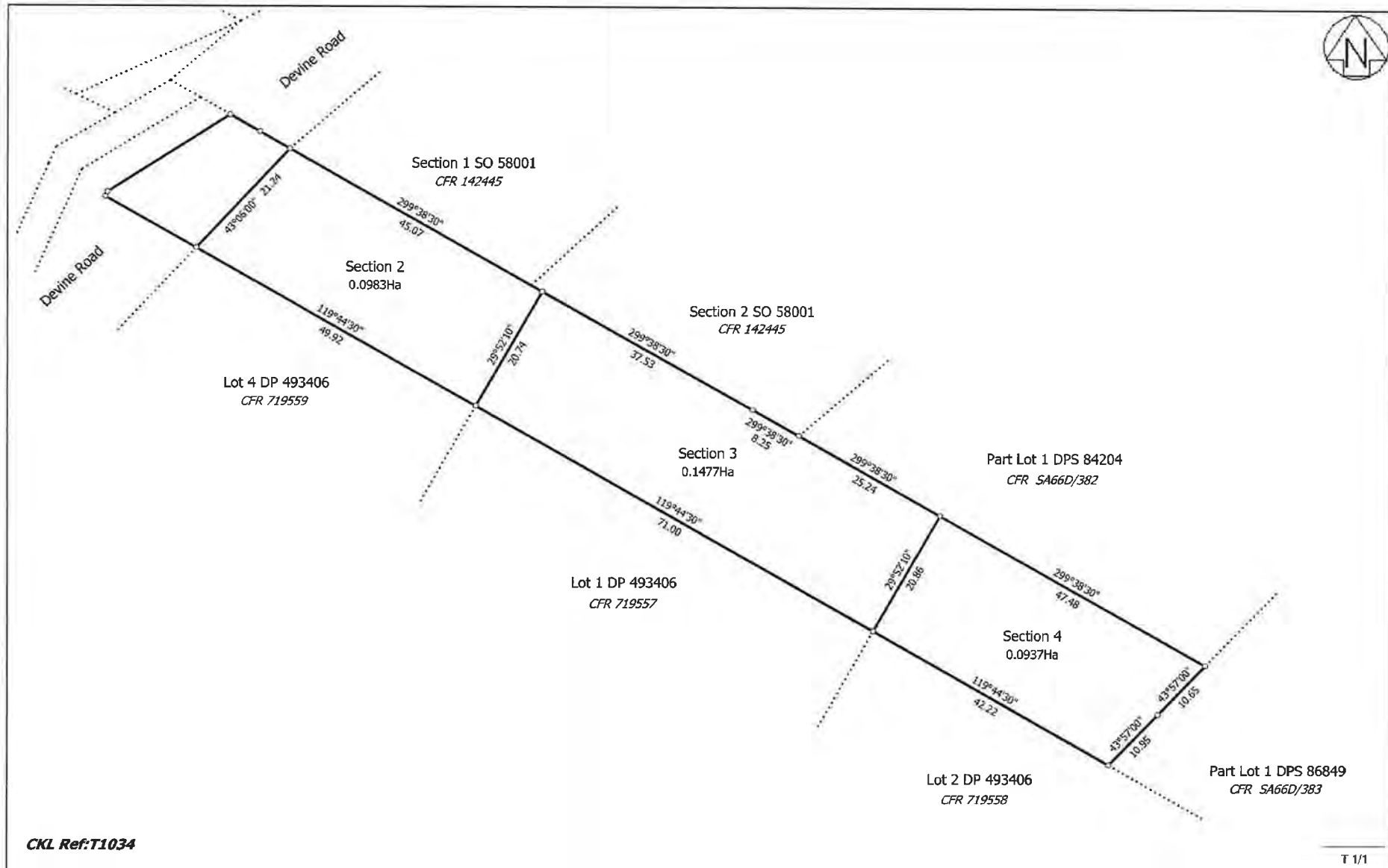


Land District: South Auckland
Digitally Generated Plan
Generated on 11/02/2016 07:14am Page 2 of 2

Lot 1-4 Being a Subdivision of Lot 1 DPS10480

Surveyor: Stuart Norman Lennox
Firm: CKL

Title Plan
DP 493406
Deposited on: 28/01/2016



CKL Ref:T1034

T 1/1

<p>Land District: South Auckland Dataset Type: Parcels without Survey Information Digitally Generated Plan Generated on: 31/03/2016 2:28pm Page 2 of 2</p>	<p>Sections 2-4</p>	<p>Surveyor: Stuart Norman Lennox Firm: CKL</p>	<p>Title Plan SO 496298 DRAFT</p>
---	---------------------	--	---

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	25 July 2016
Prepared by	Jacki Remihana Programme Delivery Manager
Chief Executive Approved	Y
DWS Document Set #	1563681
Report Title	2016/17 District Wide Minor Improvement Programme

1. EXECUTIVE SUMMARY

This report requests approval for the 2016/17 District Wide Minor Improvement Programme (DWMIP) to proceed.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT the 2016/17 works programme be approved.

3. BACKGROUND

The DWMIP was developed as part of the 2012/22 Long Term Plan (LTP) process. There is an approved policy in place that supports the process for project selection. A works programme for 2015/16 year was approved at the Infrastructure Committee meeting on 2 December 2014.

The LTP 2015-2025 provided an annual budget of \$100,000 per year for the DWMIP. In addition, there are carryforwards of \$177,323 from the 2015/16 year, giving a total 2016/17 budget of \$277,323.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The proposed works programme for 2016/17 is provided in Appendix One.

Prioritisation of the projects was based on the policy and further prioritisation criteria was developed at the May 2016 workshop.

The criteria developed is as follows:

- Safety
- LTP projects – would score highly if identified through a submission from an LTP project
- Number of people/submissions supporting the request
- Project size – preference for completing older small projects
- Estimated number of people benefiting from proposal

This year's programme was developed from the balance of the works not yet undertaken in the 2015/16 list plus works from councillors and submissions from the 2015/25 LTP.

Whilst compiling the list of projects staff found that there were no group submissions that fit the criteria of the policy for the DWMIP, therefore the number of people/submissions supporting the request has been omitted from the prioritisation framework. Each of the remaining criteria were weighted as follows:

- Safety – 50%
- LTP projects – would score highly if identified through a submission from an LTP project - 20%
- Project size – preference for completing older small projects – 15%
- Estimated number of people benefiting from proposal – 15%

The list and weightings was supported at the workshop held on 28 June 2016.

There is sufficient budget, based on estimates, to complete the programme as shown in Appendix I. However actual costs may differ so projects will be completed as per prioritisation and will be undertaken in this order until there is no sufficient balance left.

4.2 OPTIONS

There are two options available:

Option 1: Council approve the 2016/17 works programme as proposed.

Option 2: Amend it by adjusting the priority order.

Staff support Option 1.

5. CONSIDERATION

5.1 FINANCIAL

The budget for this works programme is included in the Long Term Plan 2015-25.

5.2 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The allocation of funds from the DWMIP is at the discretion of the Committee.

The DWMIP assists Council to meet its prescribed People and Economy Community Outcomes and goals by provision of services and connected infrastructure.

5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	Funding for the District Wide Minor Improvement Programme has been consulted on through the Long Term Plan process.				

6. CONCLUSION

The District Wide Minor Improvement Programme has delivered many small projects to various communities and the committee is requested to approve the programme for 2016/17.

7. ATTACHMENTS

- Appendix I: Proposed District Wide Minor Improvement Programme 2016/17

APPENDIX ONE - 2016/17

Community	Description of Work	Budget \$	Budget Cumulative Cost \$	Actuals	Actual Cumulative Cost \$	Estimate	Project Owner	PROJECT SCOPE	Safety 50%	LTP sub 20%	Size 15%	Benefit # 15%	Rank	Status	COMMENTS / STATUS	Responsibility	
2016/17 BUDGET			267,323					Opening Balance									
17	Te Kauwhata	TK Saleyards Road seal	30,000	30,000		30,000	Roading	Scoping needed - Area adjacent railway and in front of chip stockpile. Create seal area and possible carparking too?	1	4	3	2	1			Roading	
21	Maramarua/Mangatangi	Mangatangi school – 25km corner; locals constantly requesting footpath, road realignment and speed limitations.	10,000	40,000		10,000	Roading	Additional to subsidised input ex minor improvement budget to provide road improvements. DWMIP to fund footpath through tight corner, probably need to build over piped water table. This will require a lot more investigation to find appropriate solutions but there are two possible options, slight curve realignment and associated safety improvements	1	4	3	2	1	27/4 - aip - Footpath project funded within 2015/16 footpath construction programme. 579m of footpath over three sections scheduled for construction. Budget reduced by \$40k, \$10k estimated for non-footpath ancillary works not defined.		Roading	
29	Whatawhata	Remaining 50m of footpath from the school (on School Rd) to SH39	10,000	50,000		10,000	Roading	Request by Cr Smith on behalf of Whatawhata Residents & Ratepayers Committee (November).	1	4	3	2	1	To be fully scoped		Roading	
31	Puketaha	School car park enhancements (Stage 1 of 2 stages)	50,000	100,000		50,000	Roading	Request from Cr Fulton	1	4	3	2	1	Design		Roading	
32	Te Kowhai	Complete gap in footpath on opposite side of Whatawhata Road from village green. Approx. 50m.	5,000	105,000		5,000	Roading	Request from Cr Smith	1	4	3	2	1	To be fully scoped		Roading	
34	Whatawhata	300m footpath on Horotiu Rd (northern side) from SH23 intersection back towards school. Needs to go beyond the road that leads to the new village café. To enable school children to cross Horotiu Road safely before the SH23/SH39 intersection and link to footpath across Waipa River bridge and new subdivisions off Bell Rd.	27,000	132,000		27,000	Roading	(Cr Smith - From the Whatawhata Residents & Ratepayers Association AGM 9/5/16)	1	4	3	2	1	To be fully scoped	Could be considered as part of the footpath programme if funds available	Roading	
37	Whatawhata	Traffic calming on School Rd due to it being a wide open road, passing the school and it is regularly used by some as a raceway off SH39 into the village. Suggestions included narrowing, chicanes and speed bumps.	25,000	157,000		25,000	Roading	Cr Smith - From the Whatawhata Residents & Ratepayers Association AGM 9/5/16)	1	4	3	2	1	To be fully scoped	These works are subsidisable - could leave in and do under NZTA work programme if possible and funds available	Roading	
38	Taupiri	Footpath created between Taupiri and Hopuhopu	5,000	162,000		5,000	Roading	Cr Gibb through Taupiri Community Committee	2	4	1	2	8	To be fully scoped	For feasibility study, estimated total cost of project \$120,000 - consideration will be given for sectioning it and inclusion in work programme	Roading	
2	Onewhero	Onewhero Community Urban Upgrade - Hall Road	10,000	172,000	0	0	Roading	Part of a larger Hall Rd parking and drainage development project to improve community hall parking.	2	4	3	1	9	Planning	Alternative project to provide more park bays under consideration. Requires school bus stop relocation to west side of road.	Roading	
33	Gordonton	10-15m of footpath to connect existing to around the corner to the toilets	1,350	173,350		1,350	Roading	Request Cr Dynes	3	4	2	1	10	To be fully scoped		Roading	
28	Pukekawa	Picnic/Viewing Area	2,000	175,350		2,000	Parks	Investigate the creation of a viewing point/picnic area within road reserve on Highway 22 near Pukekawa. Views to Tuakau Bridge are afforded from this position (address 402 Highway 22).	4	1	3	2	11	Design	Staff have confirmed pull off area is achievable from safety perspective and will move to design phase.	Parks	
6	Te Kauwhata	Continue the embankment planting along Te Kauwhata Road using an agreed range of plants - ice plants, natives. Enlisting the support of schools, service clubs and sports clubs.	10,000	185,350		0	10,000	Parks and Facilities/Roading	4	3	2	1	12	To be fully scoped	Awaiting completion of NZTA Rooding Project to reassess if planting is still required. 28.06.16 - PROJECT READY TO PROCEED	Roading and Parks	
8	Rangiriri	Rangiriri Urban Upgrade	50,000	235,350	10,166	0	50,000	Roading	Funds to carry forward until Rangiriri Bypass is completed.	4	3	1	2	12	To be fully scoped	Awaiting NZTA expressway construction to advance to a stage when remedial works can be undertaken. 28.06.16 - PROJECT READY TO PROCEED	Roading Assets
18	Tauwhare	Reflect the unique identity of the village by considering some form of icon/sculpture	10,000	245,350		10,000	Parks	Community Development Coordinator will discuss options with the Local Community Committee.	4	3	2	1	12	Under discussion	Lianne Van den Bemd discussing with Sue from community committee	Community Development	
25	Meremere	Reservoir	500	245,850		500	Facilities	This budget would complete the graffiti paintout. The Community Committee have talked of having access to the inside of the old reservoir for storage but this would be a major cost. The other option is demolition at \$40,000.	4	3	2	1	12	Assessment	An assessment will be undertaken to determine the feasibility of developing the reservoir as a museum	Facilities	
39	Te Kowhai	Plant a series of (eco-sourced) kowhai through the village, see attachment. This will continue the themed planting of this iconic tree which lends its name to our village and district (locals have planted some 3,000 kowhai in their gardens and along the Te Otamanui Walkway to date). The reason that the community group let this initiative lapse was the planting of these on the road verges was not possible under (the former) Transit NZ's control of Horotiu Road. We would plant kowhai along the verges of the village – in set-back positions (eg in front of the two churches) where sight lines and parking are not interrupted. The actual sites could be submitted to WDC's Parks & Reserves for approval. The community will plant the trees and erect the protectors (the planting could be another of our 'kowhai kids' event with Te Kowhai School pupils).	2,000	247,850		2,000	Parks	20 kowhai trees (\$10 ea) 20 galvanised or powder coated protection frames. 40 posts (\$20) \$100 per unit X 20 units = \$2,000 - Te Kowhai Community Group, Graham McBride – Cr Smith	4	3	1	2	12	Identification of sites		Parks	

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	20 July 2016
Prepared by	Tony Peake Asset Engineer
Chief Executive Approved	Y
DWS Document Set #	1547477
Report Title	Approval of Proposed Te Kauwhata Community Committee Road Name List

I. EXECUTIVE SUMMARY

This report seeks the Committee's approval of the proposed road name list prepared by the Te Kauwhata Community Committee.

The list has been checked by staff against the Road Naming Policy and some names are not recommended for inclusion on the approved list.

This report recommends the Committee considers the name options presented and resolves to approve a list of names for road naming purposes in the Te Kauwhata area.

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT the Committee resolves that the June 2016 "Approved Road Name List" for Te Kauwhata is restricted to the following thirty-one names: **Albur, Ballantyne, Bonnie Brae, Cabernet, Chardonnay, Chasseur, Clinton, Harvest, Labrusca, Noverma, Penona, Pinotage, Romeo, Rylstone, Syrah, Vinifera, Vivant, Korari, Ngaro, Roseway, Bittern, Crake, Fernbird, Carley, Cecil George, Gilbert Powley, H. Masson, Ken Nobbs, Reginald Hartland, Maggie, and Raranga.**

3. BACKGROUND

A list of suggested road names suitable for posting within the Te Kauwhata area has been prepared by the Te Kauwhata Community Committee.

Staff have now reviewed the list and excluded duplications and names with sound similarity issues.

Some names remaining on the reviewed list are duplications of existing names in Hamilton City and Auckland Council. In these cases, the road title will not be duplicated. Staff consider adopting an alternative road title and requiring considerable travel distance between name duplications will assist emergency services to distinguish.

In the case of Te Kauwhata, no duplications of existing South Auckland or Waikato District names remain on the recommended name list.

In the case of Te Kauwhata, the wine theme has provided a useful distinction to the names chosen for listing.

This report is submitted in accordance with section 2.1 of the Road Naming policy.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The following table provides a list of recommended names, background to the name choice, an indication of any potential duplication or sound similarity issues, and nominates any excluded road titles:

ID	Name	Background	Location of duplicate or similar sounding name in NZ	Classification on exclusions
Wine Theme				
1	Albur	Early wine label (property or orchard name)	None	None
2	Ballantyne	Made by Clyde Ballantyne	None	None
3	Bonnie Brae	Made by H Masson	Auckland Central	Road
4	Cabernet	Reflects Vineyards	Hamilton, West Auckland	Close, Crescent
5	Chardonnay	Reflects Vineyards	None	None
6	Chasseur	Reflects Vineyards	None	None
7	Clinton	Early wine label –made by Clyde Ballantyne	None	None
8	Harvest	Wine label made by H Waterhouse	West Auckland	Drive
9	Labrusca	Grapes planted in NZ 1900s	None	None
10	Noverma	Early wine label – made by Reginald Hartland	None	None
11	Penona	Early wine label - made by Cecil George	None	None
12	Pinotage	Reflects Vineyards	West Auckland,	Place

ID	Name	Background	Location of duplicate or similar sounding name in NZ	Classification on exclusions
			Napier	
13	Romeo	Early wine label - "Romeo Bragato"	Stratford, Whitianga	None
14	Rylstone	Early Wine Label – made by H Waterhouse	None	None
15	Syrah	Reflects vineyards	West Auckland, Napier	Crescent
16	Vinifera	Grape variety planted now	None	None
17	Vivant	Reflects Vineyards	None	None
Plant Theme				
18	Korari	Flower of harakeke	Auckland Central	Street
19	Ngaro	Tall variety used in	South Taranaki	None
20	Roseway	Reflects roses	East Auckland	Place
Bird Theme				
21	Bittern	Whangamarino is their habitat	None	None
22	Crake	In Whangamarino	None	None
23	Fernbird	In Whangamarino	West Auckland	Place
Notable Persons Theme				
24	Carley	Family name from 1800s Taniwha and Waerenga area	None	None
25	Cecil George	Early TK winemaker	None	None
26	Gilbert Powley (either/or)	Mentioned by many for his voluntary work.	None	None
27	H Masson	Early TK winemaker	None	None
28	Ken Nobbs	Internationally acclaimed rose breeder	None	None
29	Reginald Hartland	Early TK winemaker	None	None
Other TK Themes				
30	Maggie	TK developer significant family name.	Hamilton, Western Bay	Place
31	Raranga	Weaving theme	None	None

4.2 OPTIONS

The following themed table lists the potential road names staff recommend as unsuitable to be included on the approved list. These names may be reconsidered again for inclusion by the Committee:

Name	Background	Location of duplicate or similar sounding name in NZ
Andrews	Assisted with planting and first wine making under Bragato	WDC
Bluebell	Wine made by Cornelius Moorfield	WDC – Te Kauwhata (already approved)
Bordeaux	Reflects Vineyards	WDC – Te Kauwhata (already approved)
Bragato	Pioneer viticulturalist in Te Kauwhata (historic)	WDC – Te Kauwhata (already approved)
Isabella	Origin of the black Albany surprise grape grown in TK.	South Auckland
Lakeview	Early TK wine label – made by Harry Travers	WDC
Muscat	The green grape commonly grown	Sound similarity issue with Mystic - WDC
Palmer	Govt pomologist for the Dept of Ag planted the first grapes	Two existing Waikato duplicates located in Hamilton and Te Awamutu
Pukeroa	Early wine label - made by Campbell Henderson	South Auckland
Rongopai	Early wine label - made by Louis Gordon	WDC – Te Kauwhata (already approved)
Harakeke	Flax grown around rivers and wetlands	WDC
Korimako	Bellbirds feed on korari	Two existing Waikato duplicates located in Hamilton and South Waikato. One further duplicate located in Auckland.
Pukeko	Bird theme, Many around the area	WDC

5. CONSIDERATION

5.1 FINANCIAL

All costs are being met by developers.

5.2 LEGAL

Nil

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Community Board consultation around private road naming has been undertaken in accordance with Council policy and standard operating procedures.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This matter is not considered to be significant in terms of Council's significance policy.					

Planned	In Progress	Complete	
		Yes	Internal
		Yes	Community Boards/Community Committees
No			Waikato-Tainui/Local iwi
No			Households
No			Business
Yes			Adjoining TLA's.

6. CONCLUSION

The Committee should now be able to confirm an "Approved 2016 Te Kauwhata Road Name List" to satisfy the current requests for new road names from developers.

7. ATTACHMENTS

Nil.

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	20 July 2016
Prepared by	Tony Peake Asset Engineer
Chief Executive Approved	Y
DWS Document Set #	1557680
Report Title	New Road Name Proposal at Henry Road, Hukanui

I. EXECUTIVE SUMMARY

This report seeks the Committee's support of a developer's proposal to name a new road located off Henry Road, Hukanui.

The developer has proposed the name Komak for the new road. Enclave has been supported by the Ward Councillor for the name of the new ROW associated with the development. This name has been approved under delegated authority.

This report recommends the Committee supports the developer's proposals.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT the Infrastructure Committee approves naming the new road located within the Future Developments Ltd subdivision Komak Road.

3. BACKGROUND

About eight years ago, Future Developments Ltd constructed a road off Henry Road to service a subdivision within the McConnell family property. The road leads on to a ROW at the rear of the subdivision.

The short length of new public road was constructed to provide access into six new rural Lots and connect to a ROW. The ROW provides access to a further eight rural lots.

Housing construction has started and new owners require Council to provide addresses and RAPID numbers for their properties.

The original developer's subdivision proposal included naming the Road as Red River Drive and the ROW Enclave Lane. The Red River Drive proposal for the road was rejected by both staff and the Ward Councillor due to name similarity with Redbrook (adjacent) and Redwood (Tamahere) and the "Drive" category does not correctly describe a short rural cul de sac. Subsequently the developer proposed Komak for the road name and the Hukanui/Waerenga Ward Councillor has considered this proposal and approved forwarding the road name Komak to this Committee for consideration.

Enclave has been approved under delegation as a suitable name for the ROW by Roading staff.

Section 2.3(b) of the Road Naming Policy requires the Infrastructure Committee to make a final decision on road name applications for roads located outside a Community Board/Committee area.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The developer has the following reasons for name selection:

- a) Komak and Enclave are brief geography themed names and easily pronounced.
- b) There are no bordering TLA name conflicts with either name.
- c) Both names are less than 15 characters.
- d) Komak is an abbreviation of the historical locality name (Komakorau) surrounding this development. The local dairy factory was called Komak. Enclave appears to refer to the confined stream reserve along the eastern boundary of the subdivision.

4.2 OPTIONS

There are two options:

Option 1: The Committee may **agree** to support the developer, staff and Ward Councillor's road name preference – Komak Road.

Option 2: The Board may choose to **not agree** to support the proposed road name and instead consider alternative name(s) for Council to consider.

It is recommended that the Committee endorses Option 1.

5. CONSIDERATION

5.1 FINANCIAL

All costs are being met by the Developer.

5.2 LEGAL

Nil

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Community Board consultation around private road naming has been undertaken in accordance with Council policy and standard operating procedures.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This matter is not considered to be significant in terms of Council's significance policy.					

Planned	In Progress	Complete	
		Yes	Internal
No			Community Boards/Community Committees
No			Waikato-Tainui/Local iwi
No			Households
		Yes	Business – Future Developments Ltd
		Yes	Adjoining TLA's.

6. CONCLUSION

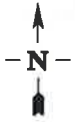
The Committee is requested to consider the developer's road name application and endorse a decision by way of resolution.

It is recommended that the Committee supports naming the road servicing the Future Developments Ltd subdivision, Komak Road.

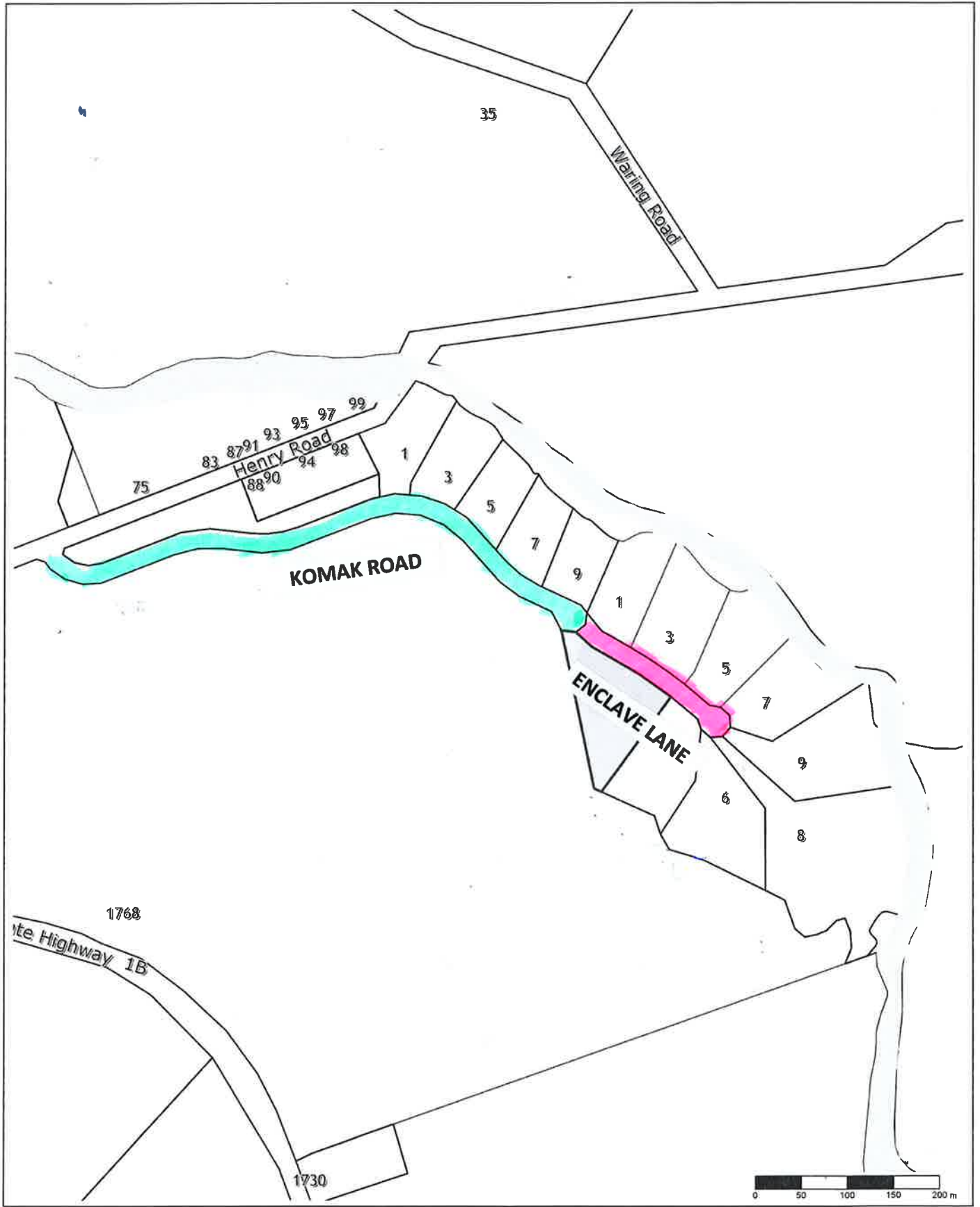
This Committee's support will be reported to full Council.

7. ATTACHMENTS

- Locality Plan



Waikato District Council does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that WDC shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information



Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	20 July 2016
Prepared by	Tony Peake Asset Engineer
Chief Executive Approved	Y
DWS Document Set #	1540406
Report Title	New Road Name Proposal at 2281 River Road, Horotiu

1. EXECUTIVE SUMMARY

This report seeks the Committee's support associated with a developer's request to name a new road development located off the intersection of River and Horotiu Bridge Roads, Horotiu.

The developer has proposed the name Piriti for the new road. This name has been supported by the Ngaruawahia Community Board.

This report recommends that the Committee agrees to name the road after the Maori name for Bridge – Piriti.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received;

AND THAT the Infrastructure Committee support the Ngaruawahia Community Board recommendation (NCB1606/06/5) to adopt the name Piriti Lane for new roading at 2281 River Road, Horotiu.

3. BACKGROUND

A developer has constructed roading off Horotiu Bridge Road to service a subdivision of their property at 2281 River Road.

A short length of new public road has been constructed to provide access into 10 new Lots.

The developer wishes to name the road and has put forward the name Piriti for the Committee to consider.

Piriti is not on the Ngaruawahia Community Board's list of approved road name schedule.

Consultation has been carried out with Ngaruawahia Community Board as a requirement of Section 2.3 of the Road Naming Policy before being reported to the Infrastructure Committee.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Piriti Lane has been selected by the developer as a suitable name for the Committee to consider.

There is no conflict with this name selection from neighbouring councils.

The developer has put forward the following reasons for name selection:

- a) Piriti is brief and easily pronounced.
- b) The only bordering Territorial Local Authority name conflict occurs with Piriti Drive (Te Atatu) and Piri Place (Weymouth). Both roads are located in Auckland Council and the conflicts are not considered significant for this application.
- c) Piriti Lane is less than 15 characters.
- d) Piriti Lane wording is short to match the relatively short road.
- e) Piriti Lane has been chosen because it reflects the unique location of the subdivision, that being located between two close proximity bridges (Horotiu Bridge Road and Waikato Expressway) over the Waikato River. The river forms the western boundary of the subdivision.

4.2 OPTIONS

There are two options for the Committee to consider:

Option 1: The Committee may **agree** to support the name suggestion – Piriti Lane.

Option 2: The Committee may **not agree** to support the name suggestion and instead request that the Ngaruawahia Community Board provide an alternative road name from the approved Ngaruawahia Community Board road name list.

It is recommended that the Committee endorses Option 1 – Piriti Lane.

5. CONSIDERATION

5.1 FINANCIAL

All costs are being met by the Developer.

5.2 LEGAL

Nil

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Community Board consultation around private road naming has been undertaken in accordance with Council policy and standard operating procedures.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This matter is not considered to be significant in terms of Council's significance policy.					

Planned	In Progress	Complete	
		Yes	Internal
	Yes		Community Boards/Community Committees
No			Waikato-Tainui/Local iwi
No			Households
No			Business
		Yes	Adjoining TLA's.

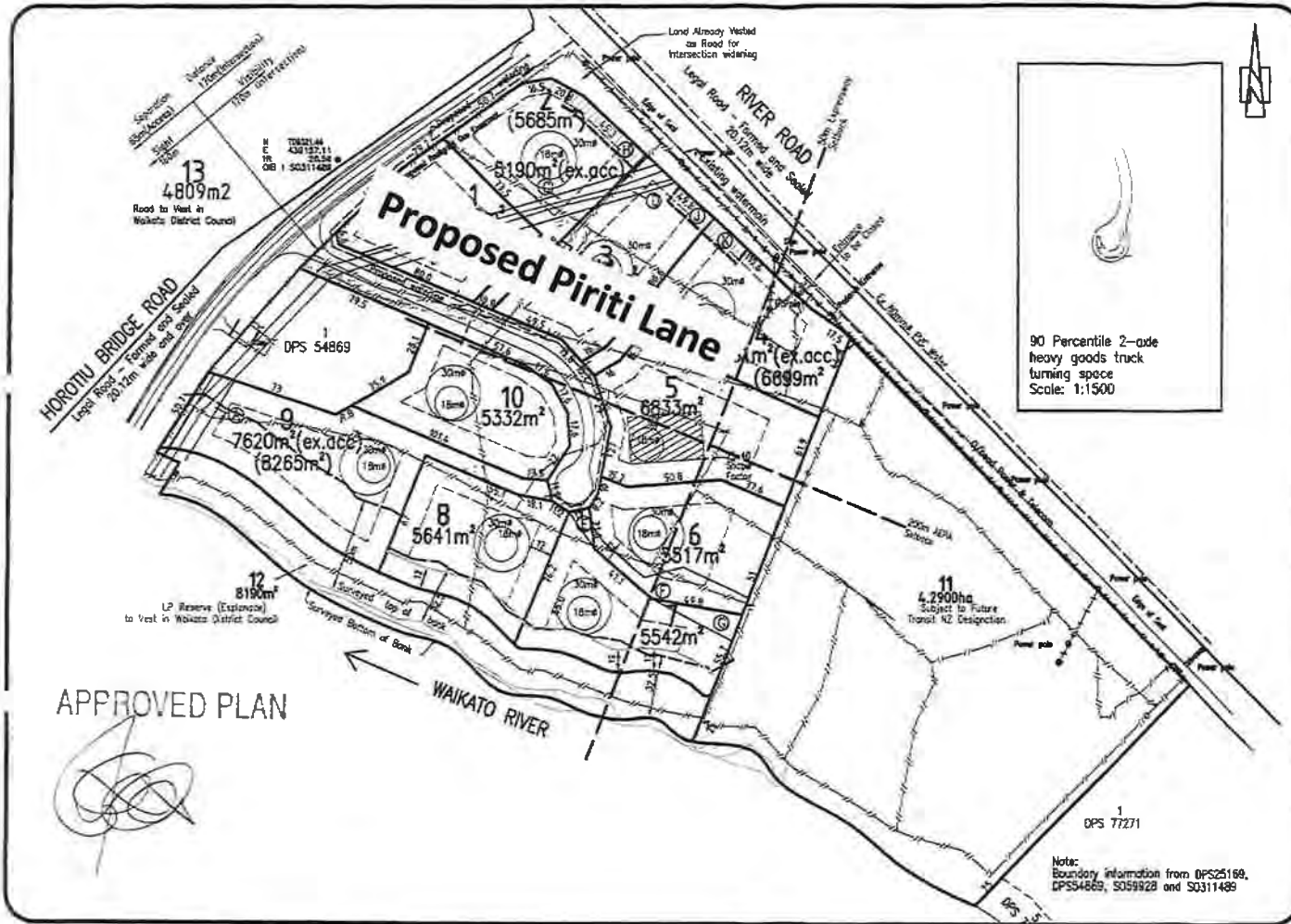
6. CONCLUSION

The Committee is requested to consider the developer's name application and endorse by resolution.

It is recommended that the Committee supports naming the new road servicing the 2281 River Road subdivision, Piriti Lane.

7. ATTACHMENTS

- Locality plan



CONCEPT PLAN Job No: H1029:S20

Applicant: Horotiu Properties Ltd

Development: 2281 River Road

Comprised in: CT SA 804/480

LOCAL AUTHORITY: Waikato District

LAND DISTRICT: South Auckland

TOTAL AREA: 11.6458ha

Existing Easements in Gross

PURPOSE	SHOWN	SERMENT TENEMENT	GRANTEE
Right to Corvey Gas	(A)	Lot 9 hereon	Natural Gas Corporation of NZ
	(B)	Lot 1 hereon	
	(C)	Lot 2 hereon	
	(D)	Lot 1 hereon	

Proposed Easements

PURPOSE	SHOWN	SERMENT TENEMENT	GRANTEE
Right to Drain Water	(E)	Lot 7 hereon	Waikato District Council
	(F)	Lot 8 hereon	
	(G)	Lot 7 hereon	

NOTE: AREAS SHOWN AS (A) (B) & (C) ARE TO BE PROTECTED FROM ANY LAND DISTURBANCE BY WAY OF A CONSENT NOTICE.

- Notes:
- Changes may occur to the layout of the proposed areas as a result of the Resource Consent Conditions.
 - Areas and dimensions on this plan may be subject to change following field survey.
 - The copyright and intellectual property rights for the information shown on this plan remain the property of CCK Surveys Ltd.
 - This plan has been prepared only for the purpose of illustrating an application for subdivision consent. It should not be used for any other purpose.

Scale: 1:1500(A2)	Date: August 2011
Job No: H1029	Page No: 1 of 3
	Rev: S20

CCK Surveying and Planning
Setting New Boundaries

Proposed road naming for development at 2281 River Road

Open Meeting

To	Infrastructure Committee
From	Tim Harty General Manager Service Delivery
Date	28 July 2016
Prepared by	Tony Peake
Chief Executive Approved	Y
DWS Document Set #	I568056
Report Title	Approval of Proposed Pokeno Community Committee Road Name List

I. EXECUTIVE SUMMARY

This report seeks the Committee's approval of the potential road name list prepared by the Pokeno Community Committee.

The list has been checked by staff against the Road Naming Policy and some names were not recommended for inclusion.

This report recommends the Committee considers the name options presented and resolves to approve a list of names for road naming purposes in the Pokeno Community.

2. RECOMMENDATION

THAT the report from the **General Manager Service Delivery** be received;

AND THAT the Committee resolves that the July 2016 "Approved Pokeno Road Names" includes the following seventeen names:

Coptic, Crickett, Edward Pope, Gadd, Harry Richards, Herbert Oldham, James Elliot, Lorrie, McLachlan, Moyle, Old Lexie, Peter Bourne, Skiffington, Thomason, Tokomauri, Walter Rogers, and William McRobbie.

3. BACKGROUND

A list of suggested Road Names suitable for posting within the Pokeno area has been prepared by the Pokeno Community Committee.

Staff have now reviewed the list and excluded name duplications and names with sound similarity issues.

In the case of Pokeno, no duplications of existing South Auckland or Waikato District names remain on the recommended name list.

The names were checked for duplication in Google mapping and the WDC RAMM list.

When potential names are selected from the list for allocation, a further check will be made for new duplications.

For Pokeno, historical themes have provided a source for some of the names chosen.

This report is submitted in accordance with section 2.1 of the Road Naming policy.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

The following table provides a list of recommended themed names, background to the name choice, an indication of any potential duplication or sound similarity issues, and nominates any excluded road titles.

Name	Reason	Location of duplicate or similar sounding name in NZ	Classification exclusions and notes
Historical Theme			
Coptic	Name of ship that brought early settlers to Pokeno.	Auckland - Place	Not Place
Crickett	Family name for person who ran the first school for the early settler's children.	No duplicates	No exclusions required
Harry Richards	Full name of Pokeno School Principal, 1935 to 1961.	No duplicates	No exclusions required
Herbert Oldham	Full name of Pokeno creamery Manager.	No duplicates	No exclusions required
Moyle	Family name of a long term landowner at the top of Hitchen Road	Auckland - Place	Not Place. Preferable to find Moyle's given name and if appropriate incorporate to create distinction.
Old Lexie	Well-known name of an old Pokeno farmer of great character.	No duplicates	No exclusions required

Peter Bourne	Full name of "Possum" Bourne, rally car driver champion.	No duplicates	No exclusions required
Thomason	Family name of early Pokeno landowner.	No duplicates	Not Road. Otherwise potential sound similarity with Thomson Road.
Walter Rogers	Full name of an early Pokeno resident.	No duplicates	No exclusions required
William McRobbie	Full name of a settler who arrived around 1880 and whose descendants are still prominent in the Pokeno district.	No duplicates	No exclusions required
Noteworthy Person Theme			
Edward Pope	Given + Family name of Pokeno man killed in WWI	No Duplicates with full name	No exclusions required provided Given name is included
Gadd	Family name of Pokeno man killed in WWI	No Duplicates	No exclusions required
James Elliot	Given + Family name of Pokeno man killed in WWI	No Duplicates with full name	No exclusions required provided Given name is included
Lorrie	Family name of Pokeno man killed in WWI	No Duplicates	No exclusions required
McLachlan	Family name of Pokeno man killed in WWI	No Duplicates	No exclusions required
Skiffington	Family name of Pokeno man killed in WWI	No Duplicates	No exclusions required

Culture Theme			
Tokomauri	Family name acceptable by Pokeno Iwi.	No Duplicates	No exclusions required

4.2 OPTIONS

The following table lists the potential road names staff recommend unsuitable for approval

Name	Reason	Location of duplicate or similar sounding name in NZ	Classification exclusions and notes
Clendon	Family name of an early Pokeno resident.	South Auckland – Avenue South Auckland - Place	Too close geographically. Could disrupt emergency services.
Hamlin	Family name of MP for Franklin South	Papakura Road Auckland - Road	Too close geographically. Could disrupt emergency services. Given name was Ebenezer and when added to Hamlin is too difficult to pronounce.
Hillside	Name of an early Pokeno farm	Huntly – Heights Auckland - Road	Existing WDC Street name.
Larson	Family name of an early Pokeno blacksmith.	Otara – Street Panmure - Road	Too close geographically. Could disrupt emergency services. Can only find initials A.W.
Leathem	Early Pokeno landowner who arrived on the Helenslee	Papakura - Crescent	Too close geographically. Could disrupt emergency services. Given name likely to be Christopher. Both names difficult to pronounce together.
Lippiatt	Family name of an early Pokeno school principal.	Pokeno	Reserved for road 4 in Hitchen Block.
Bates	Family name of Pokeno man killed in WWI	Tamahere - Road	Existing WDC road name.
McGill	Family name of Pokeno man killed in WWI	Pokeno - Road	Existing WDC Road name
McNeish	Family name of Pokeno man killed in WWI	Pokeno - Place	Existing WDC Road name

5. CONSIDERATION

5.1 FINANCIAL

All costs are being met by developers.

5.2 LEGAL

Nil

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Community Board consultation around private road naming has been undertaken in accordance with Council policy and standard operating procedures.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This matter is not considered to be significant in terms of Council's significance policy.					

Planned	In Progress	Complete	
		Yes	Internal
		Yes	Community Boards/Community Committees
No			Waikato-Tainui/Local iwi
No			Households
No			Business
Yes			Adjoining TLA's.

6. CONCLUSION

The Committee should confirm an "Approved 2016 Pokeno Street Name List" to satisfy requests for new road names from developers and comply with the 2016 Road Naming Policy.

7. ATTACHMENTS

Nil.

Open Meeting

To	Infrastructure Committee Raglan Community Board
From	Tim Harty General Manager Service Delivery
Date	20 July 2016
Prepared by	Karen Bredesen Business Support Team Leader/PA
Chief Executive Approved	Y
DWS Document Set #	I562527
Report Title	Raglan Kopua Holiday Park, Chairperson's Annual Report 1 July 2015 - 30 June 2016

1. EXECUTIVE SUMMARY

Attached is a copy of the Raglan Kopua Holiday Park Chairperson's Annual Report for the period 1 July 2015–30 June 2016 for the Committee/Board's information.

2. RECOMMENDATION

THAT the report from the **General Manager** be received.

3. ATTACHMENTS

- Raglan Kopua Holiday Park Chairperson's Annual Report – 1 July 2015-30 June 2016

TO	Infrastructure Committee Raglan Community Board
DATE	Monday, 18 July 2016
FROM	Colin KM Chung, Chairperson Raglan Kopua Holiday Park Board of Management
SUBJECT	Raglan Kopua Holiday Park - Chairperson's Annual Report 1 July-30 June

PURPOSE OF REPORT

The purpose of the Chairperson's Annual report is to keep the Infrastructure Committee/Raglan Community Board of the Waikato District Council fully informed of all significant issues/activities of the Raglan Kopua Holiday Park.

REPORT

Introduction

This report presents a summary of the main issues/activities for the period of 12 months from 1 July 2015-30 June 2016 and in general, this year's sales and performance has been better than last year's.

Issues:

This past year has gone quite well. Our busy summer period started briskly with good December sales starting earlier than last year and with January already busy, we were still able to squeeze another 10% growth during this busy month even though a couple of heavy rainy periods sent some campers packing. However, further good weather and long dry spell brought more families who stayed longer. Having three long weekends during our second half of the normally slower period of our year, plus strong growth in bookings for the Papahua Centre meant we were able to extend our business into the shoulder and slow seasons to accomplish a respectful 10% growth for the year.

There have been very few problems overall in both customer satisfaction/sales and service/maintenance in the park, and with many good comments and rebookings for next year, we have ended this year on another high note.

During the past few months with the occupancy down, Rob and his team have been able to get underway with the major capital improvements which should be finished in the spring, well ahead of our expected busy holiday season again.

Thanks again to Rob and Jo and their efficient and dedicated staff for another smooth-running and successful year.

Budget/Financial Performance:

We had budgeted for only a small growth in sales for this year over last, but we have managed to obtain a growth of just over \$133,000 or 9.9% over last year's performance. Although this was matched with increased costs of just under 11%, mainly beyond our control, we were still able to achieve a net surplus of 20.7% after depreciation, which is an increase of 12% over last year. This leaves us with a very healthy working capital of over \$742,000 and equity of over \$3.5 million.

Capital Works/Projects:

The capital improvement budget for this past year was just in excess of \$618,000 with a large part (\$200,000) going to the park's contribution to the Multi-Purpose Building fund (\$881,858 total to date) with quite a bit already spent before the summer rush on improvements & upgrading of facilities, and only the last of the road sealing (\$140,000) to be done before the Labour Weekend.

Description of work	<i>Capital Expenditure Analysis year-to-date</i>			
	Carried forward	Forecast cost*	Actual cost to date	Balance to expend
Multi purpose hall	\$681,858	\$200,000	\$0	\$881,858
BMX Track Amenities	\$0	\$5,000	\$0	\$5,000
Assistant manager's house roof & carpet	\$0	\$15,000	\$398	\$14,602
Seal roads, kerbing	\$0	\$140,300	\$0	\$140,300
Beach access stage 2	\$0	\$5,000	\$0	\$5,000
Heritage Trail - deferred	\$0		\$0	\$0
Shed extension to provide vehicle cover	\$0	\$5,000	\$0	\$5,000
Upgrade cash and card systems	\$0	\$4,000	\$3,319	\$681
Main Toilet Block upgrade	(\$13,470)	\$125,515	\$125,515	(\$13,470)
Soccer field boundary paling fencing	\$0	\$4,338	\$5,190	(\$852)
Car wash area	\$0	\$1,200	\$0	\$1,200
Van and signwriting	\$0	\$13,044	\$13,044	\$0
Huts on wheels x 4	\$0	\$95,259	\$95,259	(\$0)
Restoration work on headstone	\$0	\$5,000	\$4,124	\$876
New booking system	\$0	\$0	\$4,315	(\$4,315)
			\$0	\$0
Total	\$668,388	\$618,656	\$251,164	\$1,035,880

* Per Capital Plan approved 16 March 2016

Major Maintenance Items:

No major maintenance items or projects were undertaken except for our scheduled planned maintenance to replace or upgrade accommodation units and facilities to the total of just over \$100,000 as shown below.

Description of work	<i>Repairs & Maintenance Analysis year-to-date</i>			
	Forecast cost*	Actual cost to date	Balance to expend	Previous year to date
Replacements (< \$500)	\$54,000	\$58,368	(\$4,368)	\$49,318
Maintenance - Grounds	\$5,000	\$3,761	\$1,239	\$1,519
Maintenance - Plant	\$25,000	\$25,985	(\$985)	\$12,842
Maintenance - Property	\$16,000	\$17,736	(\$1,736)	\$9,302
		\$0	\$0	
Total	\$100,000	\$105,850	(\$5,850)	\$72,981

* Revised forecast

Health & Safety Issues:

We have had no major health or safety issues with either staff or patrons of the park during the last year and the park is well on its way to a Zero Harm compliance and a Camp Hazard register.

Number of Visitors/Stays:

We can report that we had a significant increase in numbers from clever advertising and promotions over the last year (even under budget) and by having a much bigger on-line presence, we were able to get good results. We will continue with this strategy especially in the upcoming “shoulder” and “slow” seasons and in promoting the Papahua Centre.

<i>Year to date</i>	<i>For the period ended 30 June 2016</i>		
	Forecast cost	Actual cost to date	Balance to expend
Advertising	\$66,500	\$45,691	\$20,809
Design	\$0	\$150	(\$150)
Marketing	\$8,500	\$6,745	\$1,755
Website Maintenance & Development	\$3,000	\$7,740	(\$4,740)
Raglan Map - Income	\$0	(\$9,832)	\$9,832
Raglan Map - Expenditure	\$0	\$8,122	(\$8,122)
Total	\$78,000	\$58,616	\$19,384

Miscellaneous Items:

Rob, Jo and their team have been trying to complete the rest of the projects on the Capital Plan and move on with the programmed maintenance during this past couple of months. We are still making a big push to increase use of the Papahua Centre for schools, functions and meetings/gatherings and have assigned a full time staff to both market and coordinate these events. Our proposed multi-purpose building is still on hold pending decision on ownership of the Papahua Block and the gifting of the land from the Waitangi Tribunal. A big congratulations for a well done result to the management and team for their great efforts over these past 12 months. We have finished this fiscal year on yet another high note of financial security, whilst providing for the needs of both our visitors and residents of Raglan.

Open Meeting

To	Infrastructure Committee
From	TN Harty General Manager Service Delivery
Date	14 June 2016
Prepared by	KC Bredesen Business Support Team Leader/PA
Chief Executive Approved	Y
DWS Document Set #	1536002
Report Title	Award of Contracts

1. EXECUTIVE SUMMARY

This report is to advise the Infrastructure Committee of the results of recently tendered contracts. The attached reports provide full details of the tenders received and the results of the tender evaluation process.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery be received.

3. ATTACHMENTS

- Contract No 15-294, Te Awa River Ride - Eastern Path
- Contract No 15-288, Te Awa River Ride – Horoitu Cycle Bridge
- Contract No 15-232, Huntly WWTP Outfall
- Contract No 09/029/R4, Pavement Management Consultancy Services, Increase to Approved Contract Sum

MEMORANDUM

To	Tim Harty, General Manager Service Delivery
From	Nick Cantlon, Asset Engineer
Subject	Contract No 09/029/R4 - Pavement Management Consultancy Services, Increase to Approved Contract Sum
File	09/029/R4
Date	20 June 2016

1.0 INTRODUCTION

Contract No. 09/029/R4 is a consultancy services contract for Professional Services for Pavement Management. The consultant was Opus International Consultants Ltd.

The contract was approved on 12 January 2010 and the Approved Contract Sum was set at \$586,155.90. Additional costs have been incurred and an increase in the Approved Contract Sum is sought to cover the increase.

2.0 REASONS FOR INCREASED COSTS

The contract document allowed for an initial contract period of 3 years which commenced on 28 February 2010. Council subsequently approved two renewal periods of 12 months each and increased the Approved Contract Sum to \$1,610,000.00. The contract ended on 28 February 2015.

The cost of works completed by the consultant has exceeded the contract sum by \$21,200. Approval is now requested for an increase in the Approved Contract Sum to \$1,631,200.00 in order to complete the payments to the consultant.

The work carried out under this contract included the following activities:

- The collection, storage and reporting of information on the physical state of the network and data necessary for the development of maintenance and improvement strategies including:
 - Operation of the RAMM system
 - Preparation of Ten Year Forward Works Programmes once every three years before LTCCP.
 - Undertake Pavement Deterioration Modelling
 - Traffic counting.
 - Updating of Asset Management Plans
 - Asset Valuation

The schedule included a provision for additional services of \$49,350. Extra work has been ordered by the Engineer to the Contract as a result of the need to collect pavement strength data for roads programmed for treatment in the 2015/16 to 2017/18 Forward Works Programme.

As a result of this extra work, the revised contract sum is now estimated to be \$1,631,200.00.

3.0 ADDITIONAL WORK

When the latest variation to the Contract Sum for the last 12 month renewals was approved, the cost of works to be completed in the final year of the contract was estimated to be \$275,880. The actual cost of works in this period has been \$297,070.35, an overall increase of \$21,190.

The increase in sum was due to advantage being taken of the competitive rates to procure additional pavement testing so that design information was available for the bulk of the 3 year, 2015/16 to 2017/18, pavement rehabilitation work programme. To fit the works within the contract sum, some savings were made by reducing or deferring other services, however the final costs have exceeded the contract sum. There has been significant dialogue between staff and Opus regarding the final payment, which has resulted in the delay for approval.

4.0 FUNDING

This project is funded from the Network and Asset Management (Cost Centre 718) and Pavement Rehabilitation (Cost Centre 724) programmes in the 2014/15 Annual Plan.

4.1 The increased cost of this contract is funded from the following approved budget:

- Pavement Rehabilitation 7PR70002C00000000- Advance investigation and testing.

These costs were accrued in the 2014/15 financial year so there will be no impact on the current year's budget.

4.2 Approved Contract Sum

The current approved contract sum is \$1,610,000.00. The expenditure to March 2015 is \$1,601,201.10 and further claims of \$29,989.04 are awaiting payment. Therefore an additional approval of \$21,200 is now requested.

4.3 Finance Check

The Management Accountant has reviewed the financial details contained within this report and is satisfied that they are complete.

5.0 RECOMMENDATION

5.1 It is recommended that:

5.1.1 The Approved Contract Sum for Contract No. 09/029/R4 Pavement Management Consultancy Services held by Opus International Consultants Ltd be increased from \$1,610,000.00 to \$1,631,200.00.

Recommended:



Wayne Furlong
ROADING ASSET TEAM LEADER

Recommended:



Chris Clarke
ROADING MANAGER

Financial Information Reviewed by



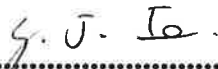
Erin Hawes
MANAGEMENT ACCOUNTANT

Recommended:



Tim Harty
GENERAL MANAGER SERVICE DELIVERY

Approved:



Gavin Ion
CHIEF EXECUTIVE

Approved:



AM Sanson
HIS WORSHIP THE MAYOR

Approved:



Wally Hayes
CHAIRPERSON
INFRASTRUCTURE COMMITTEE

Approved:



Clint Baddeley
CHAIRPERSON
STRATEGY & FINANCE COMMITTEE

MEMORANDUM

To	General Manager Tim Harty
From	Project Manager Josy Cooper
Subject	Tender Evaluation : Contract No. 15/232: Name: Huntly WWTP Outfall
File	15/232
Date	12/05/2016

1.0 INTRODUCTION

- 1.1 Contract No. 15/232 is a Measure and Value physical works contract for the replacement of the existing Huntly wastewater treatment plant outfall.
- 1.2 The contract period is 6 weeks, commencing in June 2016 and terminating in July 2016.
- 1.3 The scheduled quantities tendered on include :
- Installation of 1500m of 315mmØ PE pipeline;
 - Installation of a 450mmØ steel casing underneath the railway;
 - Connection to the existing pump station at the treatment plant;
 - Connection to the existing outlet manhole by the river;
 - Abandonment of the existing above ground manholes and decommissioning of the old pipeline.

As this is a measure and value contract, final payment will be determined by the actual amount of work completed.

1.4 Project Allocation Budget

The available budget for this project is \$1,163,000.00 which comes from Programmes No(s). IWW10500 and IWW11500 in the 2015/16 and 2016/17 Annual Plan and is made up as follows:

Replacement of treated effluent line, IWW10500.0216		\$440,000.00
District wide wastewater renewals, IWW11500.0117	\$771,822.00	
Less budget available for other areas in District	-\$476,847.00	\$294,975.00
Total Funds Available		<u>\$734,975.00</u>

2.0 REPORT

2.1 Tenders Received

Tenders were invited from members of the Three Waters Reticulation Panel (Contract No. 13/008). 3 tenders were received prior to the advertised closing time of 4pm on 11th May 2016.

2.2 Tender Evaluation

2.2.1 All tenderers on the Three Waters Panel are pre-qualified, therefore the lowest price tender is the preferred tenderer.

The Engineer's Estimate for this contract was \$772,700.00.

A summary of the tenders received and the result of their evaluation is as follows:

Rank	Contractor	Tendered Price
1	Spartan Construction	\$730,475.00
2	Connell Contractors	\$873,092.10
3	Smythe Contractors	\$877,555.00

2.3 Preferred Tenderer

2.3.1 Following tender evaluation, the preferred tenderer is Spartan Construction who has completed similar work in the past to a satisfactory standard.

2.4 Financial

2.4.1 Expected Project Costs

Following the tender process, the total commitment for this project is expected to be \$734,975.00, which is made up as follows:

Project Management	<u>\$4,500.00</u>
Sub-Total – Non-contract costs	\$4,500.00
Tendered Sum (Preferred Tender for this contract)	\$730,475.00
Total Project Cost	<u>\$734,975.00</u>

2.4.2 Budget Surplus/Deficit

This project is fully funded from existing budgets and will leave \$476,847.00 available to be allocated to other programmed wastewater renewals in the district.

2.4.3 Credit Check

A credit report was carried out on the company in June 2015 and no adverse results were found.

2.4.4 Finance Check

The Management Accountant has checked numeric calculations within the report and confirmed that the budget and funding for this contract is available and correct.

2.5 Health & Safety Register

The preferred tenderer is on our Approved Contractors Register and has a good track record in health and safety on WDC contracts.

2.6 Contract Risk

A risk assessment previously carried out on this project identified the risk as low. These risks have been addressed in the contract document.

2.7 Approved Contract Sum

2.7.1 The Approved Contract Sum should be the Tender Sum, this includes a contingency of \$75,000.00.

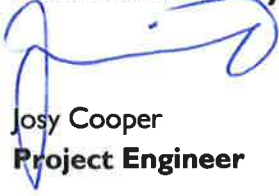
3.0 RECOMMENDATION

3.1 It is recommended that:

3.1.1 The tender submitted by Spartan Construction in the sum of: Seven hundred and thirty thousand, four hundred and seventy five dollars only (\$730,475.00), excluding GST, be approved for Contract No. 15/232: Huntly WWTP Outfall.

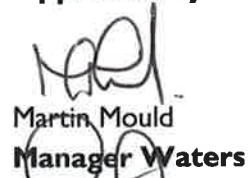
3.1.2 \$294,975 of District wide wastewater renewals budget (IWW1500.0117) be transferred to the base project IWW10500.0216 budget for ease of reporting.

Recommended by:



Josy Cooper
Project Engineer

Approved by:



Martin Mould
Manager Waters

Financial information reviewed by



Carol Nutt
Management Accountant



Tim Harty
General Manager Service Delivery



Gavin Ion
Chief Executive

MEMORANDUM

To	Tim Harty, General Manager Service Delivery
From	Wayne Furlong, Asset Management Team Leader, Roading
Subject	Tender Evaluation Report - Te Awa River Ride - Horotiu Cycle Bridge
File	15/288
Date	26 May 2016

1.0 INTRODUCTION

- 1.1 Contract No. 15/288 is a Design and Construct physical works contract for the construction of a new walking and cycling bridge across the Waikato River. Concurrently, there is an ongoing tender for the final section of the cycleway that the bridge will connect to.
- 1.2 The bridge will form part of the last section of the Te Awa River Ride cycleway connecting Ngaruawahia to Hamilton. It is required to connect the eastern and western sections of the cycleway across the Waikato River in the vicinity of Amani Lane.



- 1.3 The contract period is seven months, commencing on 1st June 2016 and terminating on 30th December 2016.
- 1.4 The scheduled quantities tendered on include preliminary and detailed design, resource consenting, site establishment, construction and all the associated compliance requirements for safety and environmental risk management.

As this is a Design and Construct contract the final price will be confirmed once the detailed design has been developed. At this stage construction will only commence upon agreement of the Project Control Group. The Te Awa River Ride Charitable Trust is a co-funding partner and holds the responsibility for costs over and above the allocated budget.

1.4 Project Allocation Budget

The budgets available for this contract are included in a separate report entitled "Te Awa River Ride Stage 3 Project".

2.0 REPORT

2.1 Tenders Received

Three tenders were received prior to the advertised closing time of 4.00pm on 20th April 2015.

2.2 Tender Evaluation

2.2.1 The tenders were assessed in accordance with New Zealand Transport Agency's Procurement Manual, using the 'Price Quality Method' for physical works. This procedure recommends that the proposal with the lowest price less supplier quality premium and less any added value premium is the preferred proposal.

Due to the location of this project on the banks of the Waikato River the project funders were seeking a bridge crossing with a high level of architectural merit. Additionally it is important that the project completion date of 30 November 2016 is achieved as a public opening ceremony is planned for December. Price and non-price attributes were weighted to reflect the importance of these objectives. This resulted in the second lowest price tender becoming the preferred tenderer.

A summary of the tenders received and the result of their evaluation is as follows:

Contractor	Tendered Price	Supplier Quality Premium (SQP)	Tender price less SQP	Ranking
Edifice Contracts Ltd	\$1,670,588.00	\$0.00	\$1,670,588.00	2
Emmetts Civil Construction Ltd	\$1,877,500.00	\$1,245,457.03	\$632,042.97	1
Fulton Hogan	\$2,510,581.12	\$832,105.78	\$1,678,475.34	3

The Engineer's Estimate for this contract was \$1,620,985.29.

2.3 Preferred Tenderer

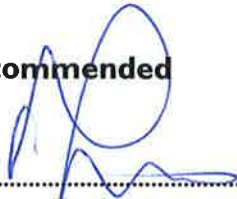
2.3.1 Following tender evaluation, the preferred tenderer is Emmetts Civil Construction Ltd who have a significant history in successfully undertaking similar work.

2.3.2 Emmetts' tender is for a network arch bridge rather than the suspension bridge proposed in the specimen design. As well as being very architecturally striking this design offers significant benefits such as:

- It is much stiffer meaning that the bridge will not "move" as much as cyclists cross it.
- It incorporates a wider deck that will allow maintenance access equipment onto the structure
- Maintenance will be simpler.
- The structure can be largely fabricated off site meaning the construction time is less affected by weather.

2.3.3 Emmetts' construction programme gave the evaluation team a high level of confidence that the programmed completion date can be achieved.

Recommended



.....
Wayne Furlong
Project Manager

Approved

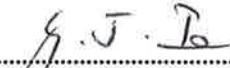


.....
Tim Harty
General Manager Service Delivery

Financial information reviewed by



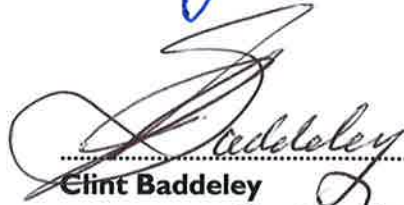
.....
Erin Hawes
Management Accountant



.....
Gavin Ion
Chief Executive



.....
Wally Hayes
Chairperson Infrastructure Committee



.....
Clint Baddeley
Chairperson Strategy & Finance Committee



.....
A Sanson
His Worship the Mayor

MEMORANDUM

To	Tim Harty, General Manager Service Delivery
From	Wayne Furlong, Roads Asset Management Team Leader
Subject	Tender Evaluation : Te Awa River Ride – Eastern Path
File	15/294
Date	23rd May 2016

1.0 INTRODUCTION

- 1.1 Contract No. 15/294 is a Design and Construct physical works contract for the construction of a new walking and cycling path on the eastern bank of the Waikato River. Concurrently, there is an ongoing tender for a new bridge across the Waikato River in the vicinity of Amani Lane.
- 1.2 The path and bridge will form the last section of the Te Awa River Ride cycleway connecting Ngaruawahia to Hamilton. The path will extend from the new bridge crossing, southwards along the eastern bank of the river to Horotiu Bridge Rd, across the bridge and then connect to the existing Te Awa path on the western bank.
- 1.3 The contract period is 7 months, commencing on 1st June 2016 and terminating on 30th December 2016.
- 1.4 The scheduled quantities tendered on include preliminary and detailed design, resource consenting, site establishment, construction and all the associated compliance requirements for safety and environmental risk management.
- 1.5 As this is a Design and Construct contract the final price will be confirmed once the detailed design has been developed. At this stage construction will only commence upon agreement of the Project Control Group. The Te Awa River Ride Charitable Trust is a co-funding partner and holds the responsibility for costs over and above the allocated budget.

2.0 PROJECT ALLOCATION BUDGET

The budgets available for this contract are included in a separate report entitled "Te Awa River Ride Stage 3 Project".

3.0 REPORT**3.1 Tenders Received**

4 tenders were received prior to the advertised closing time of 4 pm on 17th May 2015.

3.2 Tender Evaluation

- 3.2.1 The tenders were assessed in accordance with New Zealand Transport Agency's Procurement Manual, using the 'Price Quality Method' for physical works. This procedure recommends that the proposal with the lowest price less supplier quality premium and less any added value premium is the preferred proposal.

A summary of the tenders received and the result of their evaluation is as follows:

Contractor	Tendered Price	Supplier Quality Premium (SQP)	Tender price less SQP	Ranking
Fulton Hogan	\$991,784.94	\$18,888.89	\$972,896.05	1
HEB	\$1,076,232.57	\$16,666.67	\$1,059,565.90	2
Livingstone Brothers	\$1,200,000.00	\$0	\$1,200,000.00	3
Broad Spectrum	\$1,226,914.04	\$7,777.78	\$1,219,136.26	4

3.3 Preferred Tenderer

3.3.1 Following tender evaluation, the preferred tenderer is Fulton Hogan Ltd.

3.3.2 As well as undertaking major projects such as the Huntly section of the Waikato Expressway, Fulton Hogan have successfully delivered maintenance works in this district and for several years were the contractor for Hamilton City Footpath renewal works. Their tender scored the highest for the non price attributes and was also the lowest price.

3.4 Financial

The costs and budgets for the project that this contract is a part of, are included in the attached report "Te Awa River Ride Stage 3 Project. "

3.4.1 Credit Check

A credit report was carried out on the company on the 17th March 2016 and no adverse results were found.

3.4.2 Finance Check

The Management Accountant has checked numeric calculations within the report and confirmed that the budget and funding for this contract is available and correct.

3.5 Health & Safety Register

Fulton Hogan Ltd is an approved contractor on our Zero Harm register

3.6 Contract Risk

The contract risk is assessed as medium. Although Waikato District Council will act as the principal in the delivery of the project, this particular contract places the financial risk with the Te Awa Trust. Council will bear the safety and environmental risk for the project. Council has engaged suitably insured Consultants to act as the Principal's representative and the Engineer to contract. This reduces Council's exposure to events. Working in and around the Waikato River requires that very good mitigation measures are in place to guard against environmental risk. Fulton Hogan have a good record in this respect. Compliance will be assessed during the project planning and delivery for environmental and safety risk as part of normal QA.

3.7 Approved Contract Sum

3.7.1 This is a Design and Construct Contract. The the final payment will be determined by the Contractor's price finalised after detailed design plus contingency expenditure. The value of the contingency allowed for this project is \$98,215.06 To allow for this the Approved Contract Sum should be set at \$1,090,000.00.

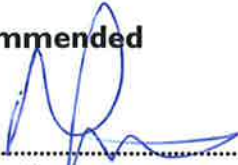
4.0 RECOMMENDATION

4.1 It is recommended that:

4.1.1 The tender submitted by Fulton Hogan Ltd in the sum of: Nine hundred and ninety one thousand, seven hundred and eighty four dollars, ninety four cents (\$991,784.94), excluding GST, be approved for Contract 15/294 : Te Awa River Ride Eastern Path.

4.1.2 The approved contract sum be set at \$1,090,000.00 to include a contingency for the works.

Recommended



.....
Wayne Furlong
Project Manager

Approved

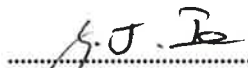


.....
Tim Harty
General Manager Service Delivery

Financial information reviewed by



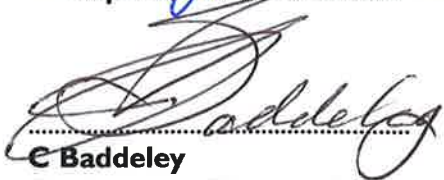
.....
Erin Hawes
Management Accountant



.....
GJ Ion
Chief Executive



.....
Wally Hayes
Chairperson Infrastructure Committee



.....
C Baddeley
Chairperson Finance & Corporate Committee



.....
A Sanson
His Worship the Mayor

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	28 July 2016
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
DWS Document Set #	1568492
Report Title	Exclusion of the Public

I. EXECUTIVE SUMMARY

To ensure that the public are excluded from the meeting during discussion on public excluded items.

2. RECOMMENDATION

AND THAT the public be excluded from the meeting during discussion on the following items of business:

- a. **Confirmation of Minutes dated Tuesday 14 June 2016**

REPORTS

- b. **Woodlands Trust**

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under: **Ground(s) under section 48(1) for the passing of this resolution is:**

Section 7(2)(b)(i)(ii)

Section 48(1)(d)

- c. **Land Purchase for Annebrook Road Link to Matangi Road**

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(a)(i)

Section 48(1)(d)

d. Ngaruawahia Closed Landfill

This resolution is made in reliance on section 48(1)(a) and 48(2)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by sections 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part(s) of the proceedings of the meeting in public are as follows:

Reason for passing this resolution to withhold exists under: Ground(s) under section 48(1) for the passing of this resolution is:

Section 7(2)(a)(ba)(d)(e)(f)(i)(ii)

Section 48(1)(d)

3. ATTACHMENTS

Nil