

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY, 5 MAY 2021** commencing at **9.30am**.

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

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

Mr David Spiers, representative from NZTA will be in attendance from 9.30am to discuss item 5.1.

3. DISCLOSURES OF INTEREST

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GJ Ion
CHIEF EXECUTIVE

INFRASTRUCTURE COMMITTEE

Reports to:	The Council
Chairperson:	Cr Eugene Patterson
Deputy Chairperson:	Cr Carolyn Eyre
Membership:	The Mayor, all Councillors and Mr Brendon Green (Maangai Maaori)
Meeting frequency:	Six-weekly
Quorum:	Majority of the members (including vacancies)

Purpose

The Infrastructure Committee is responsible for:

1. Guiding sustainable, physical development and growth of the Council's infrastructure to meet current and future needs.
2. Governance of efficient, safe and sustainable roading and transport, and waste management that enables the District's economy and contributes to liveable, thriving and connected communities.
3. Governance of the District's parks, reserves and cemeteries.

In addition to the common delegations on page 10, the Infrastructure Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To provide direction on strategic priorities for core infrastructure aligned to the District's development, and oversight of strategic projects associated with those activities.
2. To provide advice on the development and implementation of the 30 Year Infrastructure Plan.
3. To support and provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for regional infrastructure and shared services (for example, Regional Transport Committee).
4. To consider the impacts of the Council's network of infrastructure and assets on the environment.
5. To monitor and make decisions in relation to Council-owned community centres, facilities and halls.

The Committee is delegated the following powers to act:

- Approval of acquisition (including lease) of property, or disposal (including lease) of property owned by the Council, (where such acquisition or disposal falls within the Long Term Plan and exceeds the Chief Executive's delegation).
- Approval of road names in the Waikato District in accordance with Council policy.
- Approval of any proposal to stop any road.
- Hearing any written objections on a proposal to stop any road, and to recommend to Council its decision in relation to such objections.
- Approval of alterations and transfers within the provisional programme of capital works as prepared for the Long Term Plan and Annual Plan, subject to the overall scope of the programme remaining unchanged and the programme remaining within overall budget.
- Approval of tender procedures adopted from time to time within the guidelines as set down by New Zealand Transport Agency for CPPs, or other authorities where funding or subsidies

are subject to their approval.

- Approval of traffic regulatory measures defined as:
 - a. Compulsory Stop Signs
 - b. Give Way Signs
 - c. No Passing Areas
 - d. No Stopping/Parking Provisions
 - e. Speed Restrictions
 - f. Turning Bays
 - g. Weight Restrictions on Bridges (Posting of Bridges).
- For all Council-owned land that is either open space under the District Plan, or reserve under the Reserves Act 1977, the power to:
 - a. Agree leases, subleases and easements (in relation to land or buildings).
 - b. Approve amendments to management plans.
 - c. Adopt names.
 - d. Make any decision under a management plan which provides that it may not be made by a Council officer (for example, agree a concession), provided that any decision that has a significant impact under the management plan is recommended to Council for approval.
 - e. Recommend to Council for approval anything that would change the ownership of such land.
- Enquire into and dispose of any objection to a notice issued pursuant to Section 335 (1) of the Local Government Act 1974 requiring payment of a sum of money for the construction of a vehicle crossing by the Council (section 335(3) Local Government Act 1974). Should a decision be made to reject the objection and reaffirm the requirements in the notice, to authorise that an application be made to the District Court, (section 335(4) Local Government Act 1974) Act, for an order confirming the notice.
- Consider and approve subsidies for the installation of stock underpasses in extraordinary circumstances in accordance with Council policy and bylaws.

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	29 April 2021
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1301
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Infrastructure Committee meeting held on Wednesday, 24 March 2021.

2. RECOMMENDATION

THAT the minutes of the meeting of the Infrastructure Committee held on Wednesday, 24 March 2021 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

INF Committee Open Minutes – 24 March 2021

Minutes of a meeting of the Infrastructure Committee of Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY, 24 MARCH 2021** commencing at **9.32am**.

Present:

Cr CA Eyre (Chairperson)
His Worship the Mayor, Mr AM Sanson [from 9.36am]
Cr AD Bech [from 9.36am]
Cr JA Church
Cr JM Gibb [from 9.36am]
Mr B Green (Maangai Maaori) [from 9.36am]
Cr SL Henderson
Cr SD Lynch
Cr RC McGuire
Cr FM McInally
Cr JD Sedgwick
Cr NMD Smith [from 9.34am]
Cr LR Thomson
Cr CT Woolerton

Attending:

Mr T Whittaker (Chief Operating Officer)
Mr R MacCulloch (General Manager Service Delivery)
Mr V Ramduny (Acting General Manager Community Growth)
Ms A Diaz (Chief Finance Officer)
Mr P McPherson (Community Projects Manager)
Ms M May (Community Connections Manager)
Ms J Bishop (Contracts and Partnering Manager)
Mr R Bayer (Roading Team Leader)
Mr N Wells (Strategic Property Manager)
Ms M Smart (Senior Property Officer)
Mr D MacDougall (Open Spaces Team Leader)
Ms K Wellington (Project Management Office Manager)
Mr M King (Economic, Development, Marketing Officer)
Mrs LM Wainwright (Committee Secretary)

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Thomson/Church)

THAT an apology be received from Cr Patterson.

CARRIED

INF2103/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Thomson/Lynch)

THAT the agenda for a meeting of the Infrastructure Committee held on Wednesday, 24 March 20 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 6, as updated, which shall be considered with the public excluded;

AND THAT all reports be received.

CARRIED

INF2103/02

DISCLOSURES OF INTEREST

Cr Sedgwick advised members of the Committee that she would declare a non financial conflict of interest in public excluded item 2.1 [*Hopuhopu Land Surplus to PWA Requirements*].

Cr Gibb advised members of the Committee, at the time the item was heard, that she would declare a non financial conflict of interest in public excluded item 2.1 [*Hopuhopu Land Surplus to PWA Requirements*].

CONFIRMATION OF MINUTES

Resolved: (Crs Woolerton/Sedgwick)

THAT the minutes of a meeting of the Infrastructure Committee held on Wednesday, 10 February 2021 be confirmed as a true and correct record of that meeting.

CARRIED

INF2103/03

REPORTS

Sport Waikato Report – 1 October – 31 December 2020

Agenda Item 5.1

The report was received [*INF2103/02 refers*] and the Community Connections Manager advised as follows:

- Four Regional Connectivity Co-ordinators had been employed by Sport Waikato.
- The “Sport NZ Strategic Priorities for 2020” link did not work and would require updating.

Cr Smith entered the meeting at 9.34am during discussion on the above item.

His Worship the Mayor, Cr Bech, Cr Gibb and Mr Green entered the meeting at 9.36am during discussion on the above item.

Minutes of the Waikato Regional Transport Committee held on 15 February 2021

Agenda Item 5.2

The report was received [*INF2103/02 refers*] and the Acting General Manager Community Growth noted that Council’s submission on the regional transport plan had been submitted.

Raglan Holiday Park Papahua Special Purpose Financial Report for the 7 months ended 31 January 2021

Agenda Item 5.3

The report was received [*INF2103/02 refers*] and the General Manager Service Delivery spoke to the report. The following items were discussed:

- The Holiday Park accounts had been prepared by Bizworks and were presented to the committee for their information.
- The Governance Board was progressing well but there had been challenges recruiting board members. The Board would meet on Friday, 7 May 2021 to hold a strategic plan day considering the future direction of the camp.
- Realignment of camp practices with council’s practices had occurred.

Contract 14/079 Arboriculture Services – Contract Term Extension

Agenda Item 5.4

The report was received [INF2103/02 refers] and taken as read. The Open Spaces Team Leader spoke to the report. It was noted that the extension to the existing contract for a further three (3) months was being requested. This would allow continuation of the service while the new contract was put out for tender.

Resolved: (Crs Church/Sedgwick)

THAT the Infrastructure Committee approve an extension of contract time of three (3) months (1 April to 30 June 2021) for Contract 14/079 Arboriculture Services.

CARRIED

INF2103/04

Service Delivery Project Status Report – March 2021

Agenda Item 5.5

The report was received [INF2103/02 refers] and the General Manager Service Delivery spoke to the report. The following items were discussed:

- There was one (1) month left of the construction season. Any delayed projects would be reported back to the committee in the monthly project status report.
- Projects that had not been completed had resulted in carried forwards. These projects had been reforecast and placed in the Draft Long Term Plan 2021-31.
- The Huntly War Memorial project had been completed.
- Whatawhata Community Facility costing would be closely monitored.
- The Te Kowhai toilet project could not be identified in the toilet strategy.

ACTION: Staff to advise Cr Smith where the Te Kowhai toilets were in the toilet strategy.

- The committee were advised that all operational queries were to be taken off line and discussed directly with the General Manager Service Delivery.
- The Project Management Office Manager advised the committee on the CAMMS system and how it would assist with future reporting.
- Land had not been identified for the Tuakau dog pound.

- Waters Reform Update
 - Council had received 50% of the stimulus funding grant.
 - Design and investigations were underway.
 - The de-sludging contract had been awarded.
 - A new Waters Engineer had been employed.
- Communication would be made with the Meremere Community Committee on the NZTA proposed road safety changes to Island Block Road/State Highway 1 intersection.

Huntly West Hub – Community Lease

Agenda Item 5.6

The report was received [*INF2103/02 refers*] and the Strategic Property Manager spoke to the report. The following matters were discussed:

- Friendship House had applied for a ground lease for a new building to be erected on the land at 43 Harris Street, Huntly. This building would be funded by a private individual.
- Issues with the site were that they formed part of the Semple Reserve and this reserve was covered by a Reserves Management Plan.
- The Hub provides a service to the community including housing support, a foodbank facility and kids kitchen.

Resolved: (Crs Lynch/McInally)

THAT the Infrastructure Committee approves an intention to grant (on concessional terms) a deed of ground lease for the property situated at 43 Harris Street, Huntly comprised of 825 sqm and which is legally described as Lot 3 DPS 19370 held in RT SA 29A/818 for an initial term of 20 years with one further right of renewal of 15 years, subject to the following:

- i. That a business plan be forwarded for Council's consideration to ensure the long-term financial viability of the proposed activity on Council owned land.**
- ii. That in accordance with the relevant provisions of the Reserves Act 1977 public notification calling for objections and submissions against the proposal to grant a lease be given.**
- iii. In the event the objections or submissions against the proposal are received the matter be reported back to the Committee for its further consideration.**
- iv. In the event that no objections or submissions are received that all project funding is to be confirmed to be in place within 18 months of the public notification process; or must be in place before any construction occurs on site (whichever occurs first).**
- v. The Deed of (ground) Lease will be deemed to be at an end if all funds are not in place within 18 months of the public notification process;**

AND THAT the matter of the retention or disposal of the balance of the Reserve be reported back to Council when a land analysis has been completed;

AND FURTHER THAT THE Chief Operating Officer be delegated to execute all relevant documentation.

CARRIED

INF2103/05

EXCLUSION OF THE PUBLIC

Agenda Item 6

Resolved: (Crs Gibb/Thomson)**THAT the public be excluded from the following parts of the proceedings of this meeting.**

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Item number 1 Confirmation of Minutes	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
Item number 2.1 Hopuhopu Land Surplus to PWA Requirements		
Item number 2.2 Contract 46 06 08 Metrowaste – Increase to Approved Contract Sum		
Item No. 2.3 Approval to Award – 20 037 Playground and Minor Works Contract		

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

Item No.	Section	Interest
Item 1 Confirmation of Minutes		Refer to the previous Public Excluded reason in the agenda for this meeting.
Item 2.1 Hopuhopu Land Surplus to PWA Requirements	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
Item 2.2 Contract 46 06 08 Metrowaste – Increase to Approved Contract Sum	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
Item 2.3 Approval to Award – 20/037 Playground and Minor Works Contract	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
	7(2)(i)	To enable the Council to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
	7(2)(j)	To prevent the disclosure or use of official information for improper gain or improper advantage.

CARRIED

INF2103/06

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	5 May 2021
Prepared by	Karen Bredesen PA to the General Manager Service Delivery
Chief Executive Approved	Y
Reference #	INF2021; ECM ID: #3049868
Report Title	Waka Kotahi Relationship Development

1. EXECUTIVE SUMMARY

This report is to advise the Committee that David Speirs, Director Regional Relationship, Waikato/BOP from Waka Kotahi will be in attendance at the meeting to discuss the development of relationships with WDC and how the relationship is progressing.

2. RECOMMENDATION

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

3. ATTACHMENTS

N/A

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	5 May 2021
Prepared by	Gareth Bellamy Senior Transportation Engineer
Chief Executive Approved	Y
Reference #	INF2021; ECM ID: # 3061109
Report Title	Improved Bus Services to Better Connect our Communities 2021-2024

I. EXECUTIVE SUMMARY

The purpose of this report is to advise the Infrastructure Committee of the findings of the community survey commissioned by Waikato District Council with support from Waikato Regional Council to ascertain current and future levels of bus services within the district. This information is being used to inform proposed changes to public bus services and the prioritisation of bus shelter infrastructure for the 2021-2031 LTP.

Some of the new services being proposed (eg servicing Matangi, Tamahere and Te Kowhai) would directly support the frequent transit objectives of the Hamilton-Waikato Metropolitan Spatial Plan which identifies the need to better connect these communities to Hamilton through public transport. Altogether, improved public transport connectivity would directly support Council's vision of building liveable, thriving and connected communities.

2. RECOMMENDATION

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

AND THAT the **Infrastructure Committee** supports the proposed new and revised **Bus Services** as set out in the report from the **General Manager Service Delivery** dated 5 May 2021.

3. BACKGROUND

There has been a strong desire from our communities to provide additional/changes to existing bus services through the district, including improved bus shelter provisions.

In particular.

- Matangi, Tamahere - There has been a strong community desire to provide additional/improved public bus services. This desire is also expressed in the Hamilton-Waikato Metro Spatial Plan's mass and frequent transit schematic map.
- Raglan - a strong community desire to provide a local bus service that connects the outer areas of Whale bay, Manu bay to the Raglan township. This will result in subsequent changes to a direct service between Hamilton and Raglan.
- Huntly - a proposed local bus service that provides increased connection between east and west sides of the township and connection to the new Te Huia passenger train service. This includes subsequent changes to the Hamilton - Huntly bus service.
- Te Kowhai/Whatawhata - Proposed bus service that links The Base/Te Kowhai/Whatawhata with the Hamilton town centre. Such a service would also support the frequent transit objectives of the Hamilton-Waikato Metropolitan Spatial Plan.
- North Waikato Demand Response Service – Following the work undertaken as part of the Pokeno-Tuakau-Pukekohe service (now operational), consideration of a demand response service linking the outer areas into/from Pokeno (including Mercer) to be trialled in the forthcoming LTP.
- Bus shelter infrastructure installed at high usage locations.

Versus Research Community Survey

Versus Research was engaged to undertake a passenger and telephone surveys through the district. The report is contained in the attached Appendix.

Highlighted summary of findings particularly relating to community desires for new services.

- For those who have not used a public bus service in the past 12 months (67%), 63% mention that primarily it is because there is a more convenient mode of transport available through private vehicle use, which averaged 83%-87% through the district, although 43% of those near to metro spatial area of Hamilton have used the urban bus services. This would indicate the barriers to public bus use are related to the unavailability /inconvenience particularly around the outer Hamilton Spatial areas such as Tauwhere (98% private vehicle use), Gordonton (87%), Matangi (92%), Tamahere (92%) and in the North of the district such as at the township of Mercer (100% of those surveyed)
- Seventy per cent of respondents who reside in areas in and around Huntly are supportive of the establishment of an internal Huntly service, However, only 22% indicate that they are likely or very likely to use such a service, therefore this service is not supported.
- Seventy-nine per cent of Raglan respondents are supportive of the establishment of an internal Raglan service, while 55% indicate that they are likely or very likely to use such a service. This Service is supported
- Regarding a demand responsive bus service, 48% of respondents indicate that they would be likely or very likely to use this service.

The survey also included valuable insights into the use of the existing services and satisfaction levels. Some of the changes suggested to enhance the existing services are worthy and will be implemented. These are minor changes to service that can be accommodated in the existing budgets. These changes include stops in Taupiri for the northern connector amongst other timetabling proposals.

Train Services

The survey took the opportunity to interview respondents on the Te Huia passenger rail service.

77% of respondents indicate that they would be likely or very likely to use a train service from Pokeno and Tuakau into Auckland. A further 71% of respondents mention that they would be likely or very likely to use a train service from Te Kauwhata to Hamilton, while 67% would be likely or very likely to use a train service from Te Kauwhata to Auckland.

4. PROPOSAL

In light of the findings of the survey the following bus services are proposed:

1. Local bus service in Raglan – to provide an hourly service around the township and connecting with Manu Bay, Whale bay, Ngaranui beach, Wainamu Beach Raglan township (including wharf). This will require changes to the existing Raglan - Hamilton service (which currently provides adhoc coverage of the township) resulting in this becoming a direct Hamilton/Raglan service. It is proposed to initiate this service by tender in August 2021, to be operational for summer 2021/22.
2. Bus service connecting Matangi area to Hamilton – Possibly demand responsive. As the Hamilton section of the Waikato Expressway is yet to be opened and the subsequent changes to traffic flows /and new linkages have settled, it is proposed to initiate the planning phase this year (2021/22) and any resulting service operational year 2022/23.
3. Bus Service connecting Tamahere, possibly combining with Matangi Service – Possibly a demand responsive service. As noted above any proposed service will be affected by the opening of the east/west expressway linkage in December 2021, it is proposed to initiate the planning phase this year (2021/22) and any resulting service operational year 2022/23
4. Bus service connecting Gordonton to Hamilton – Possibly demand response. It is proposed to initiate planning in year 2021/22, and any resulting service operational year 2022/23
5. Bus Service connecting Te Kowhai / Whatawhata - linking The Base/Rotokauri/Te Kowhai/Whatawhata with Hamilton Town centre. The Whatawhata linkage on this service will alleviate the existing pressure on the 23 service to Raglan. The service will possibly be a demand responsive one. It is proposed to initiate planning in year 2021/22 and make operational year 2022/23.

6. North Waikato Demand Responsive Service – linking the outer areas into/from Pokeno (including Mercer) to be trialled in the forthcoming LTP. It is proposed to plan this service commencing 2021 and initiate the trial service 2022/23.
7. Whilst the internal bus service for Huntly is not proposed in this LTP, funding of trial has been budgeted. It is proposed to undertake planning in 2021/22 and implement a trial 2022/23.

5. BUS SHELTER INFRASTRUCTURE

For the Committee's information, bus shelters will be installed at high patronage locations throughout the District (at a cost of \$50k/year). This will result in installation of either 6 single shelters or 5 double shelters each year.

The priority of locations will be based on patronage use. Patronage locations will be provided by the Regional Council. For Year 2021/22 the following locations have been Identified.

- Rakaumanga School Huntly
- 6 - 8 Harris St Huntly
- 29 Russell St Huntly
- Tumate Mahuta Dr (Near Countdown Loading Bay) Huntly
- Tumate Mahuta Dr (Opp Countdown Loading Bay) Huntly
- Store Rd Whatawhata (23 Bus service and future Te Kowhai Connection)

The patronage results from the new Pokeno/Pukekohe service are yet to be assessed by Regional Council and may affect the list above.

6. CONSIDERATION

6.1 FINANCIAL

The proposed changes were anticipated in the LTP process and operational budgets have been approved in the LTP 2021-2031 Consultation Document.

Bus service operational budgets are General Rate Funded and fall under Waka Kotahi Work Category **WC511: Bus Service** and receive standard Funding Assistant Rate (FAR) (52% 2021/22, 51% years 2022/23, 23/24) and is claimed through Waikato Regional Council

The following is a summary of total operational budgets (inclusive of FAR) for the 2021-2024 LTP, the proposals in this report are highlighted yellow.

The Huntly internal service budget (highlighted green) is to undertake a trial service.

Cost Centre: 761	Passenger Transport			
Op Projects BAU:	Inflation: ROADS	2022	2023	2024
7PT78051E014990000	Huntly to Hamilton bus service	\$300,000	\$309,300	\$318,579
7PT78052E014990000	Huntly internal bus service	\$5,000	\$5,155	\$5,310
7PT78053E014990000	Raglan to Hamilton bus service	\$115,000	\$118,565	\$122,122
7PT78056E014990000	Port Waikato to Pukekohe bus service	\$8,000	\$8,248	\$8,495
7PT78057E014990000	North Waikato demand responsive service	\$100,000	\$103,100	\$106,193
7PT78059E014990000	Pokeno to Pukekohe bus service	\$252,500	\$260,328	\$268,137
7PT78060E014990000	Huntly to Pukekohe bus service	\$42,594	\$43,914	\$45,232
7PT78061E014990000	Te Kauwhata to Hamilton	\$11,000	\$11,341	\$11,681
7PT78062E014990000	Hamilton to Papakura bus service	\$56,750	\$58,509	\$60,265
7PT78066E014990000	Matangi to Hamilton	\$100,000	\$103,100	\$106,193
7PT78067E014990000	Tamahere to Hamilton	\$100,000	\$103,100	\$106,193
7PT78068E014990000	Raglan demand responsive service	\$100,000	\$103,100	\$106,193
7PT78069E014990000	Total mobility scheme	\$15,000	\$15,465	\$15,929
7PT78070E014990000	Te kowhai to Hamilton	\$100,000	\$103,100	\$106,193
7PT78071E014990000	Te huia rail service	\$220,000	\$226,820	\$233,625
8PT78050E014990000	Bus shelters	\$30,000	\$30,930	\$31,858

Cost Centre: 761	Passenger Transport			
Cap Projects:	Inflation: CAPROADS	2022	2023	2024
7PT78050C0000000000	Bus shelters	\$50,000	\$51,550	\$127,432

6.2 LEGAL

There are no legal considerations. It is noted in the Government Policy Statement (GPS) 2020 that investment in public Transport is a high priority to receive funding assistance via FAR.

5.3. STRATEGIC CONSIDERATIONS

Implementation of the proposed services will give effect to Council's vision of building liveable, thriving and connected communities. New services connecting communities such as Matangi, Tamahere, Gordonton and Te Kowhai to Hamilton will also help give effect to the frequent transit objectives of the Hamilton-Waikato Metropolitan Spatial Plan. The proposed improvements also align with the Regional Land Transport Plan and the Government Policy Statement on Land Transport.

7. CONCLUSION

The proposed improvements align with the Regional Land Transport Plan (RLPT), the GPS on Land Transport to increase public Transport and are highly supported by our communities. Operational budgets within the LTP have been approved by Council and are contained in the LTP public Consultation document.

The proposed bus service changes will provide inter-connectivity for our communities and service communities that currently do not have access to public transport. The bus services will provide additional benefits including reducing reliance of motor vehicle use, reduce congestion and provide reduction in carbon emissions, although these benefits are yet to be fully evaluated and measured.

8. ATTACHMENTS

- Appendix I – Versus Public Transport Public Survey



Versus
RESEARCH

Waikato Transport Survey

December 2020

Summary of Findings²²

Overall, 69% of respondents regularly travel to Hamilton, with the purposes of these trips primarily being for shopping (61%), work (37%), and activities or events with friends (32%). Sixty-one per cent of respondents mention that they mostly travel to Hamilton on weekdays, with 25% travelling mostly on weekends. Close to half of respondents travel to Hamilton between 9am and 3pm (45%). The majority of respondents primarily drive themselves to Hamilton in a vehicle (83%), however 16% mention they travel on a bus. For those who do not use a bus service, 47% indicate that it's because there is a more convenient mode of transport available.

Sixty-seven per cent of respondents in the northern areas regularly travel to Auckland; these trips are primarily for work (53%), shopping (42%), and activities or events with friends (36%). Fifty-nine per cent of respondents mention that they mostly travel to Auckland on weekdays, with 25% travelling mostly on weekends. Thirty-eight per cent of respondents travel to Auckland before 9am, with 36% travelling between 9am and 3pm. The majority of respondents primarily drive themselves to Auckland in a vehicle (87%), with 2% mentioning a bus as a mode of transport. For those who do not use a bus service, 44% indicate that there is a more convenient mode of transport available to them.

Thirty-three per cent of respondents indicate that they have used a public bus service in the past 12 months.

Amongst bus users, 6% of respondents have used the Number 20 Cambridge to Hamilton bus service; amongst these 91% are satisfied or very satisfied with the service. Twenty-one per cent of respondents have used the Number 23 Raglan to Hamilton bus service; 83% of these respondents are satisfied or very satisfied with the service. Twenty-three per cent of respondents have used the Number 21 Northern Connector service; 78% are satisfied or very satisfied with the service.

A further 43% of respondents have used urban buses in Hamilton, 19% have used urban buses in Auckland, while 14% have not used any of these services.

For those who have not used a public bus service in the past 12 months (67%), 63% mention that primarily it is because there is a more convenient mode of transport available.

Seventy per cent of respondents who reside in areas in and around Huntly are supportive of the establishment of an internal Huntly service, while 22% indicate that they are likely or very likely to use such a service. Sixty-one per cent of respondents mention they would use this service regularly; primarily for shopping (56%). Sixty-one per cent of respondents would mostly use this service on weekdays, with 28% mostly using it on weekends. Fifty-eight per cent of respondents indicate that they would use this service between 9am and 3pm. Forty-two per cent of respondents indicate that they would use this service to connect to Hamilton, while 16% would use it to travel around Huntly. A further 41% of respondents would use it for both travel around Huntly and connecting to Hamilton. Sixty-seven per cent respondents agree that the proposed Huntly internal service should stop in Taupiri, while 84% of respondents agree it should stop in Ngaruawahia.

Seventy-nine per cent of Raglan respondents are supportive of the establishment of an internal Raglan service, while 55% indicate that they are likely or very likely to use such a service. Fifty-eight per cent of respondents mention they would use this service regularly; primarily for activities or events with friends (68%). Close to half of respondents would mostly use this service on weekends (49%), with a further 32% mostly using it on weekdays. Sixty-three per cent of respondents indicate that they would use this service between 9am and 3pm. Close to half of respondents would use this service for both travel around Raglan and connecting to Hamilton (48%).

With regards to future services; 77% of respondents indicate that they would be likely or very likely to use a train service from Pokeno to Tuakau. A further 71% of respondents mention that they would be likely or very likely to use a train service from Te Kauwhata to Hamilton, while 67% would be likely or very likely to use a train service from Te Kauwhata to Auckland. Regarding a demand responsive bus service, 48% of respondents indicate that they would be likely or very likely to use this service.

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Project Overview

Project Overview

PROJECT BACKGROUND

Waikato District Council (Council) in conjunction with Waikato Regional Council, are completing a review of the public transport services in the Waikato district.

Council engaged Versus Research to conduct research with Waikato district residents to inform this review.

The primary research objectives of this project are to:

- Understand common journeys residents make;
- Determine the need for more or new public transport services or new transport hubs, and;
- Understand interest in demand responsive services (DRT) and bus service infrastructure preference.

METHOD AND SAMPLE

Interviewing for the Waikato Transport Survey was carried out via a dual-method approach utilising Computer-Assisted Telephone Interviewing (CATI) online interviewing, and intercept interviewing between November 6th and 28th, 2020.

CATI and online interviewing were used to collect community level responses, while intercept interviewing focussed on current public transport users on two routes - 23 Raglan to Hamilton, and 21 Northern Connector.

The results from all forms of interviewing were combined and analysed as a single dataset. The final sample size (total number of respondents interviewed) is n=731 (n=203 from CATI, n=477 from online interviewing, and n=51 from intercept interviewing) which gives a maximum Margin of Error (MoE) of +/- 3.62%.

The following tables outline the number of unweighted interviews collected within each age and gender quota and split by interviewing method.

	CATI	Online	Intercept
Male	47	139	16
Female	156	338	35
TOTAL	203	477	51

	CATI	Online	Intercept
16 years	1	4	6
17-21 years	5	19	12
22-30 years	3	29	8
31-50 years	29	190	6
51-64 years	53	145	8
65+ years	109	90	11
TOTAL	203	477	51

The total sample proportions for each area are outlined in the table below.

	CATI	Online	Intercept
Gordonton	10	31	3
Huntly	26	34	14
Matangi	11	18	1
Mercer	5	7	-
Meremere	10	21	-
Ngaruawahia	20	51	10
Pokeno	16	24	2
Raglan	20	68	17
Tamahere	10	51	-
Taupiri	10	11	2
Tauwhare	10	12	-
Te Kauwhata	20	91	-
Te Kowhai	10	26	2
Tuakau	25	32	-
TOTAL	203	477	51

Project Overview

MARGIN OF ERROR

Margin of Error (MoE) is a statistic used to express the amount of random sampling error present in a survey's results. The MoE is particularly relevant when analysing a subset of the data as smaller sample sizes incur a greater MoE.

The final sample size for this study is n=731, which gives a maximum margin of error of +/- 3.62% at the 95% confidence interval. That is, if the observed result for the total sample of n=731 respondents is 50% (point of maximum margin of error), then there is a 95% probability that the true answer falls between 46.38% and 53.62%.

WEIGHTING

Age and gender weights have been applied to the community level data for this project. Weighting ensures specific demographic groups are neither under nor over represented in the final dataset, and each group is represented as it would be in the population. The final weights applied to the sample are outlined in the table below:

RESIDENT POPULATION OF INTEREST	POPULATION %
Males aged 30 and younger	13%
Females aged 30 and younger	12%
Males aged between 31 and 64 years	29%
Females aged between 31 and 64 years	30%
Males aged 65 years and older	8%
Females aged 65 years and older	8%
TOTAL	100%

Weights have only been applied to the community level responses. Responses which were collected via intercept interviewing are not weighted as they represent a different, and separate audience to the community level responses.

STATISTICAL TESTING

Statistical testing has been applied to figures in this report. This testing compares the area results to the total level results.

Any significant changes here are shown using a ↑ or ↓ arrow. A ↑ arrow shows a significantly higher result, while a ↓ arrow shows a significantly lower result than the total.

QUESTIONNAIRE

The questionnaire for the Waikato Transport Survey was constructed by Versus Research in conjunction with Council. A copy of the CATI questionnaire (full survey) is available in the appendix.

NOTES ON REPORTING

The majority of results are presented first at a total level (generally charted); then presented in a tabulated format are results by area.

Residents from different areas answered different questions. The front page of each section outlines who has responded to the questions in the given section. Readers should also note the base size listed at the bottom of each page.

Where applicable commentary has also been provided regarding demographic (age groups, gender) differences.

Where appropriate, responses are shown community level results (online and CATI responses) versus bus user results (intercept responses).

It is important to note that due to rounding and questions which allow multiple answers, percentages will not always add up to 100%.

Section A: Current Travel Behaviour into Hamilton

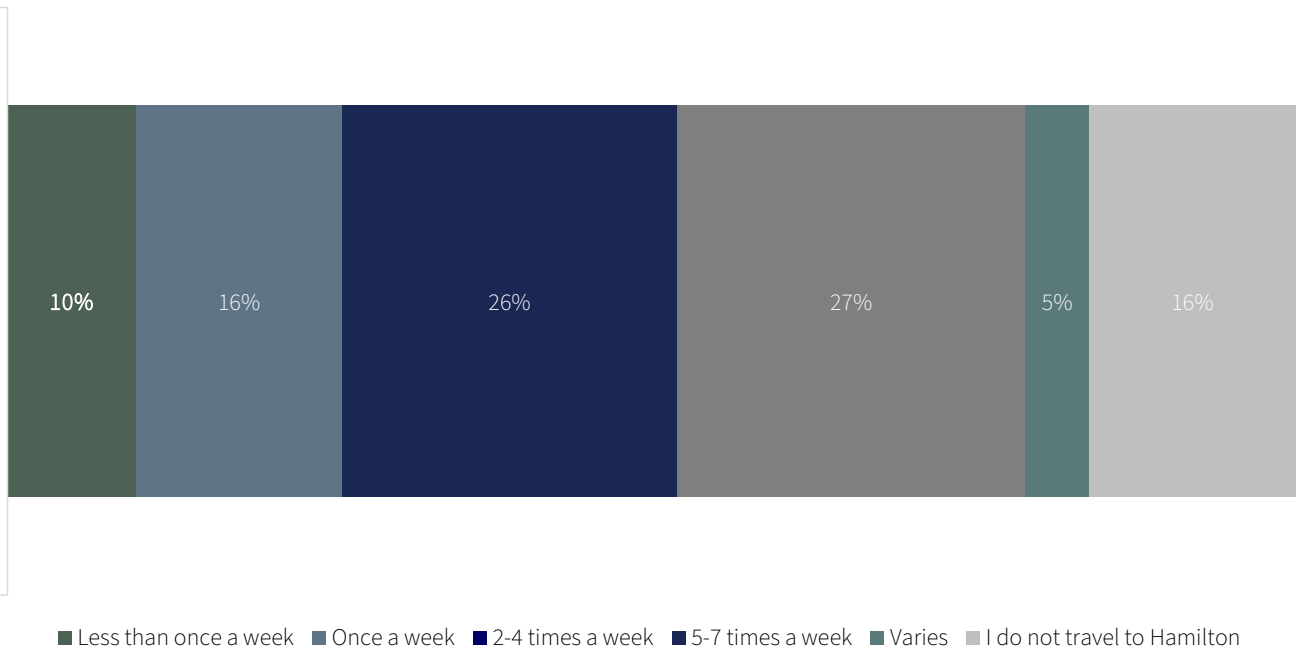
This section details journeys respondents make to Hamilton on a regular basis. The following questions were answered by all respondents.



FREQUENCY OF TRAVEL

More than two-thirds of respondents (69%) indicate that they typically travel to Hamilton once a week (16%), two to four times a week (26%), or five to seven times a week (27%). A further 10% of respondents mention that they travel to Hamilton less than once a week, while 5% mention their travel patterns vary. Sixteen per cent of respondents indicate that they do not travel to Hamilton in a typical week.

Those most likely to travel to Hamilton in a typical week include residents from Gordonton, Matangi, Ngaruawahia, and Tamahere. Residents from the northern areas do not travel to Hamilton on a regular basis.



FREQUENCY OF TRAVEL, BY AREA

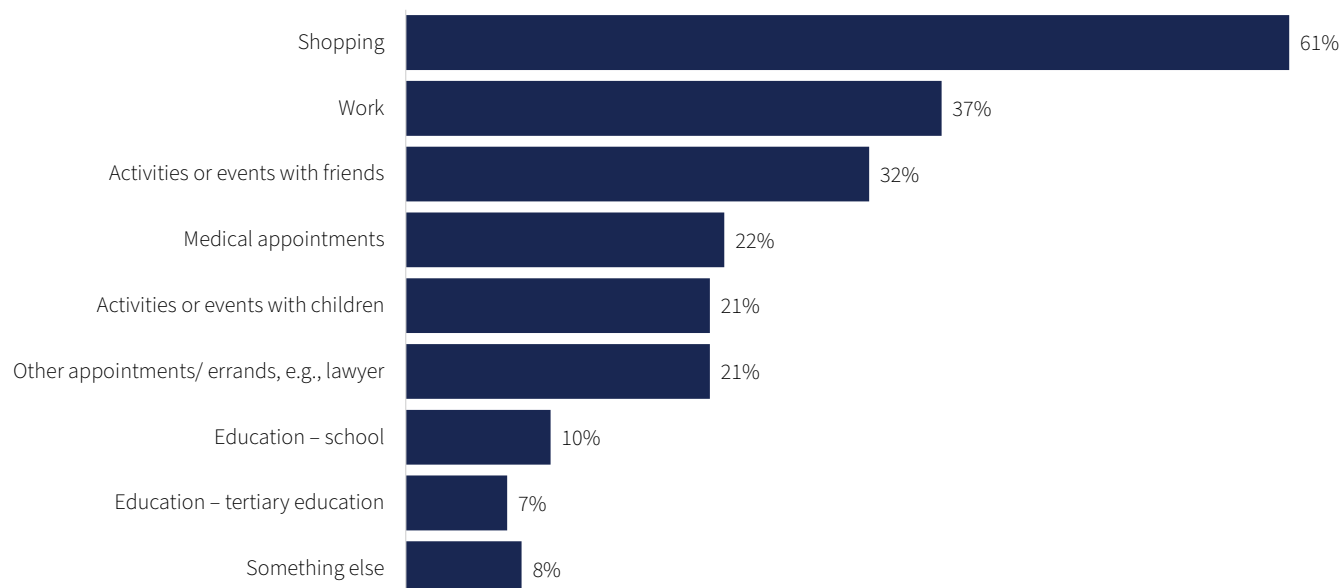
	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Less than once a week	4%	9%	2%	3%	27%↑	6%	18%	15%	5%	8%	8%	10%	6%	12%
Once a week	13%	22%	6%	3%	22%	8%	3%↓	17%	5%↓	18%	13%	40%↑	7%	4%↓
2-4 times a week	20%	31%	28%	7%	17%	36%	9%	34%	35%	39%	41%	20%	25%	5%↓
5-7 times a week	55%↑	20%	54%↑	5%	0%↓	46%↑	7%	17%	50%↑	26%	39%	12%↓	50%	9%
Varies	2%	10%	5%	0%	5%	1%	2%	7%	2%	9%	0%	7%	3%	1%
I do not travel to Hamilton in a typical week	5%	8%	5%	81%↑	29%	3%↓	61%↑	10%	2%↓	0%	0%	11%	9%	68%↑

A1. In a typical week, how often would you travel to Hamilton? Base: All respondents n=731.



REASONS FOR TRAVEL

The primary reason for travelling to Hamilton is shopping (61%), followed by work (37%), and activities or events with friends (32%). At lower level, medical appointments (22%), and activities or events with children, as well as other appointments or errands (both 21%) are also reasons respondents travel to Hamilton.



REASONS FOR TRAVEL, BY AREA

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Shopping	55%	68%	60%	72%	67%	50%	59%	58%	49%	73%	29%	83%↑	78%	19%↓
Work	47%	18%	51%	28%	18%	62%↑	28%	32%	60%	35%	45%	26%	28%	21%
Activities or events with friends	28%	43%	20%	54%	49%	25%	28%	26%	39%	36%	51%	28%	32%	14%
Medical appointments	18%	20%	13%	37%	46%	18%	24%	24%	24%	22%	33%	24%	12%	3%
Activities or events with children	16%	31%	15%	0%	18%	17%	26%	13%	12%	29%	48%	35%	15%	0%
Other appointments	26%	19%	11%	0%	9%	18%	23%	24%	20%	14%	44%	21%	29%	0%
Education - school	20%	9%	23%	0%	0%	12%	0%	7%	4%	18%	9%	6%	23%	0%
Education - tertiary	7%	3%	10%	0%	0%	1%	6%	3%	16%	0%	3%	8%	16%	29%
Something else	1%	4%	21%	0%	3%	12%	8%	10%	2%	17%	2%	8%	7%	23%

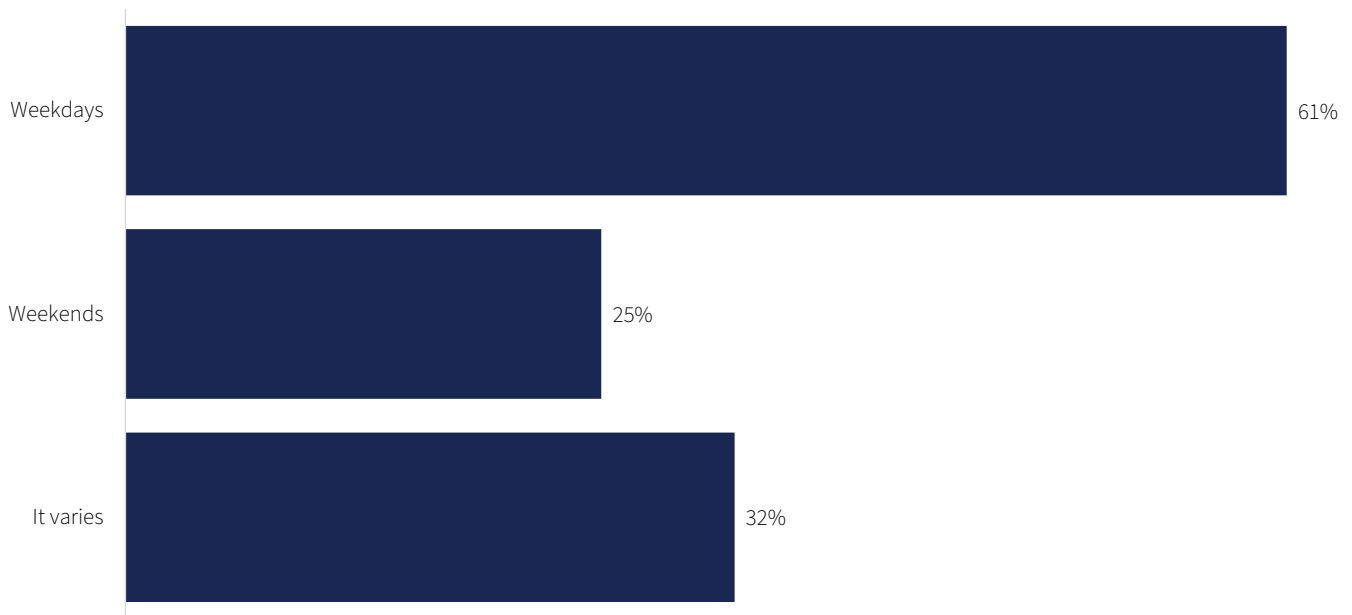
A2. What is your primary reason for travelling to Hamilton? Base: n=588.



DAYS OF TRAVEL

Sixty-one per cent of respondents indicate that they primarily travel to Hamilton on weekdays. A further 25% of respondents mention that they travel to Hamilton on weekends, while 32% mention their travel varies across weekdays and weekends.

Te Kauwhata residents are less likely to travel to Hamilton on weekdays (37% cf. total, 61%).



DAYS OF TRAVEL, BY AREA

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Weekdays	71%	53%	65%	46%	34%	78%	56%	72%	67%	63%	59%	37%↓	68%	57%
Weekends	22%	31%	11%	0%	24%	28%	48%	19%	17%	28%	32%	27%	30%	32%
It varies	30%	46%	37%	54%	55%	18%	14%	23%	30%	50%	29%	43%	26%	11%

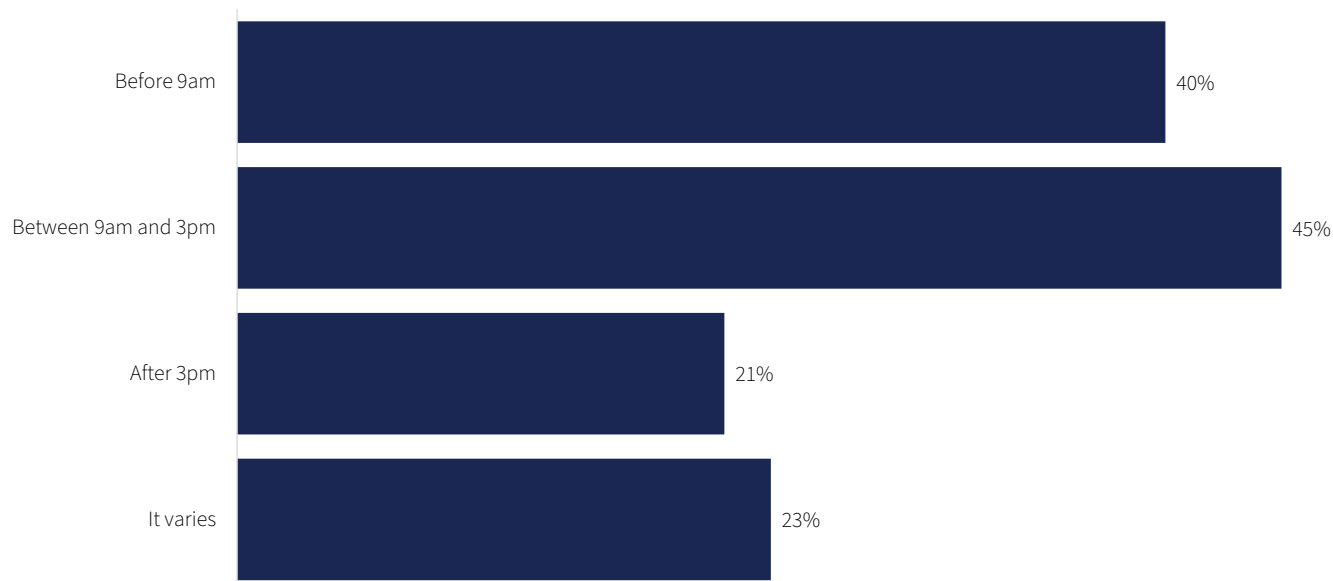
A3. Do you travel to Hamilton mainly on weekdays or weekends? Base: n=588.

Travel to Hamilton ³¹



TIME OF TRAVEL

Forty per cent of respondents indicate that they travel to Hamilton before 9am. A further 45% of respondents mention that they travel to Hamilton between 9am and 3pm, while 21% indicate that they travel after 3pm. Twenty-three per cent of respondents mention their travel times vary.



TIME OF TRAVEL, BY AREA

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Before 9am	54%	22%	65%	65%	24%	53%	18%	39%	61%	39%	39%	24%	42%	45%
Between 9am and 3pm	36%	51%	23%	17%	56%	42%	34%	45%	30%	47%	38%	63%	40%	68%
After 3pm	22%	19%	43%	0%	9%	27%	34%	20%	28%	7%	11%	20%	18%	29%
It varies	23%	27%	14%	54%	48%	14%	48%	15%	12%	19%	41%	29%	30%	15%

A4. What times of the day do you travel to Hamilton? Base: n=588.

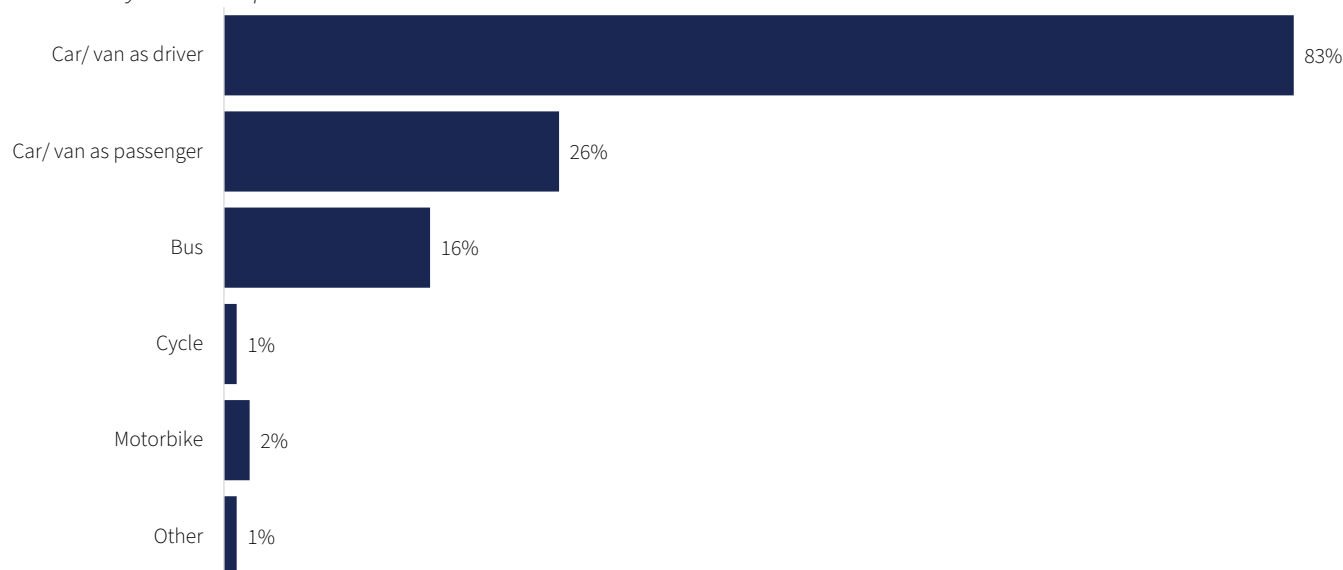


MAIN MODE OF TRANSPORT

Eighty-three per cent of respondents indicate that they primarily travel to Hamilton in a vehicle as the driver. At a lower level, 26% of respondents mention that they travel in a vehicle as a passenger, while 16% indicate that they travel to Hamilton on a bus.

Tauwhare residents are more likely to mention that they travel in a vehicle as the driver (98% cf. total, 83%), Raglan residents are more likely to indicate that they travel on a bus (30% cf. total, 16%), while residents from Tamahere are more likely to mention they cycle (8% cf. total, 1%).

Please note that these results include responses from bus users. Responses are analysed by bus user and community level samples at the end of this section.



MAIN MODE OF TRANSPORT, BY AREA

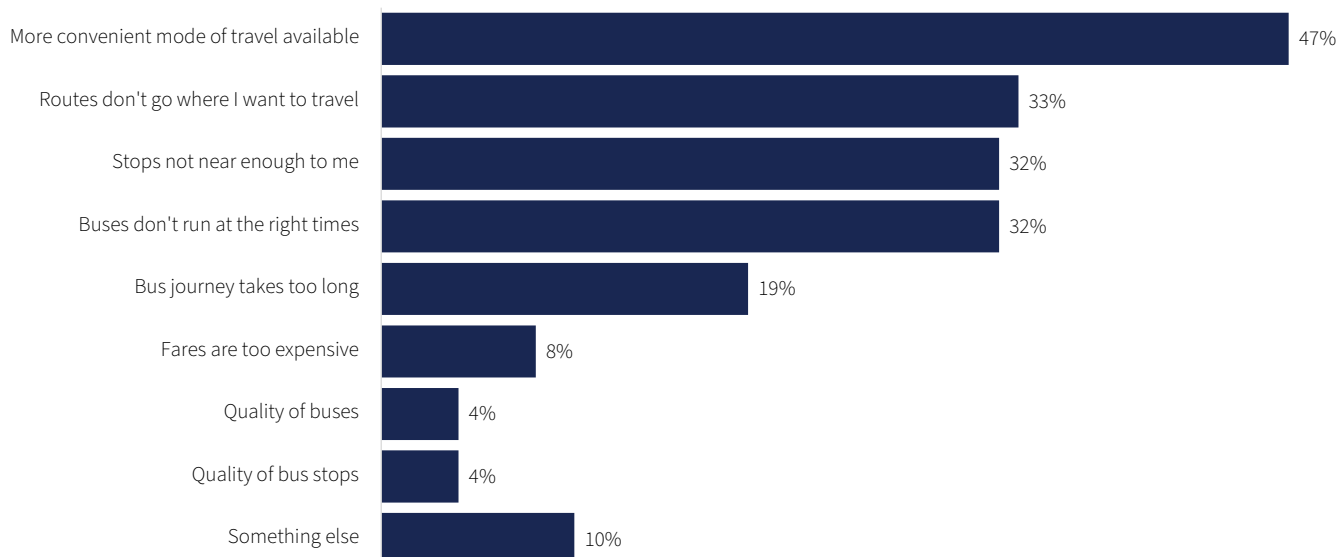
	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Car/van as driver	87%	68%	92%	100%	97%	76%	80%	71%	92%	89%	98%↑	91%	79%	75%
Car/van as passenger	33%	37%	14%	17%	15%	15%	40%	29%	19%	19%	41%	30%	25%	19%
Bus	11%	36%↑	8%	0%	0%	23%	6%	30%↑	2%↓	26%	0%	7%	16%	0%
Cycle	0%	0%	3%	0%	0%	0%	0%	2%	8%↑	0%	0%	0%	0%	0%
Motorbike	0%	0%	0%	0%	18%↑	0%	0%	0%	3%	0%	9%	0%	5%	13%
Other	0%	0%	3%	0%	0%	3%	0%	0%	1%	0%	0%	1%	0%	3%

A5. What are the primary modes of transport you use to get to Hamilton? Base: n=588.



REASONS FOR NOT USING THE BUS TO TRAVEL TO HAMILTON

The leading reason for respondents not using a bus service is that there is a more convenient mode of transport available (47%). At a lower level, respondents also mention that there isn't a bus stop near enough and/or do not run at the right times (32% each), or that the bus route does not go where respondents want to travel (33%).



REASONS FOR NOT USING BUS, BY AREA

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
More convenient mode of travel available	54%	61%	34%	35%	60%	59%	37%	29%	48%	52%	45%	40%	53%	29%
Routes don't go where I want to travel	49%	24%	24%	37%	32%	24%	25%	37%	34%	30%	12%	39%	36%	42%
Stops not near enough to me	38%	24%	60%	0%	7%	22%	37%	18%	48%	37%	50%	33%	31%	53%
Buses don't run at the right times	33%	19%	21%	0%	43%	22%	36%	48%	25%	14%	11%	50%	27%	9%
Bus journey takes too long	15%	29%	10%	0%	10%	12%	13%	12%	37%	38%	3%	23%	10%	14%
Fares are too expensive	11%	0%	14%	0%	7%	2%	21%	14%	8%	11%	0%	10%	10%	0%
Quality of buses	0%	16%	4%	0%	0%	0%	4%	0%	0%	0%	0%	12%	0%	0%
Quality of bus stops	4%	0%	0%	0%	0%	4%	13%	1%	3%	0%	0%	11%	0%	0%
Something else	5%	10%	9%	28%	3%	13%	17%	12%	6%	7%	18%	10%	10%	22%

A6: What are the main reasons you do not use a bus service for your trips to Hamilton? Base: n=364.

Subgroup Results ³⁴

The data below illustrates the travel differences between the wider community and bus users. Generally, bus users are more likely to travel to Hamilton for education - school (21%), while the community responses show a higher level of travel for shopping (63%) or activities or events with children (23%).



COMMUNITY

FREQUENCY OF TRAVEL (TYPICAL WEEK)

Less than once a week	10%
Once a week	16%
2-4 times a week	26%
5-7 times a week	28%
Varies	4%
I do not travel to Hamilton	17%

REASONS FOR TRAVEL

Shopping	63%
Work	38%
Activities or events with friends	32%
Activities or events with children	23%
Medical appointments	22%
Other appointments	22%
Education - school	9%
Education - tertiary	7%

DAYS OF TRAVEL

Weekdays	60%
Weekends	25%
It varies	33%

TIME OF TRAVEL

Before 9am	41%
9am to 3pm	45%
After 3pm	22%
It varies	23%

MAIN MODE OF TRANSPORT

Car/ van as driver	87%
Car/ van as passenger	25%
Bus	10%
Cycle	1%
Motorbike	2%
Other	1%



BUS USERS

FREQUENCY OF TRAVEL (TYPICAL WEEK)

Less than once a week	16%
Once a week	16%
2-4 times a week	27%
5-7 times a week	24%
Varies	10%
I do not travel to Hamilton	8%

REASONS FOR TRAVEL

Shopping	43%
Work	30%
Activities or events with friends	28%
Medical appointments	23%
Education - school	21%
Other appointments	9%
Education - tertiary	6%
Activities or events with children	2%

DAYS OF TRAVEL

Weekdays	68%
Weekends	30%
It varies	23%

TIME OF TRAVEL

Before 9am	32%
9am to 3pm	55%
After 3pm	17%
It varies	19%

MAIN MODE OF TRANSPORT

Car/ van as driver	28%
Car/ van as passenger	38%
Bus	83%
Cycle	0%
Motorbike	0%
Other	0%

Section B: Current Travel Behaviour into Auckland

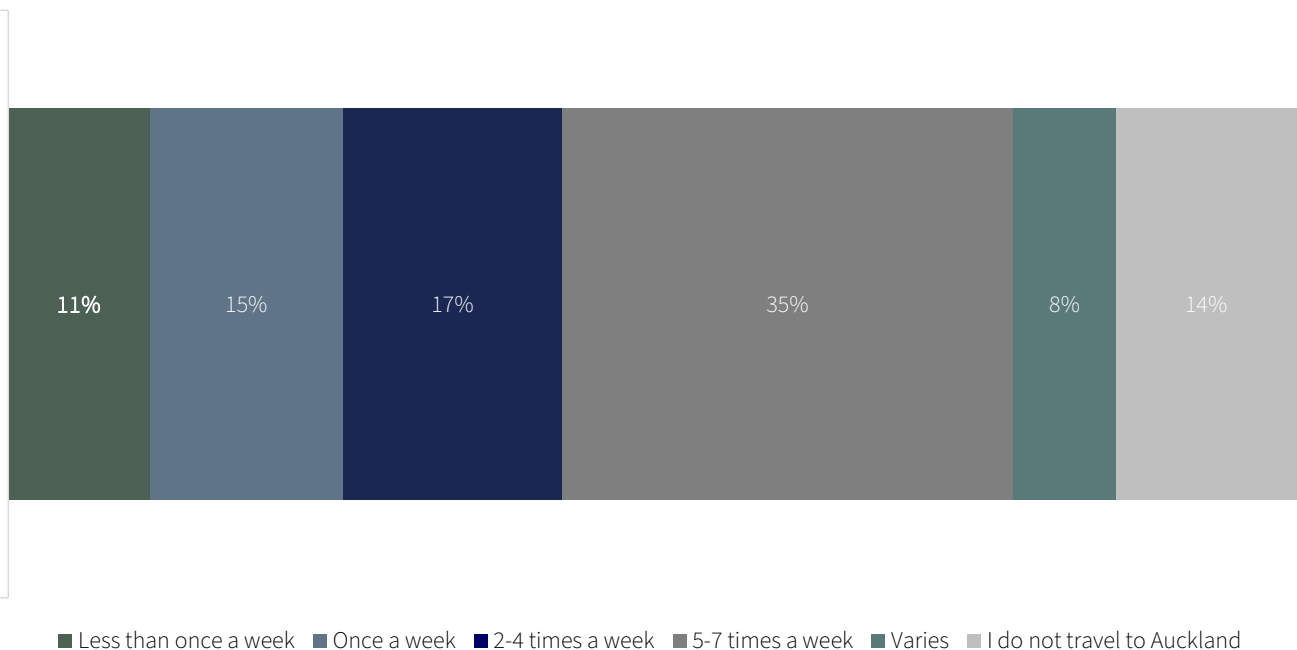
This section details journeys respondents make to the Auckland region on a regular basis. The following questions were answered by residents from Mercer, Meremere, Pokeno, Te Kauwhata, and Tuakau.



FREQUENCY OF TRAVEL

Sixty-seven per cent of respondents indicate that they typically travel to Auckland once a week (15%), two to four times a week (17%), or five to seven times a week (35%). A further 11% of respondents mention that they travel to Auckland less than once a week, while 8% mention their travel patterns vary. Fourteen per cent of respondents indicate that they do not travel to Auckland in a typical week.

Pokeno residents are more likely to travel to Auckland in a typical week than residents in other areas. Mercer residents are the least likely to travel to Auckland in a typical week. Primarily, respondents who travel to Auckland travel to the suburbs of Pukekohe, Papakura, and Manukau.



FREQUENCY OF TRAVEL, BY AREA

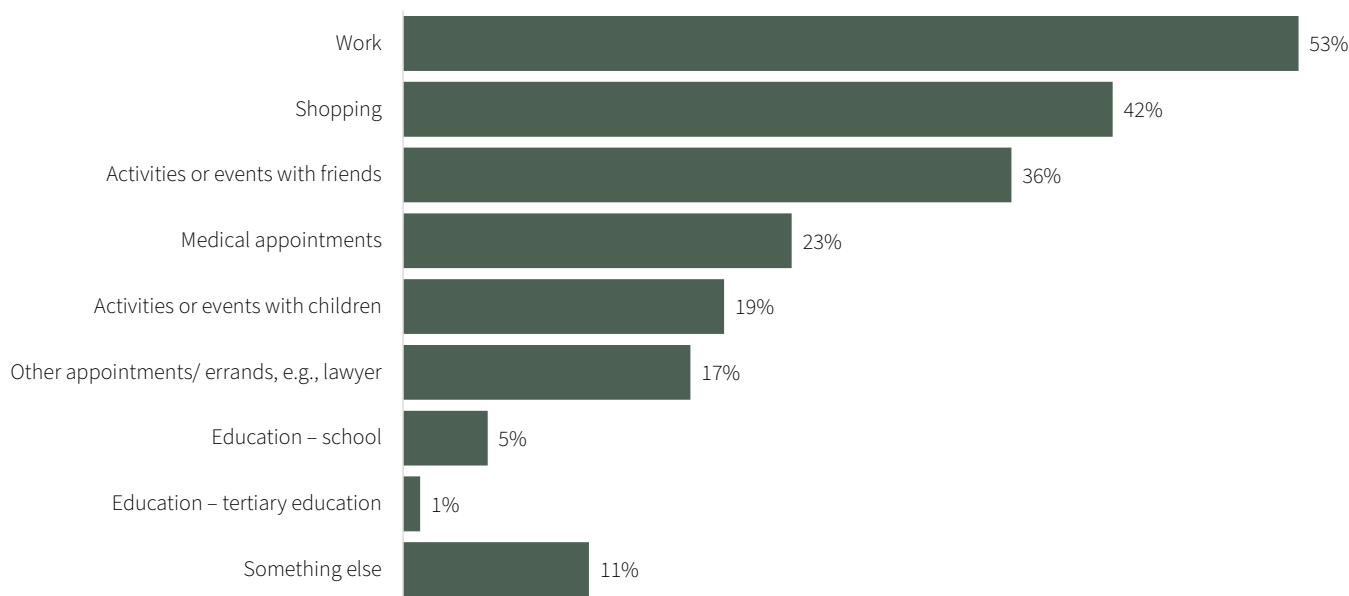
	Mercer	Meremere	Pokeno	Te Kauwhata	Tuakau
Less than once a week	10%	3%	3%	17%	12%
Once a week	3%	7%	17%	18%	15%
2-4 times a week	0%	34%	6%	16%	21%
5-7 times a week	21%	52%	67% ¹	24%	23%
Varies	30%	4%	2%	8%	11%
I do not travel to the Auckland region in a typical week	35%	0%	6%	17%	17%

B1. In a typical week, how often would you travel to the Auckland region? Base: n=252.



REASONS FOR TRAVEL

The primary reason for travelling to Auckland is for work (53%), followed by shopping (42%), and activities or events with friends (36%). At lower level, medical appointments (23%), activities or events with children (19%), and other appointments or errands (17%) are also reasons respondents travel to Auckland.



REASONS FOR TRAVEL, BY AREA

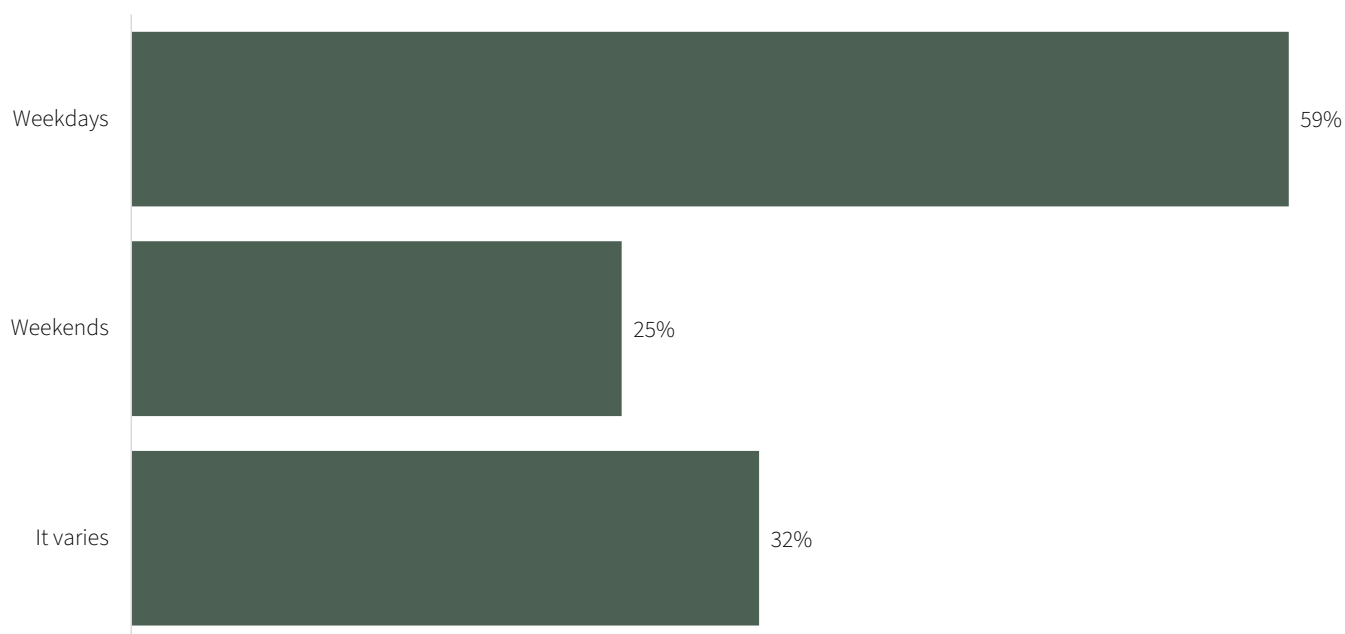
	Mercer	Meremere	Pokeno	Te Kauwhata	Tuakau
Work	56%	44%	76%	49%	49%
Shopping	71%	63%	38%	40%	24%
Activities or events with friends	8%	45%	33%	37%	33%
Medical appointments	13%	41%	24%	16%	24%
Activities or events with friends	8%	21%	13%	23%	18%
Other appointments/ errands	11%	36%	20%	13%	10%
Education - school	8%	13%	15%	1%	0%
Education - tertiary	0%	0%	2%	1%	2%
Something else	23%	5%	7%	18%	2%

B3. What is your primary reason for travelling to Auckland region? Base: n=208.



DAYS OF TRAVEL

Fifty-nine per cent of respondents indicate that they primarily travel to Auckland on weekdays. A further 25% of respondents mention that they travel to Auckland on weekends, while 32% mention their travel varies across weekdays and weekends.



DAYS OF TRAVEL, BY AREA

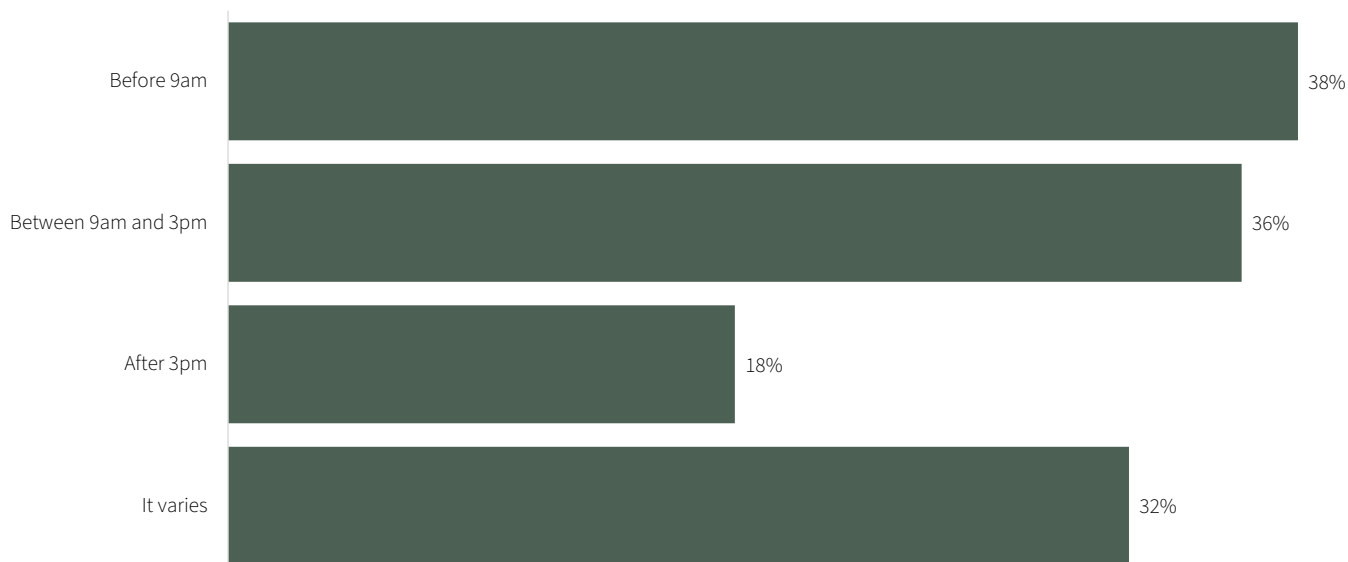
	Mercer	Meremere	Pokeno	Te Kauwhata	Tuakau
Weekdays	66%	62%	69%	50%	68%
Weekends	48%	20%	18%	27%	27%
It varies	11%	36%	35%	35%	21%

B4. Do you travel to Auckland mainly on weekdays or weekends? Base: n=208.



TIME OF TRAVEL

Thirty-eight per cent of respondents indicate that they travel to Auckland before 9am. A further 36% of respondents mention that they travel to Auckland between 9am and 3pm, while 18% indicate that they travel after 3pm. Thirty-two per cent of respondents mention their travel times vary.



TIME OF TRAVEL, BY AREA

	Mercer	Meremere	Pokeno	Te Kauwhata	Tuakau
Before 9am	32%	37%	52%	30%	44%
Between 9am and 3pm	33%	27%	28%	36%	53%
After 3pm	31%	15%	28%	16%	13%
It varies	11%	40%	38%	33%	24%

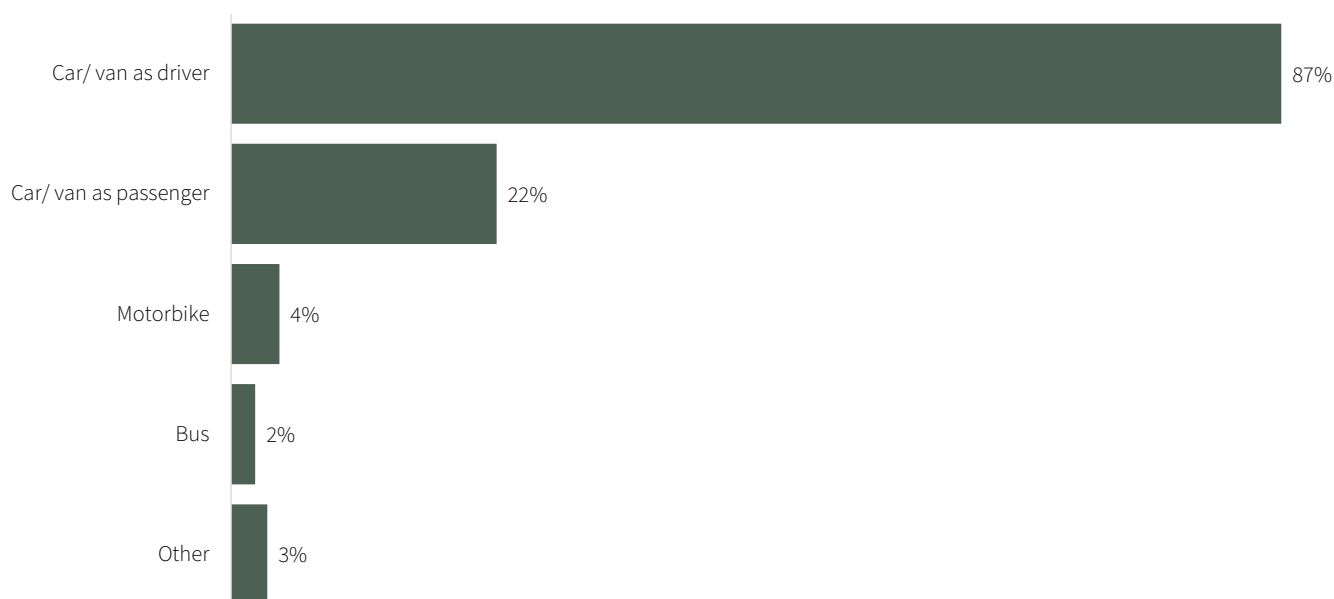
B5. What times of the day do you travel to Auckland? Base: n=208.



MAIN MODE OF TRANSPORT

Eighty-four per cent of respondents indicate that they primarily travel to Auckland in a vehicle as the driver. At a lower level, 22% of respondents mention that they travel in a vehicle as a passenger, while 2% indicate that they travel to Auckland on a bus.

While not significant, residents from Mercer are more likely to indicate they travel to Auckland on a motorbike (23% cf. total, 4%).



MAIN MODE OF TRANSPORT, BY AREA

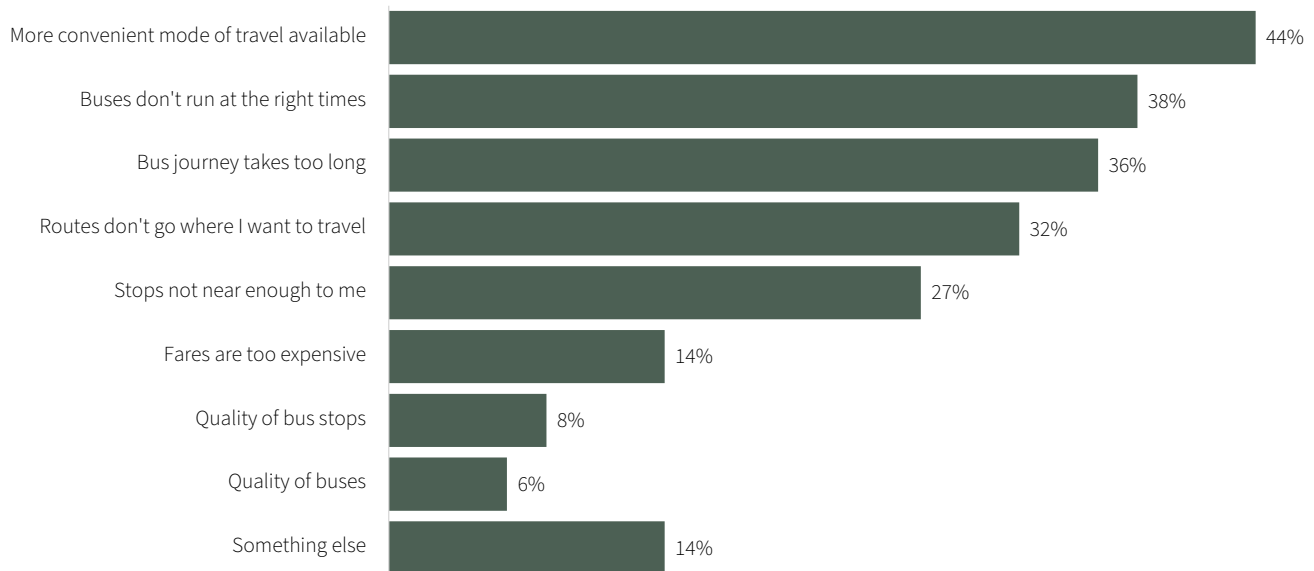
	Mercer	Meremere	Pokeno	Te Kauwhata	Tuakau
Car/van as driver	77%	89%	78%	91%	87%
Car/van as passenger	23%	14%	29%	24%	15%
Motorbike	23%	12%	0%	0%	5%
Bus	0%	2%	7%	1%	0%
Other	0%	9%	3%	1%	5%

B6. What are the primary modes of transport you use to get to Auckland? Base: n=208.



REASONS FOR NOT USING BUS TO TRAVEL TO AUCKLAND

The leading reason for respondents not using a bus service is that there is a more convenient mode of transport available (44%). This is followed by mentions of the buses not running at the right times (38%), the bus journey taking too long (36%), and the bus routes not going where respondents want to travel (32%).



REASONS FOR NOT USING BUS, BY AREA

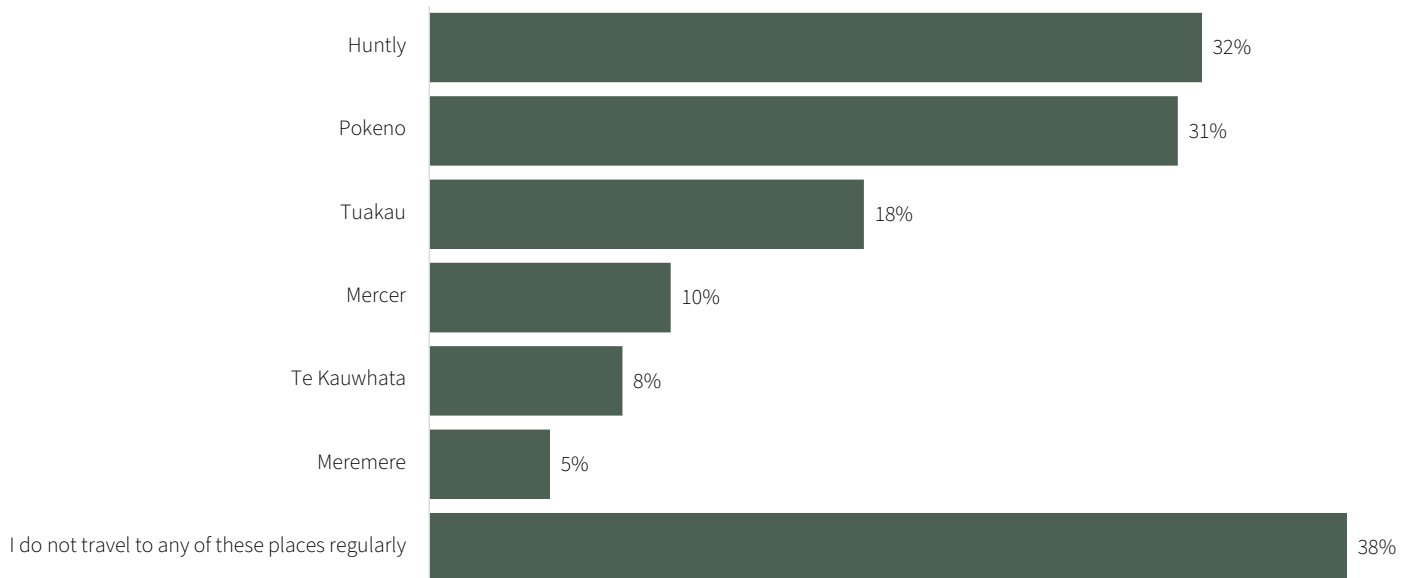
	Mercer	Meremere	Pokeno	Te Kauwhata	Tuakau
More convenient mode of travel available	33%	56%	50%	40%	39%
Buses don't run at the right times	32%	31%	36%	44%	34%
Bus journey takes too long	19%	29%	44%	42%	25%
Routes don't go where I want to travel	34%	20%	29%	36%	37%
Stops not near enough to me	13%	26%	29%	28%	25%
Fares are too expensive	23%	7%	27%	16%	4%
Quality of bus stops	0%	0%	23%	10%	0%
Quality of buses	0%	0%	7%	12%	0%
Something else	0%	4%	13%	21%	11%

B7. What are the main reasons you do not use a bus service for your trips to Auckland? Base: n=159.



TRAVEL TO CERTAIN PLACES

In a typical week, 32% of respondents in the norther areas mention that they travel to Huntly. A further 31% of respondents travel to Pokeno, 18% travel to Tuakau, and 10% travel to Mercer. At a lower level, 8% of respondents travel to Te Kauwhata, and 5% travel to Meremere. Thirty-eight per cent of respondents indicate that they do not travel to any of these places regularly in a typical week.



TRAVEL TO CERTAIN PLACES, BY AREA

	Mercer	Meremere	Pokeno	Te Kauwhata	Tuakau
Huntly	28%	11% ↓	4% ↓	62% ↑	0% ↓
Pokeno	35%	70% ↑	-	27%	36%
Tuakau	41%	39% ↑	30%	12%	-
Mercer	-	41% ↑	16%	0% ↓	5%
Te Kauwhata	15%	40% ↑	7%	-	1%
Meremere	15%	-	13%	5%	0%
I do not travel to any of these places in a typical week	23%	8% ↓	55%	33%	64% ↑

B8. Which of the following places would regularly travel to in a typical week? Base: n=252.

Section C: Current Bus Use

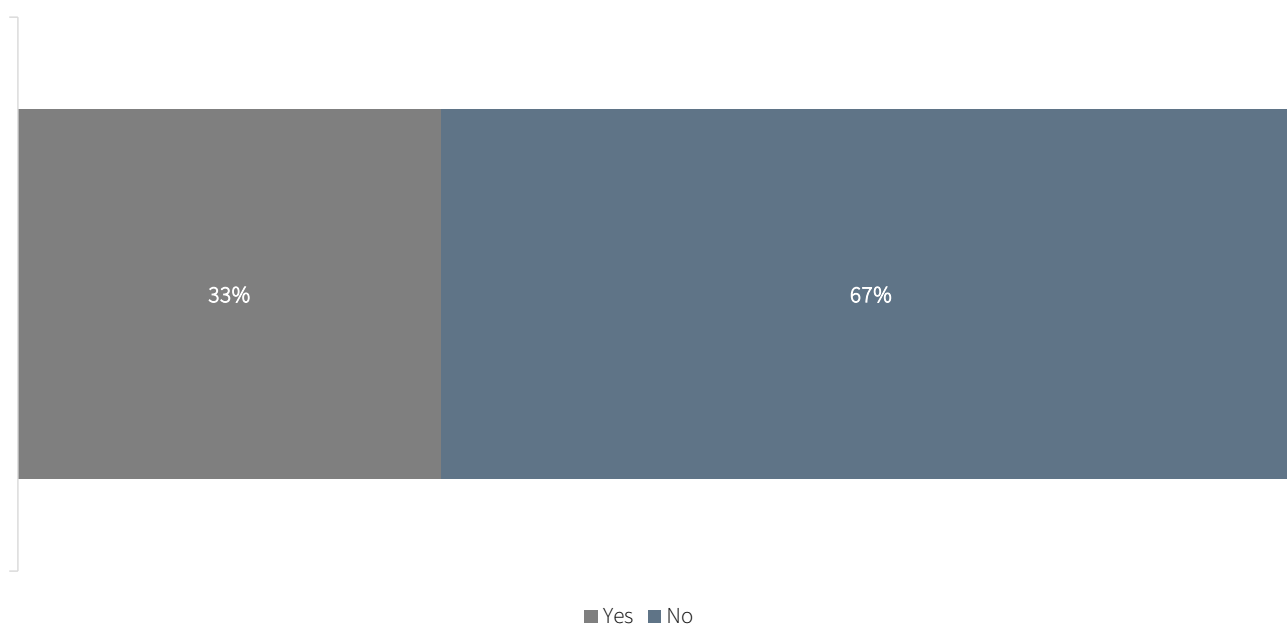
This section presents the results from a range of measures which determine bus users from non-bus users. These questions were answered by all respondents.



USED BUS SERVICE IN PAST 12 MONTHS*

Thirty-three per cent of respondents indicate that they have used a public bus service in the past 12 months. Concurrently, 67% of respondents have not used a public bus service in the past year. Respondents who have used a public bus service are more likely to be aged 16 or under (87% cf. total, 33%), or 17 to 21 years (63% cf. total, 33%).

Raglan residents are more likely to mention that they have used a public bus service (55% cf. total, 33%), while Tuakau and Matangi residents are less likely to have used a bus service (11%, 10% cf. total, 33%).



USED BUS SERVICE IN PAST 12 MONTHS, BY AREA*

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Yes	31%	39%	10%↓	23%	34%	41%	26%	55%↑	37%	25%	34%	29%	25%	11%↓
No	69%	61%	90%↑	77%	66%	59%	74%	45%↓	63%	75%	66%	71%	75%	89%↑

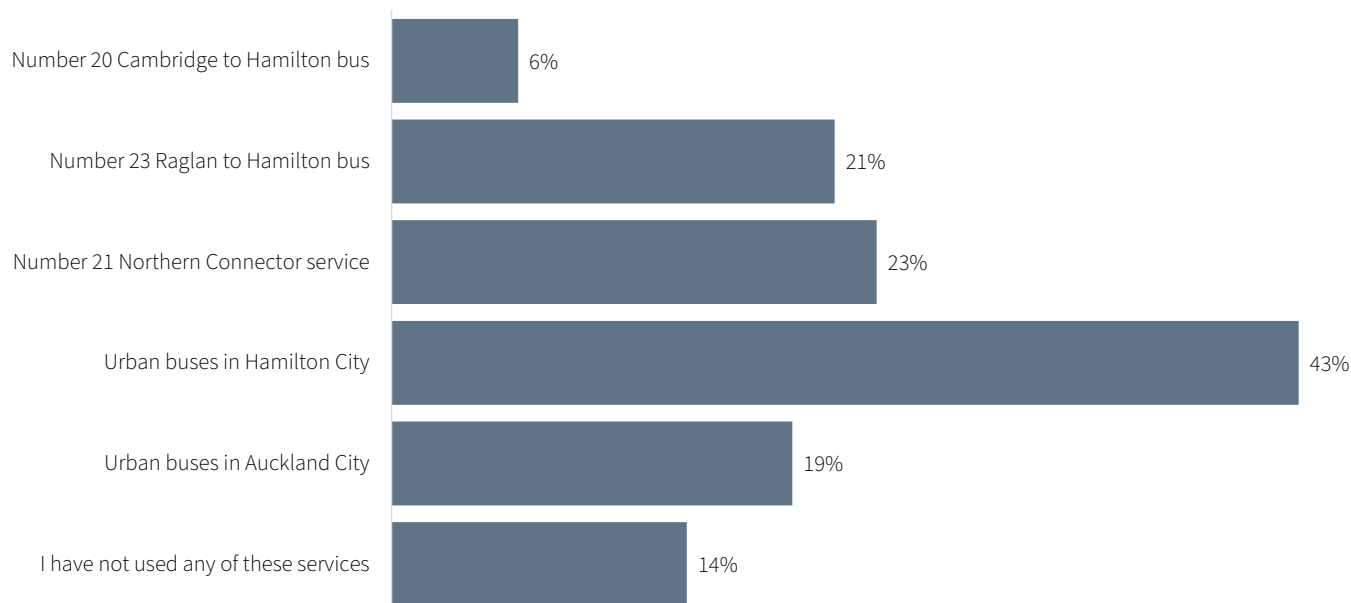
C1. Have you used a public bus service in the past 12 months? Base: *Community responses only n=680 (excludes intercept responses).

Public Bus Service ⁴⁵



BUS SERVICES USED*

Of those respondents who have used a bus service, 6% have used the Number 20 Cambridge to Hamilton bus service, 21% have used the Number 23 Raglan to Hamilton bus service, and 23% have used the Number 21 Northern Connector service. A further 43% of respondents have used urban buses in Hamilton, 19% have used urban buses in Auckland, while 14% have not used any of the services listed.



BUS SERVICES USED, BY AREA*

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Number 20 Cambridge to Hamilton bus	0%	12%	0%	0%	0%	0%	18%	6%	23%↑	0%	5%	0%	0%	0%
Number 23 Raglan to Hamilton bus	0%	0%	0%	0%	0%	2%↓	0%	90%↑	5%	0%	0%	2%↓	19%	0%
Number 21 Northern Connector service	0%	45%	0%	0%	9%	66%↑	0%	6%	5%	81%↑	0%	30%	43%	7%
Urban buses in Hamilton City	64%	26%	67%	0%	0%	60%	0%	31%	75%	52%	68%	43%	81%	0%
Urban buses in Auckland City	6%	6%	33%	69%	91%↑	4%	48%	7%	8%	0%	0%	30%	19%	73%↑
I have not used any of these services	36%	25%	33%	31%	0%	2%	48%	3%	3%	0%	26%	23%	0%	19%

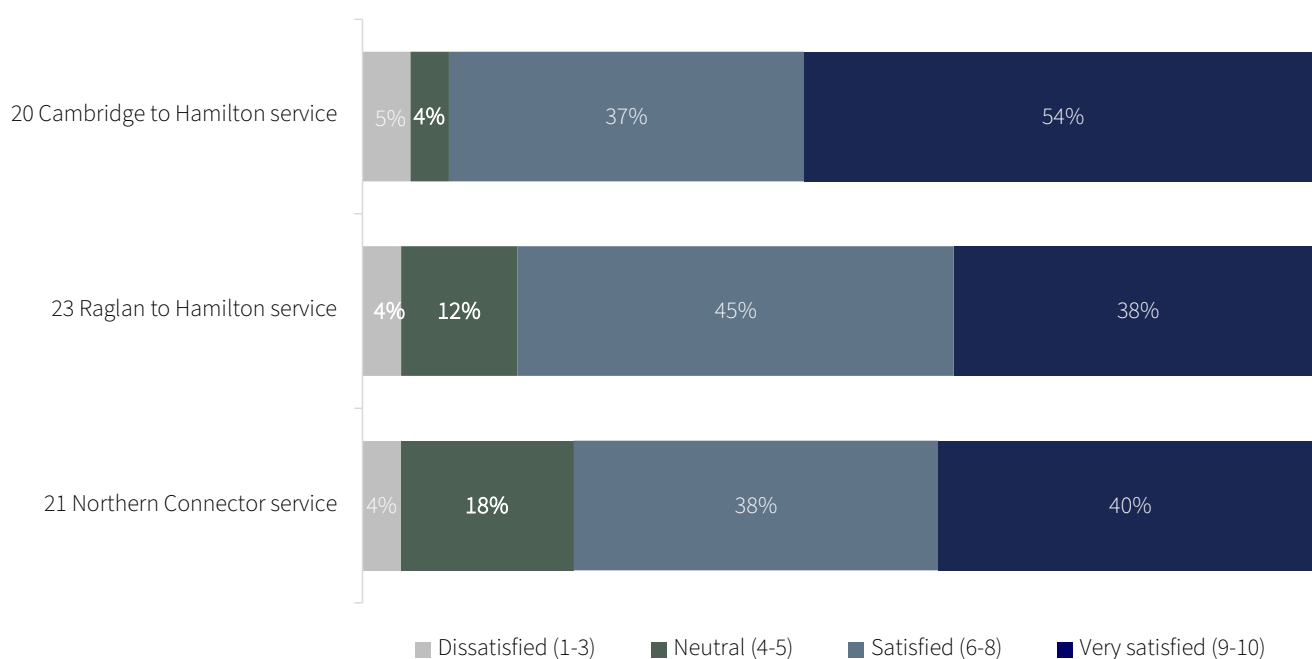
C2. Which of the following services have you used? *Community responses only n=201 (excludes intercept responses).



SATISFACTION WITH BUS SERVICES

Amongst respondents who have used the Number 20 Cambridge to Hamilton bus service, 91% are satisfied (37%) or very satisfied (54%) with the service. A further 4% gave a neutral rating, while 5% are dissatisfied with the service. Regarding those respondents who have used the Number 23 Raglan to Hamilton bus service, 83% are satisfied (45%) or very satisfied (38%) with the service. A further 12% gave a neutral rating, while 4% are dissatisfied with the service. Amongst respondents who have used the Number 21 Northern Connector service, 78% are satisfied (38%) or very satisfied (40%) with the service. A further 18% gave a neutral rating, while 4% are dissatisfied with the service.

Only eight respondents are dissatisfied with the bus services; changes these respondents would like to see made to improve these services include the buses running at more times, and making more stops.

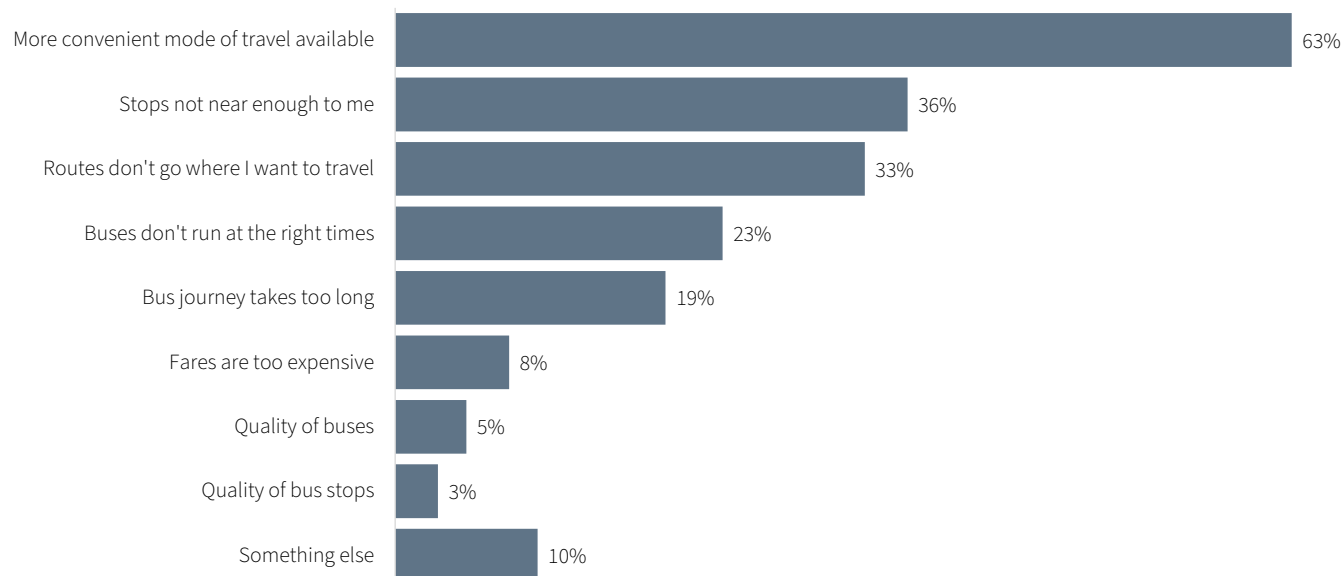


C3. Using a scale of 1 to 10 where 1 is not at all satisfied and 10 is very satisfied how satisfied are you with the...Base: #20 n=18, #23 n=65, #21 n=76.



REASONS FOR NOT USING A BUS SERVICE

The leading reason for respondents not using a bus service is that there is a more convenient mode of transport available (63%). At a lower level, respondents also mention that there isn't a bus stop near enough (36%), the bus route doesn't go where respondents want to travel (33%), or the bus doesn't run at the right times (23%).



REASONS FOR NOT USING BUS, BY AREA

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
More convenient mode of travel available	50%	75%	46%	38%	60%	69%	43%	66%	64%	89%	66%	68%	70%	64%
Stops not near enough to me	46%	21%	56%	36%	34%	37%	37%	17%	61%	26%	61%	33%	35%	28%
Routes don't go where I want to travel	34%	28%	38%	25%	16%	26%	48%	31%	44%	41%	21%	39%	27%	24%
Buses don't run at the right times	11%	15%	21%	7%	8%	24%	27%	18%	33%	15%	27%	32%	22%	28%
Bus journey takes too long	17%	10%	14%	20%	8%	13%	31%	7%	33%	41%	9%	30%	10%	16%
Fares are too expensive	5%	0%	10%	20%	13%	2%	9%	3%	10%	22%	0%	15%	3%	2%
Quality of buses	11%	20%	0%	4%	3%	1%	9%	0%	0%	0%	0%	9%	0%	0%
Quality of bus stops	0%	0%	0%	0%	0%	0%	7%	2%	2%	0%	0%	13%	0%	0%
Something else	3%	9%	13%	7%	0%	6%	22%	10%	7%	4%	18%	15%	6%	9%

C7. What are the main reasons you haven't used a public bus service in the past 12 months? Base: n=480.

Section D: Huntly Internal Service

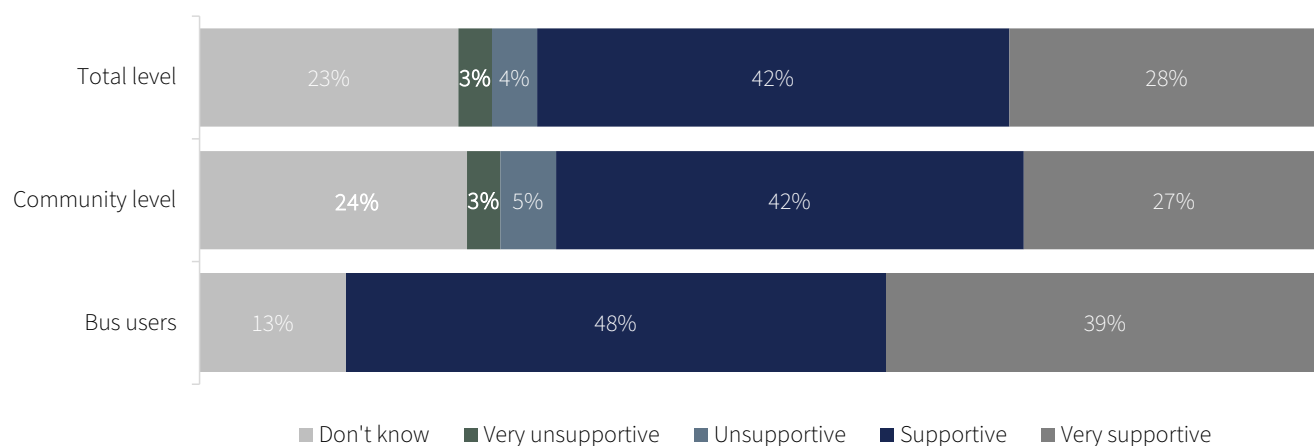
This section presents the results for a proposed bus service within Huntly. These questions were answered by residents from Huntly, Ngaruawahia, Taupiri, and Te Kauwhata.



SUPPORT OF PROPOSED SERVICE

Seventy per cent of respondents are supportive (42%) or very supportive (28%) of the establishment of an internal Huntly service. A further 7% of respondents are unsupportive (4%) or very unsupportive (3%) of the establishment of this service, while 23% are unsure.

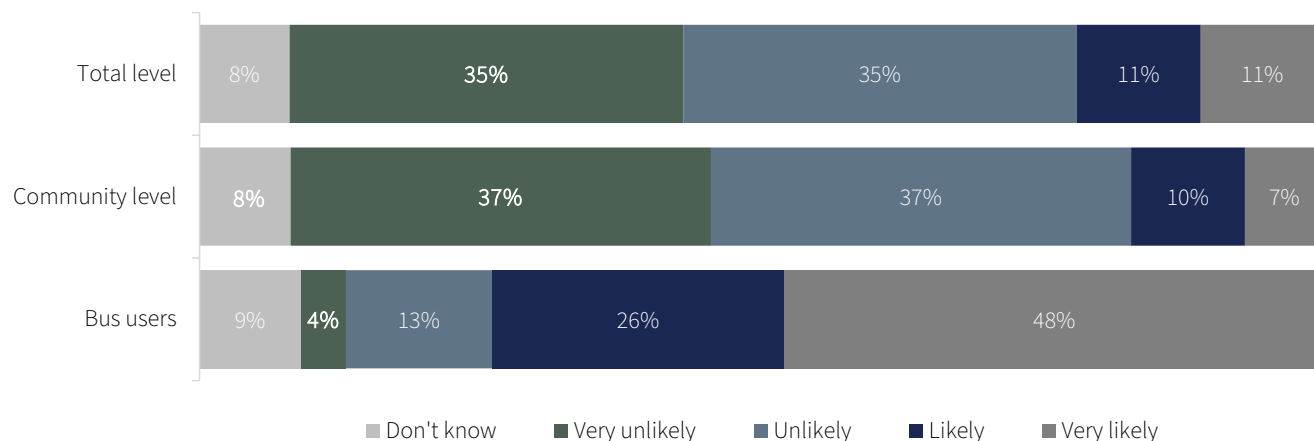
Current bus users are more likely to agree that they would be supportive or very supportive of the establishment of this service (87% cf. total, 70%).



USE OF PROPOSED SERVICE

Twenty-two per cent of respondents indicate that they are likely or very likely (both 11%) to use a service such as an internal Huntly service. A further 70% of respondents are unlikely or very unlikely (both 35%) to use this service, while 8% are unsure if they would use such a service or not.

Current bus users are more likely to agree that they would be likely or very likely to use this service (74% cf. total, 22%).

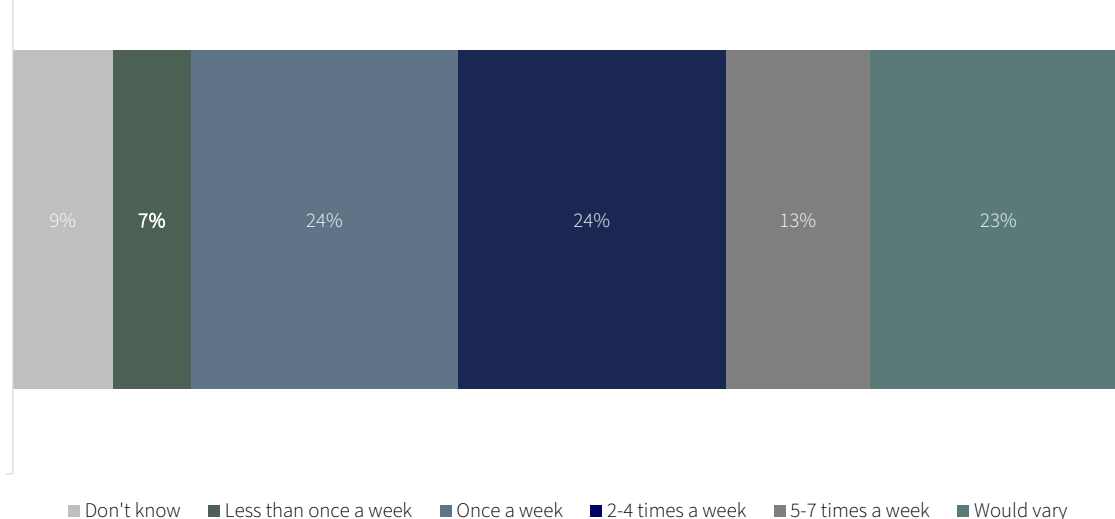


D1. Thinking about this service are you very supportive, supportive, unsupportive, or very unsupportive of establishing this service in Huntly? Base: n=286. D1A: Would you be very likely, likely, unlikely, or very unlikely to use such a service this service? Base: n=286.



FREQUENCY OF USE OF PROPOSED SERVICE

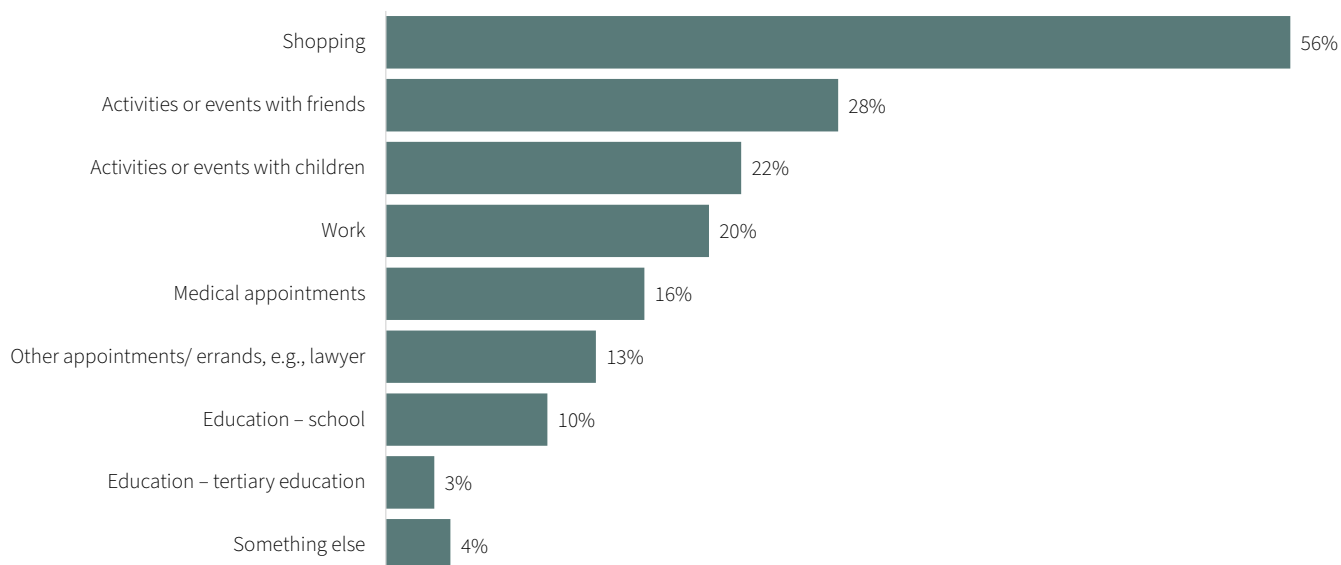
Of those are likely to use the service, 61% indicate that they would use this service once a week (24%), two to four times a week (24%), or five to seven times a week (13%). A further 7% mention that they would use it less than once a week, while 23% mention it would vary. Nine per cent of respondents are unsure how often they would use this service.



REASONS FOR USE OF PROPOSED SERVICE

The leading reason to use this proposed service would be shopping (56%), followed by activities or events with friends (28%), or activities or events with children (22%). At lower level, work (20%) or medical appointments (16%) are also reasons respondents would use this proposed service.

Residents aged 16 or under are more likely to state that they would use this service for education - school (100% cf. total, 10%).

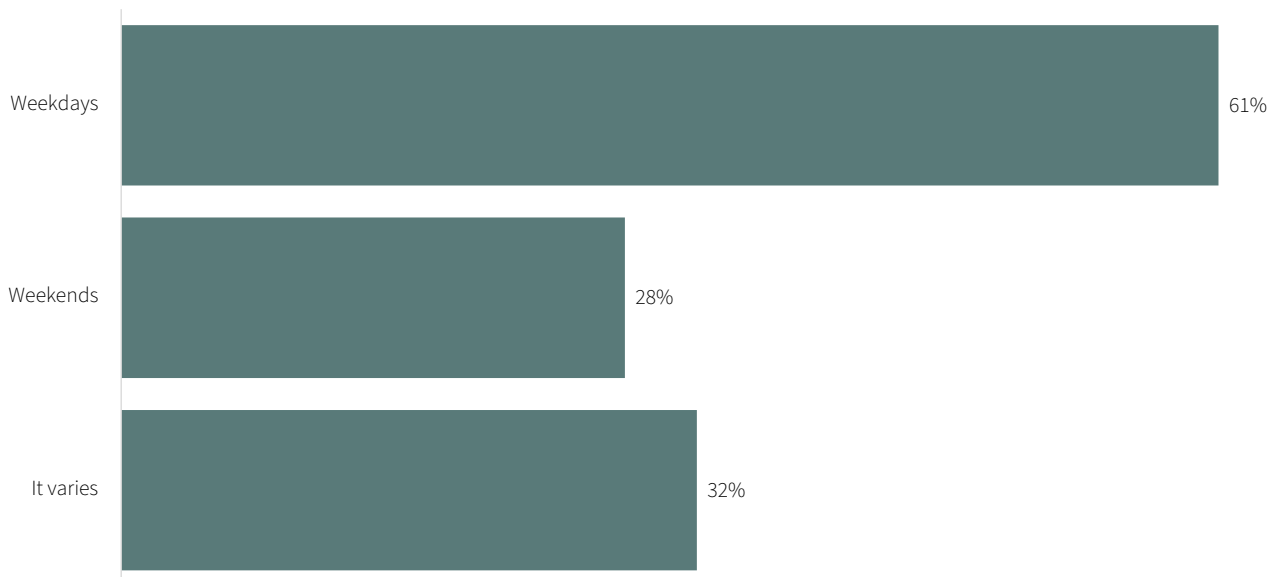


D2. In a typical week, how often would you use this service? Base n=65. D3. What would you be most likely to use the service for? Base n=66.



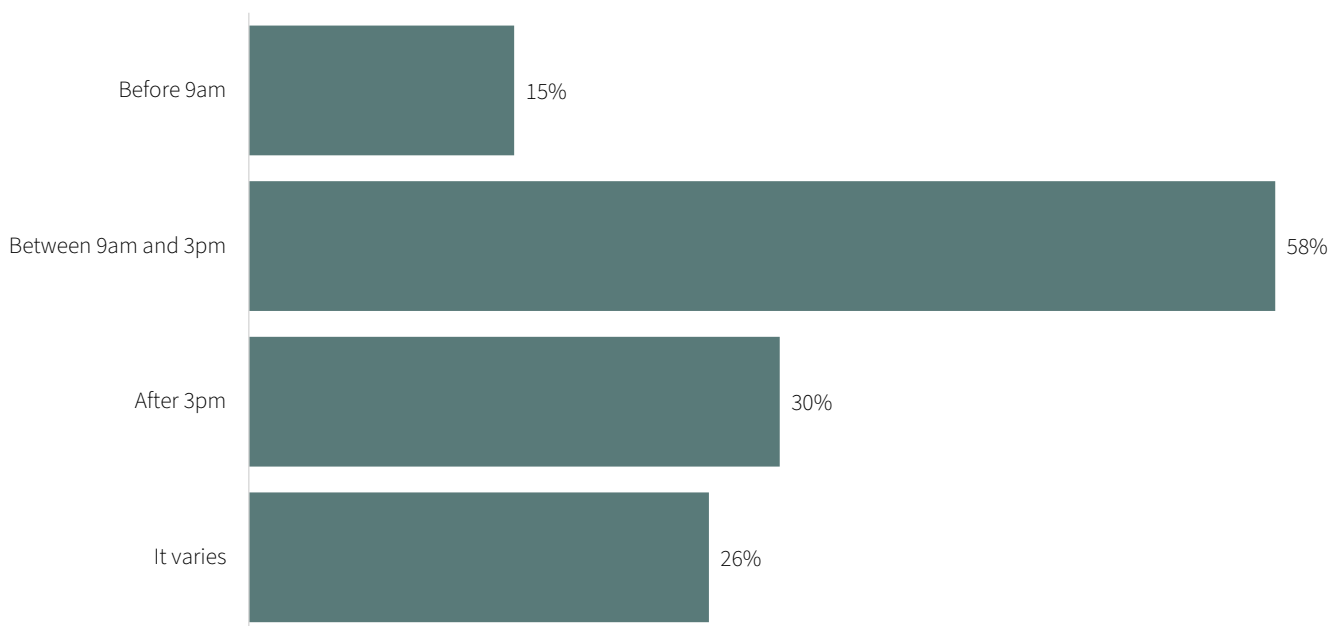
DAYS OF TRAVEL FOR PROPOSED SERVICE

Sixty-one per cent of respondents indicate that they would primarily use this service on weekdays. A further 28% of respondents mention they would use it on weekends, while 32% mention it would vary across weekdays and weekends.



TIME OF TRAVEL FOR PROPOSED SERVICE

Fifteen per cent of respondents indicate that they would use this service before 9am. A further 58% mention that they would use it between 9am and 3pm, while 30% would use this service after 3pm. Twenty-six per cent of respondents mention that it would vary.

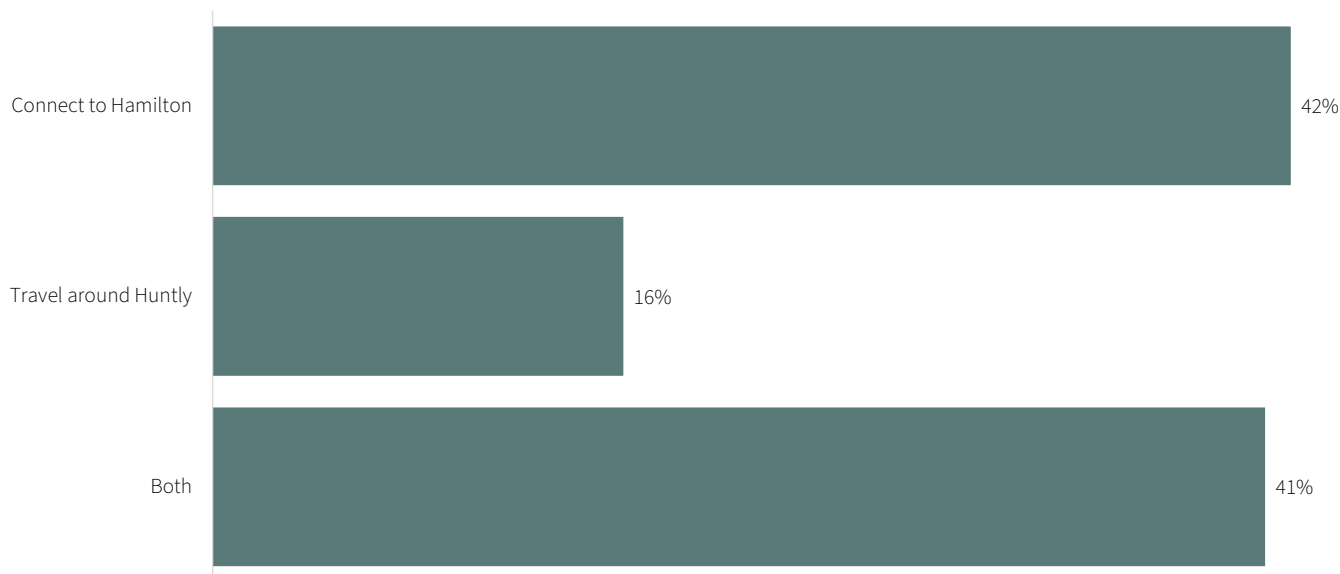


D4. Would you use the service mainly on weekdays or weekends: Base n=66. D5. What times of the day would you be most likely to use the service? Base n=66.



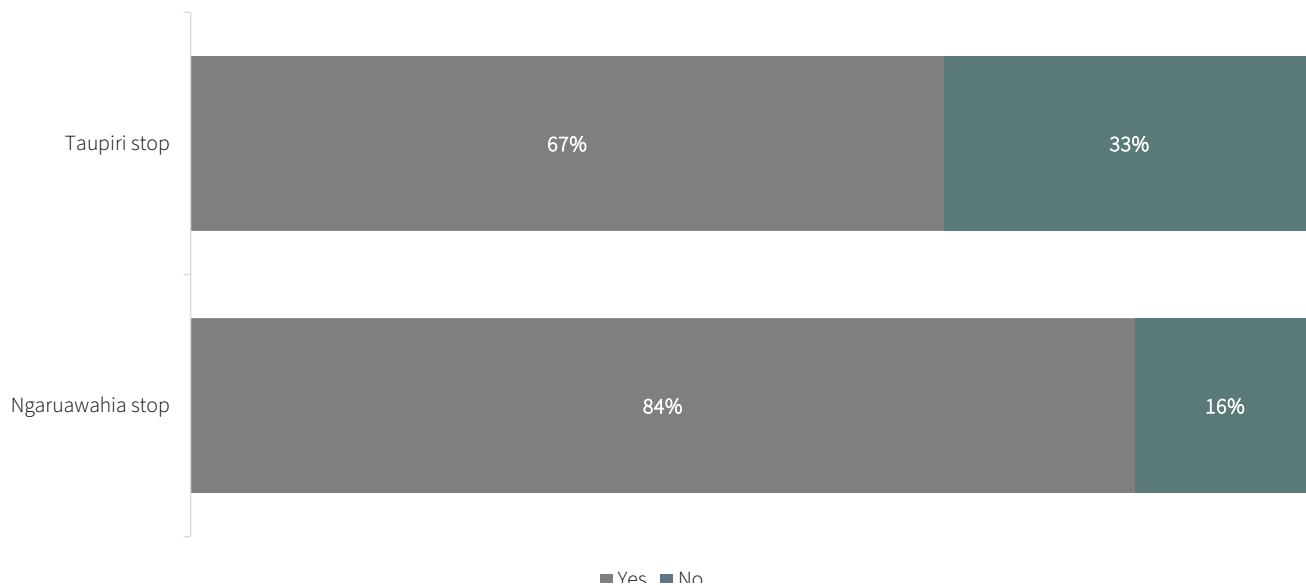
AREAS OF TRAVEL FOR PROPOSED SERVICE

Forty-two per cent of respondents indicate that they would use this service to connect to Hamilton, while 16% would use it to travel around Huntly. A further 41% of respondents would use it for both travel around Huntly and connecting to Hamilton.



ADDITIONAL STOPS FOR PROPOSED SERVICE

More than two-thirds of respondents agree that the proposed Huntly internal service should stop in Taupiri (67%), while 84% of respondents agree that the proposed service should stop in Ngaruawahia.



D6: The proposed service will also connect with Huntly to Hamilton direct bus service and the train station/central transportation HUB. Thinking about the proposed service would you mostly use the service... Base n=66. D7: Do you think this service would need to stop at Taupiri also? Base n=66. D8: Do you think this service would need to stop at Ngaruawahia also? Base n=66.

Subgroup Results ⁵³

The data below illustrates the differences in responding between the wider community and current bus users in the northern areas. Generally, current bus users will use the proposed service more frequently, and are more likely to travel for work or education. Current bus users are also more likely to use the service to continue to connect to Hamilton where as responses from the wider community indicate that users will travel around Huntly. Current bus users appear less in favour of stops in both Taupiri and Ngaruawahia, preferring a more direct service.



COMMUNITY

FREQUENCY OF TRAVEL (TYPICAL WEEK)

Less than once a week	6%
Once a week	31%
2-4 times a week	29%
5-7 times a week	8%
Varies	16%
Don't know	11%

REASONS FOR TRAVEL

Shopping	65%
Activities or events with children	28%
Activities or events with friends	26%
Medical appointments	20%
Work	14%
Other appointments	14%
Education - school	5%
Education - tertiary	1%

DAYS OF TRAVEL

Weekdays	60%
Weekends	25%
It varies	31%

TIME OF TRAVEL

Before 9am	10%
9am to 3pm	57%
After 3pm	34%
It varies	29%

AREAS OF TRAVEL

Connect to Hamilton	38%
Travel around Huntly	16%
Both	46%

ADDITIONAL STOPS

Prefer stop in Tupiri	74%
Prefer stop in Ngaruawahia	92%



BUS USERS

FREQUENCY OF TRAVEL (TYPICAL WEEK)

Less than once a week	12%
Once a week	6%
2-4 times a week	12%
5-7 times a week	24%
Varies	41%
Don't know	6%

REASONS FOR TRAVEL

Work	35%
Activities or events with friends	35%
Shopping	29%
Education - school	24%
Other appointments	12%
Medical appointments	6%
Education - tertiary	6%
Activities or events with children	6%

DAYS OF TRAVEL

Weekdays	65%
Weekends	35%
It varies	35%

TIME OF TRAVEL

Before 9am	29%
9am to 3pm	59%
After 3pm	18%
It varies	18%

AREAS OF TRAVEL

Connect to Hamilton	53%
Travel around Huntly	18%
Both	29%

ADDITIONAL STOPS

Prefer stop in Tupiri	47%
Prefer stop in Ngaruawahia	63%

Section E: Raglan Internal Service

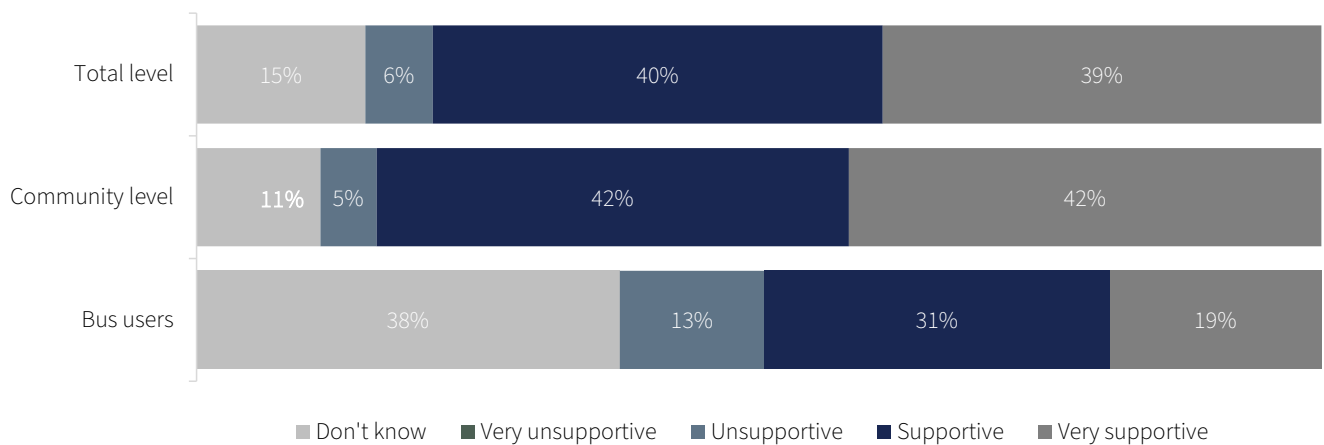
This section presents the results for a proposed bus service within Raglan. These questions were answered by residents from Raglan.



SUPPORT OF PROPOSED SERVICE

Seventy-nine per cent of respondents are supportive (40%) or very supportive (39%) of the establishment of an internal Raglan service. A further 6% of respondents are unsupportive of the establishment of this service, while 15% are unsure.

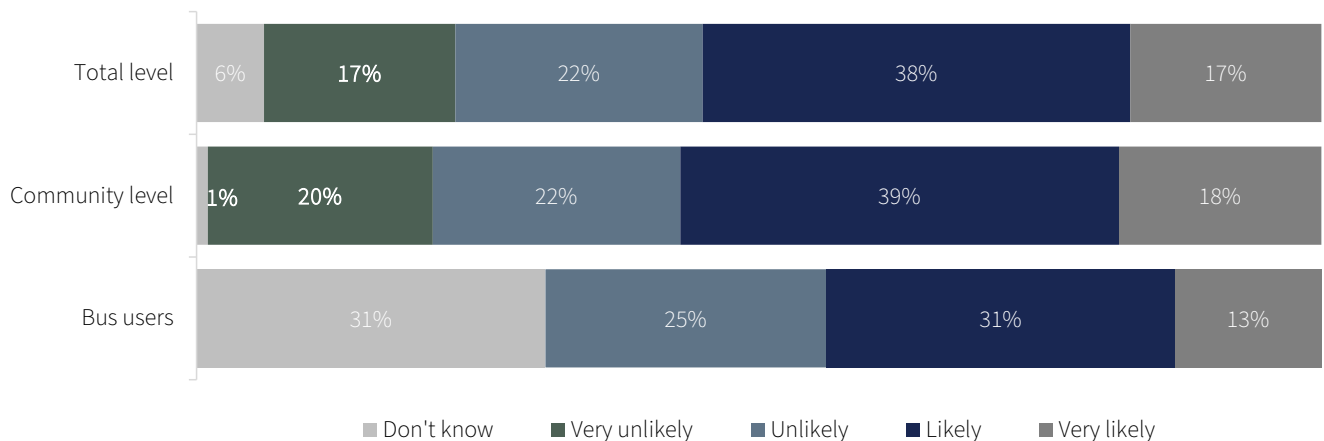
Interestingly, bus users are more likely to be unsure if they would be supportive of the establishment of this service (38% cf. total, 15%).



USE OF PROPOSED SERVICE

Fifty-five per cent of respondents are likely (38%) or very likely (17%) to use a service such as an internal Raglan service. A further 39% of respondents are unlikely (22%) or very unlikely (17%) to use this service, while 6% are unsure if they would use such a service or not.

Again, bus users are more likely to be unsure if they would use this service or not (31% cf. total, 6%).

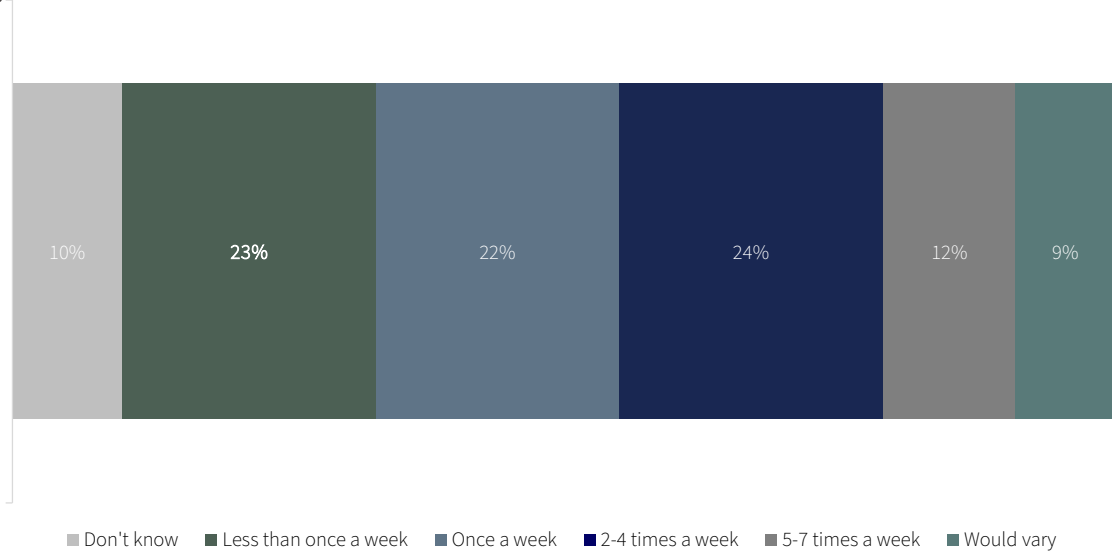


E1. Thinking about this service are you very supportive, supportive, unsupportive, or very unsupportive of establishing this service in Raglan? Base n=104. E1a. Would you be very likely, likely, unlikely, or very unlikely to use such a service this service? Base n=104.



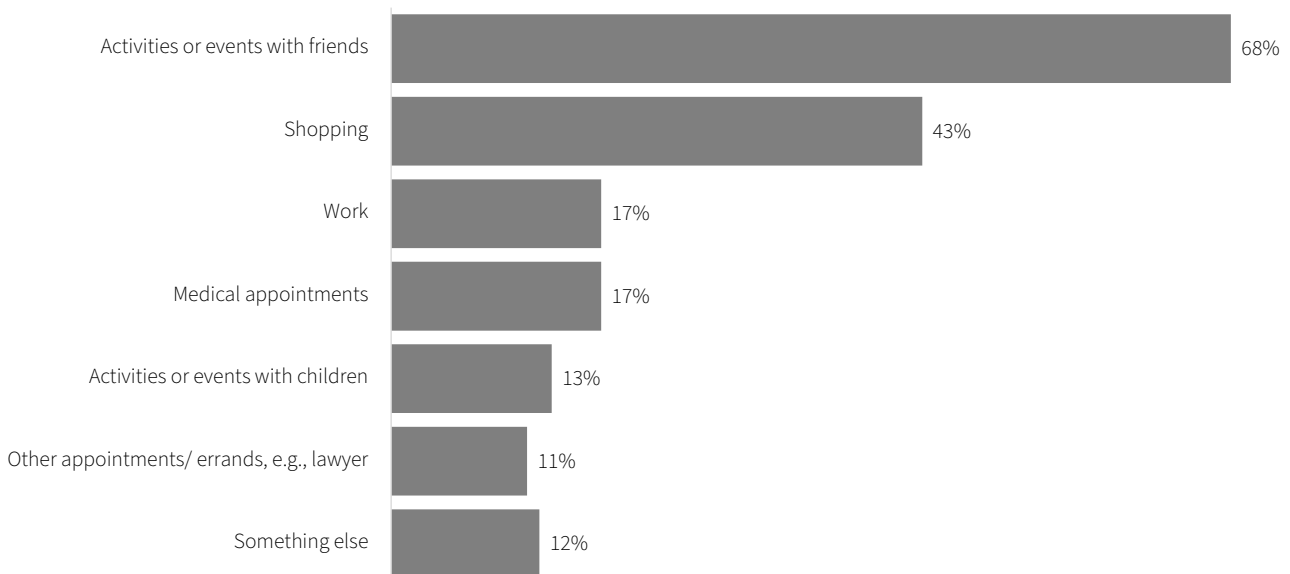
FREQUENCY OF USE OF PROPOSED SERVICE

Of those respondents who are likely to use the service, 58% indicate that they would use this service once a week (22%), two to four times a week (24%), or five to seven times a week (12%). A further 23% mention that they would use it less than once a week, while 9% mention it would vary. Ten per cent of respondents are unsure how often they would use this service.



REASONS FOR USE OF PROPOSED SERVICE

The primary reason to use this proposed service would be activities or events with friends (68%), followed by shopping (43%). At lower level, work or medical appointments (both 17%) are also reasons respondents would use this proposed service.

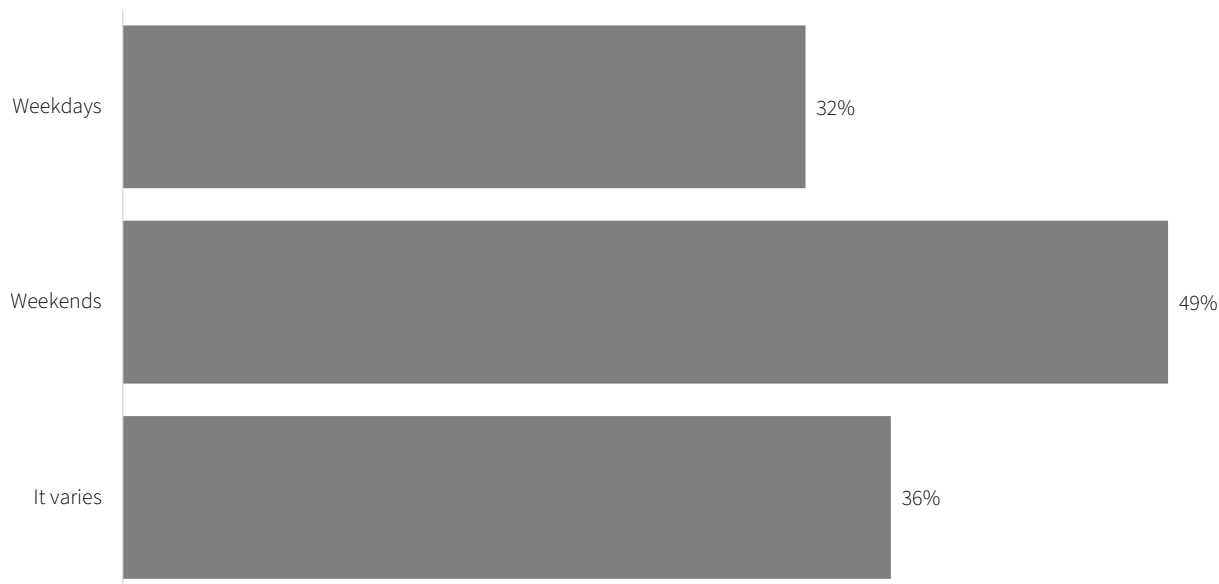


E2. In a typical week, how often would you use this service? Base n=57. E3. What would you be most likely to use the service for? Base n=52.



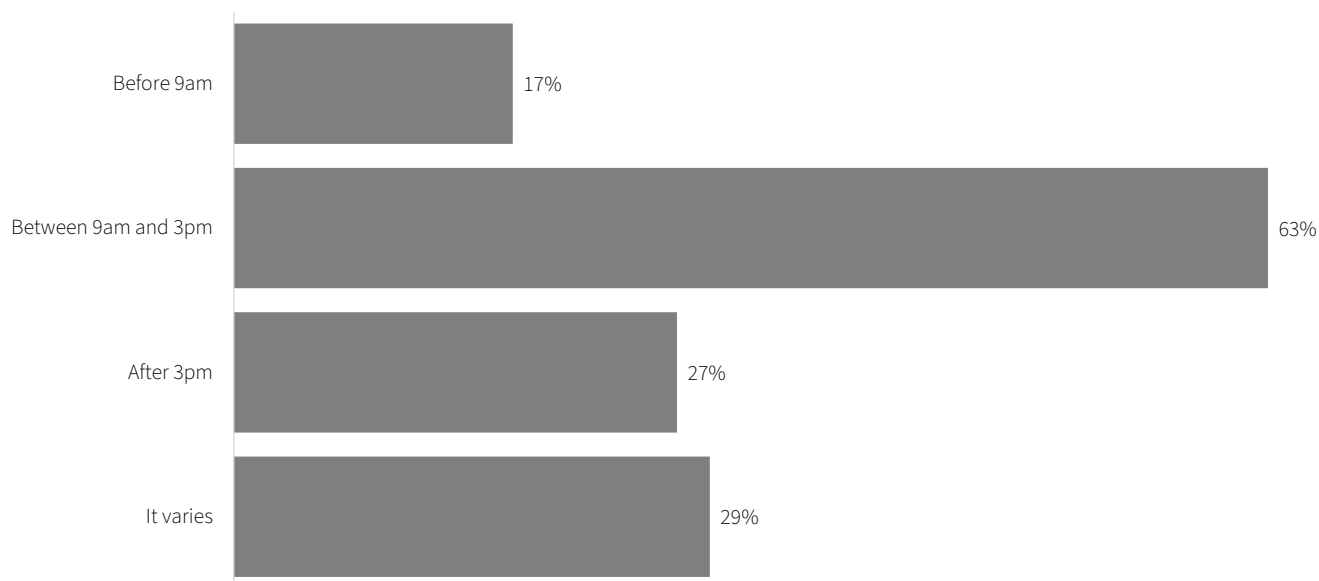
DAYS OF TRAVEL FOR PROPOSED SERVICE

Thirty-two per cent of respondents indicate that they would use this service on weekdays. A further 49% of respondents mention they would use it on weekends, while 36% mention it would vary across weekdays and weekends.



TIME OF TRAVEL FOR PROPOSED SERVICE

Seventeen per cent of respondents indicate that they would use this service before 9am. A further 63% mention that they would use it between 9am and 3pm, while 27% would use this service after 3pm. Twenty-nine per cent of respondents mention that it would vary.

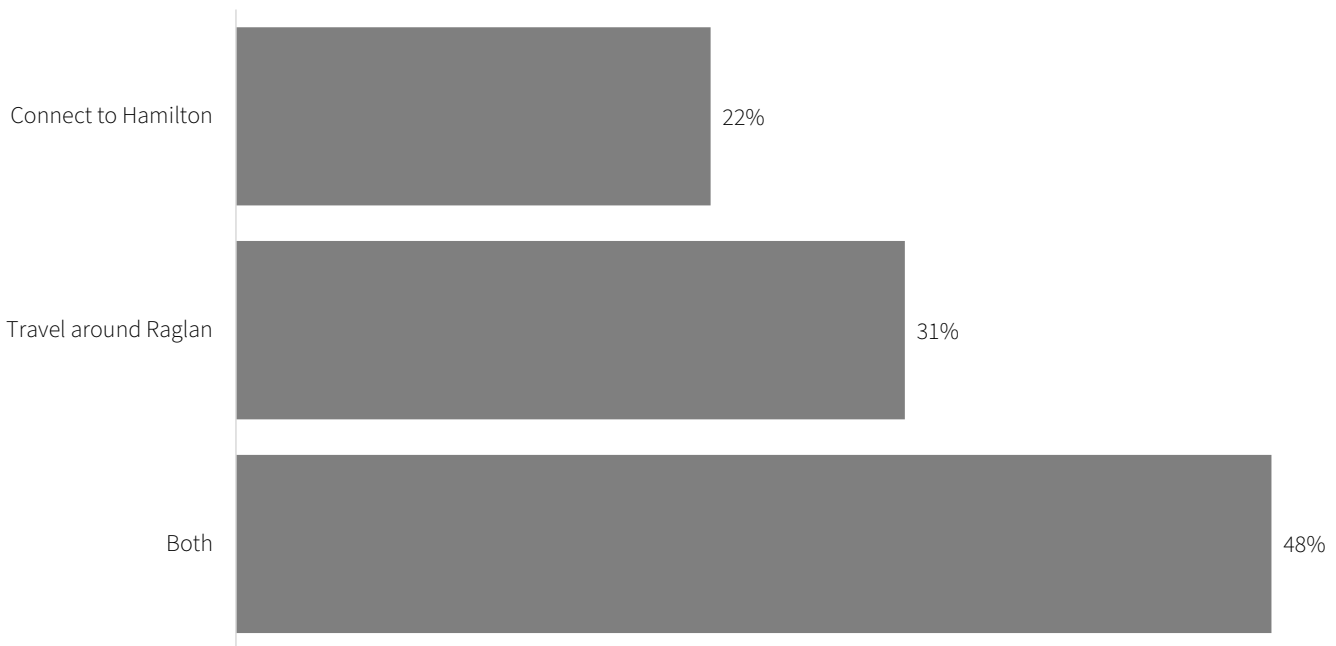


E4. Would you use the service mainly on weekdays or weekends? Base n=57. E5. What times of the day would you be most likely to use the service? Base n=57.



AREAS OF TRAVEL FOR PROPOSED SERVICE

Twenty-two per cent of respondents indicate that they would use this service to connect to Hamilton, while 31% would use it to travel around Raglan. A further 48% of respondents would use it for both travel around Raglan and connecting to Hamilton.



E6. The proposed service will also connect with Raglan to Hamilton direct bus service. Thinking about the proposed service would you mostly use the service. Base n=57.

Subgroup Results ⁵⁹

The data below illustrates the differences in responding between the wider community and bus users. Both current bus users and the wider community indicate that this service would be used for social reasons, e.g., undertaking activities with friends or shopping, with higher weekend patronage likely. Bus users appear more likely to use the service to connect with Hamilton, while community responses suggests greater travel around Raglan.



COMMUNITY

FREQUENCY OF TRAVEL (TYPICAL WEEK)

Less than once a week	26%
Once a week	23%
2-4 times a week	23%
5-7 times a week	14%
Varies	6%
Don't know	8%

REASONS FOR TRAVEL

Activities or events with friends	66%
Shopping	45%
Work	15%
Medical appointments	19%
Activities or events with children	13%
Other appointments	10%

DAYS OF TRAVEL

Weekdays	30%
Weekends	48%
It varies	37%

TIME OF TRAVEL

Before 9am	16%
9am to 3pm	61%
After 3pm	29%
It varies	30%

AREAS OF TRAVEL

Connect to Hamilton	17%
Travel around Raglan	33%
Both	50%



BUS USERS

FREQUENCY OF TRAVEL (TYPICAL WEEK)

Less than once a week	0%
Once a week	14%
2-4 times a week	29%
5-7 times a week	0%
Varies	29%
Don't know	29%

REASONS FOR TRAVEL

Activities or events with friends	86%
Shopping	29%
Work	29%
Medical appointments	19%
Other appointments	14%
Activities or events with children	14%

DAYS OF TRAVEL

Weekdays	43%
Weekends	57%
It varies	29%

TIME OF TRAVEL

Before 9am	29%
9am to 3pm	71%
After 3pm	14%
It varies	29%

AREAS OF TRAVEL

Connect to Hamilton	57%
Travel around Raglan	14%
Both	29%

Section F: Future Services

Ratings for the following services are presented in this section: Train service from Pokeno to Tuakau [Mercer, Meremere, Pokeno, and Tuakau residents]; Train service from Te Kauwhata to Hamilton [Huntly, Taupiri, Te Kauwhata residents]; Train service from Te Kauwhata to Auckland [Huntly, Taupiri, Te Kauwhata residents]; Demand responsive bus service [all respondents].

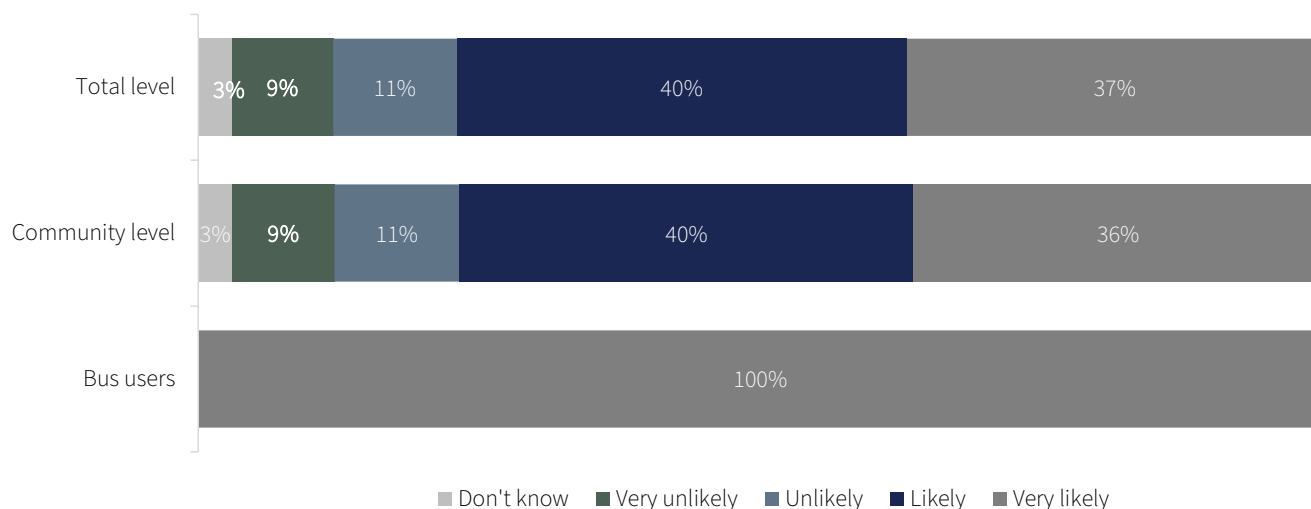


LIKELIHOOD TO USE TRAIN SERVICE FROM POKENO TO TUAKAU

With regards to future services, 77% of respondents indicate that they would be likely (40%) or very likely (37%) to use a train service from Pokeno to Tuakau.

All bus users state that they would be very likely to use this service (100% cf. total, 77%).

Male residents are more likely to state that they would be likely use this service (58% cf. total, 40%).



LIKELIHOOD TO USE TRAIN SERVICE, BY AREA

	Mercer	Meremere	Pokeno	Tuakau
Very likely	60%	19%	44%	38%
Likely	24%	50%	36%	41%
Unlikely	0%	16%	11%	10%
Very unlikely	16%	9%	7%	9%
Don't know	0%	7%	2%	2%

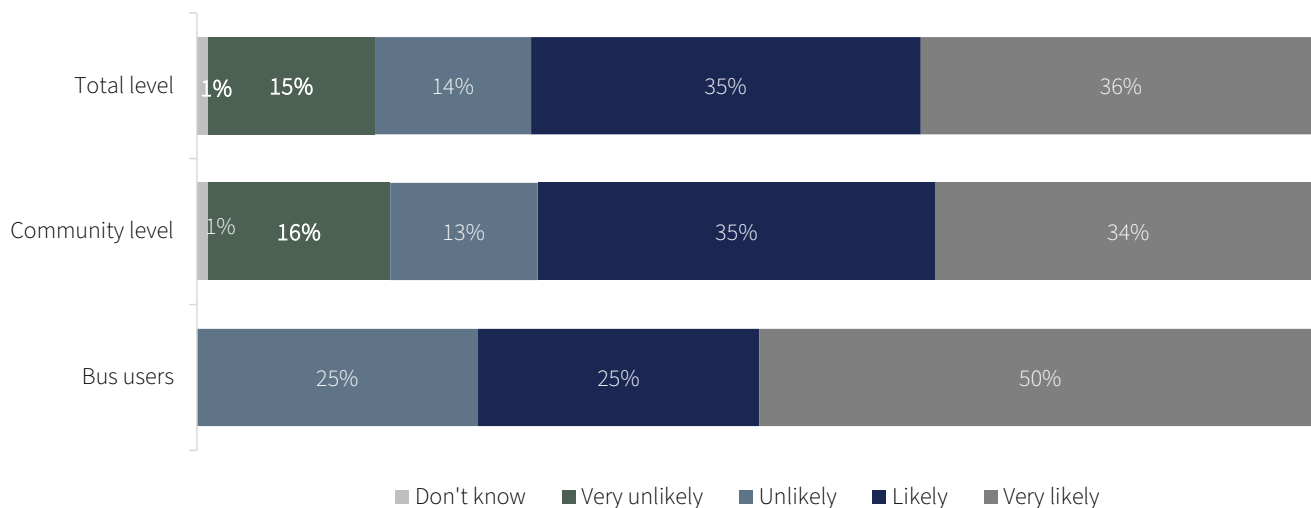
F1. [Meremere, Mercer, Pokeno, and Tuakau residents only] How likely would you be to use a train service from Pokeno to Tuakau (and on to Auckland)? Base n=141.



LIKELIHOOD TO USE TRAIN SERVICE FROM TE KAUWHATA TO HAMILTON

Seventy-one per cent of respondents mention that they would be likely (35%) or very likely (36%) to use a train service from Te Kauwhata to Hamilton.

Te Kauwhata residents are more likely to agree (likely and very likely) that they would use this service (94% cf. total, 71%).



LIKELIHOOD TO USE TRAIN SERVICE, BY AREA

	Huntly	Taupiri	Te Kauwhata
Very likely	20% ↓	11% ↓	51% ↑
Likely	26%	21%	43% ↑
Unlikely	27% ↑	36% ↑	1% ↓
Very unlikely	28% ↑	32% ↑	3% ↓
Don't know	0%	0%	2%

F2. [Te Kauwhata, Huntly, Taupiri residents only] How likely would you be to use a train service from Te Kauwhata to Hamilton? Base n=208.

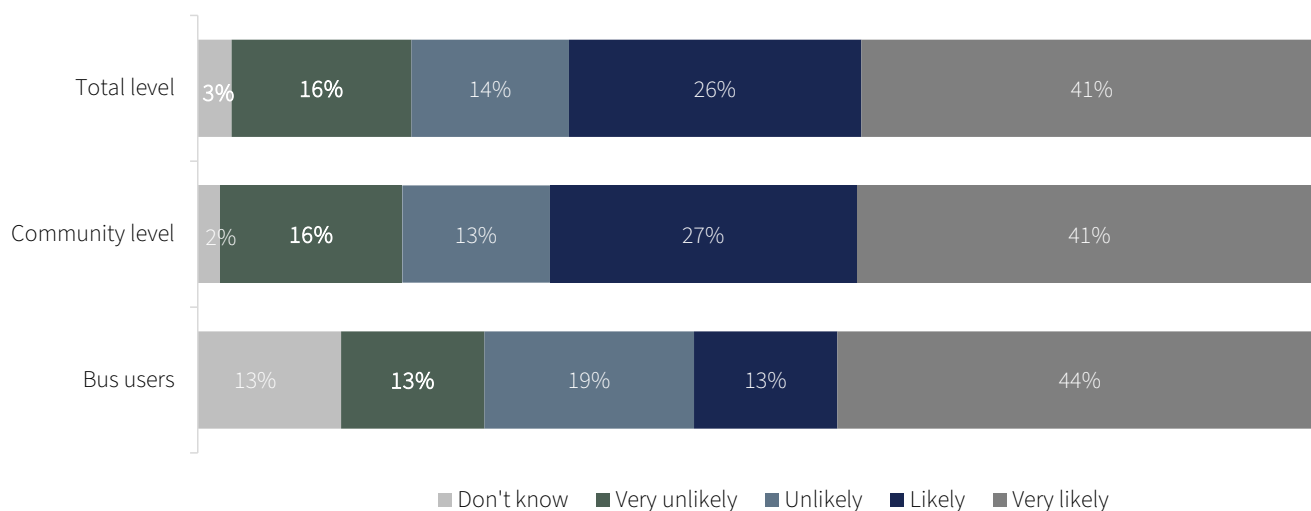


LIKELIHOOD TO USE TRAIN SERVICE FROM TE KAUWHATA TO AUCKLAND

Sixty-seven per cent of respondents would be likely (26%) or very likely (41%) to use a train service from Te Kauwhata to Auckland.

Te Kauwhata residents are more likely to agree (likely and very likely) that they would use this service (90% cf. total, 67%).

Residents aged 65 or over are more likely to state that they would be very unlikely to use this service (39% cf. total, 16%).



LIKELIHOOD TO USE TRAIN SERVICE, BY AREA

	Huntly	Taupiri	Te Kauwhata
Very likely	22% ↓	4% ↓	61% ↑
Likely	22%	24%	29%
Unlikely	17%	42% ↑	5% ↓
Very unlikely	30% ↑	29%	5% ↓
Don't know	10% ↑	0%	0% ↓

F3. [Te Kauwhata, Huntly, Taupiri residents only] How likely would you be to use a train service from Te Kauwhata to Auckland? Base n=208.

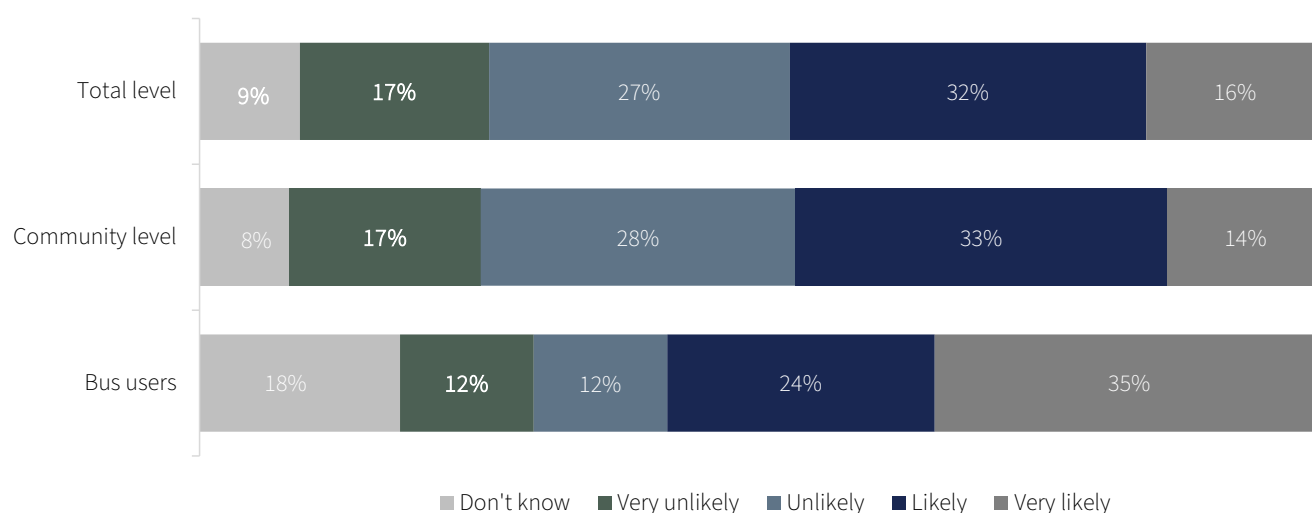


LIKELIHOOD TO USE DEMAND RESPONSIVE BUS SERVICE

Regarding a demand responsive bus service, 48% of respondents indicate that they would be likely (32%) or very likely (16%) to use this service.

Bus users are more likely to agree (likely and very likely) that they would use this service (59% cf. total, 48%).

Female residents are more likely to state that they would be very likely use this service (21% cf. total, 16%), while residents aged 65 years and over are more likely to state that they would unlikely use this service (26% cf. total, 17%).



LIKELIHOOD TO USE DEMAND RESPONSIVE BUS SERVICE, BY AREA

	Gordonton	Huntly	Matangi	Mercer	Meremere	Ngaruawahia	Pokeno	Raglan	Tamahere	Taupiri	Tauwhare	Te Kauwhata	Te Kowhai	Tuakau
Very likely	1%	13%	11%	33%	11%	14%	38%	18%	10%	29%	8%	23%	4%	13%
Likely	42%	30%	28%	52%	30%	23%	28%	39%	35%	17%	40%	28%	35%	34%
Unlikely	28%	27%	28%	4%	36%	29%	25%	21%	27%	30%	12%	32%	31%	29%
Very unlikely	18%	19%	29%	11%	21%	23%	6%	12%	19%	17%	6%	10%	25%	19%
Don't know	11%	10%	3%	0%	2%	11%	4%	10%	10%	7%	34%	7%	4%	5%

Council is considering a demand responsive bus service. This is a service that would operate in a similar way to Uber whereby people could book a seat on a bus at a time that suits them. If it were available how likely would you, or someone else in your household, be to use this service? Base n=729.

Concluding Comments

Concluding Comments

Just under 70% of residents who participated in the survey travel into Hamilton at least once a week, with travel typically revolving around shopping, work, and/or social reasons. Most travel into Hamilton is conducted during the week and between morning and early afternoon. Interestingly, bus users who travel to Hamilton appear more likely to travel for routine or repeated trips, e.g., work or education, rather than those with varied times, e.g., social activities.

Travel to Auckland from the northern areas suggests around 67% of residents head into Auckland on a routine basis, this is largely for work purposes, particularly for residents from Pokeno or Mercer. As with travel to Hamilton, weekday travelling and travelling before 3pm seem to be the most common times for travelling.

While most residents travel by car to Auckland, barriers to bus use for this trip appear to be around connecting into Auckland's public transport system (i.e., buses do not go where residents need), and journey duration.

Amongst northern Waikato residents, travel to larger centres appears most common (Huntly, Tuakau, or Pokeno), with residents from Te Kauwhata, Meremere, and Mercer more likely to travel to these towns. To this, there appears to be strong support for train services which address northern travel. In comparison, demand responsive services appear less appealing to community members, but do have traction with current bus users.

Based on the findings in this report, Council could consider the following points to inform future strategies.

CONSIDERATIONS WHEN ADDRESSING COMMUNITY DEMAND

These results indicate that there is strong support for the revised Raglan and Huntly services in their respective communities. However, community level responses suggest that any future use from current non-users will be less frequent and largely for shopping.

These elements should be taken with caution when looking at overall demand, as non-users often over state future use, with current users a more realistic gauge of true service uptake. Convenience of alternative modes also presents a significant barrier for service uptake, with cars providing an easy alternative

when undertaking social activities that require flexibility in timetables, which are the main activities non-users suggest they will utilise the bus for.

CONSIDERATIONS FOR NORTHERN SERVICES

Population growth in the north Waikato is possibly best served by rail as this would be a regular and reliable service which does not add to the traffic congestion and parking issues in areas of Auckland. Respondents are interested in a passenger rail service from Te Kauwhata to Auckland, and there could be an opportunity for Council to coordinate bus services to run alongside this i.e., with fare integration which can allow all aspects of public and alternate transport to grow, while being an affordable option.

CONSIDERATIONS FOR RAGLAN SERVICES

Respondents are mostly happy with the current Raglan bus services, as the current timetable appears to fit bus users' work and education schedules. Although satisfaction with current bus services is high, stop location, routes, and scheduling appear to be barriers, and will need to be considered when implementing new services in this area.

To this, an internal service may provide an opportunity to encourage more people to use bus services, as feedback suggests increasing the number of bus times, as well as a later return time from Hamilton, may assist with future uptake.

Furthermore, Raglan's traffic congestion and parking issues over the summer months may also be alleviated somewhat with the introduction of an internal bus service and an enhanced service to Hamilton.

Appendix

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WAIKATO TRANSPORT SURVEY

Hello, it's [NAME] calling on behalf of Waikato District Council, how are you?

We are conducting a quick study on public transport in your area, and would like to include the views of people in your household, can I please speak to the youngest person in the household over the age of 16?

ONCE ON THE PHONE: Can I please ask you a few questions?

PROMPT: We are interested in the views of people who use public transport and those who don't so we can see how different residents travel around their area.

PROMPT: It should only take about 6 minutes of your time.

go into the draw to win 1 of 5 Prezzy Cards of \$100 each.

PROMPT: We're from Symphony Research, an independent research company hired to do this research. All your responses are confidential - so please feel free to be as frank as you like.

Before we start, Does anyone in your household work for Waikato District Council?

Yes: Thank and close

No: Continue

S1. AUTO CODE FROM SAMPLE

Area	Sample of N=200
Tamahere	10
Raglan	20
Matangi	10
Huntly	25
Te Kauwhata	20
Te Kowhai	10
Ngaruawahia	20
Taupiri	10
Tauwhare	10
Gordonton	10
Meremere	10
Mercer	5
Pokeno	15
Tuakau	25
TOTAL	200

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SECTION A: CURRENT TRAVEL BEHAVIOUR INTO HAMILTON ASK ALL RESPONDENTS

The first few questions are around the journeys you make to Hamilton on a regular basis.

A1. In a typical week, how often would you travel to Hamilton?

DO NOT READ OUT, CODE CLOSEST

1. Less than once a week
2. Once a week
3. 2-4 times a week
4. 5-7 times a week
5. Varies
6. I do not travel to Hamilton in a typical week – **SKIP TO SECTION B**

A2. What is your primary reason for travelling to Hamilton? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Work
2. Shopping
3. Activities or events with children
4. Activities or events with friends
5. Education – school
6. Education - tertiary
7. Medical appointments
8. Other appointments/ errands, e.g., lawyer
9. Something else (Please specify) _____

A3. Do you travel to Hamilton mainly on weekdays or weekends? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Weekdays
2. Weekends
3. It varies

A4. what times of the day do you travel to Hamilton? [multi choice]

DO NOT READ OUT, CODE CLOSEST, ALL MENTIONS

1. Before 9am
2. Between 9am and 3pm
3. After 3pm
4. It varies

A5. What are the primary modes of transport you use to get to Hamilton? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS – FOR CAR CLARIFY ‘AS PASSENGER OR DRIVER?’

1. Car/ van as driver
2. Car/ van as passenger
3. Bus
4. Cycle
5. Motorbike

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6. E-bike
7. Scooter
8. Other

ASK ALL NON-BUS USERS AT A5

A6: What are the main reasons you do not use a bus service for your trips to Hamilton? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Other more convenient mode of travel available
2. Stops not near enough to me
3. Routes don't go where I want to travel
4. Quality of buses
5. Quality of bus stops
6. Fares are too expensive
7. Buses don't run at the right times
8. Bus journey takes too long
9. Something else (Please specify)_____

SECTION B: CURRENT TRAVEL BEHAVIOUR INTO AUCKLAND ASK RESPONDENTS FROM TE KAUWHATA, MEREMERE, MERCER, POKENO AND TUAKAU

These questions are around the journeys you make to the Auckland region on a regular basis.

B1. In a typical week, how often would you travel to the Auckland region?

DO NOT READ OUT, CODE ALL MENTIONS

1. Less than once a week
2. Once a week
3. 2-4 times a week
4. 5-7 times a week
5. Varies
6. I do not travel to the Auckland region in a typical week – **SKIP TO B8**

B2: What suburb do you travel to in the Auckland region?

B3. What is your primary reason for travelling to Auckland region? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Work
2. Shopping
3. Activities or events with children
4. Activities or events with friends

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5. Education – school
6. Education - tertiary
7. Medical appointments
8. Other appointments/ errands, e.g., lawyer
9. Something else (Please specify) _____

B4. Do you travel to Auckland mainly on weekdays or weekends? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Weekdays
2. Weekends
3. It varies

B5. What times of the day do you travel to Auckland? [multi choice]

DO NOT READ OUT, CODE CLOSEST, ALL MENTIONS

1. Before 9am
2. Between 9am and 3pm
3. After 3pm
4. It varies

B6. What are the primary modes of transport you use to get to Auckland? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS – FOR CAR CLARIFY ‘AS PASSENGER OR DRIVER?’

1. Car/ van as driver
2. Car/ van as passenger
3. Bus
4. Cycle
5. Motorbike
6. E-bike
7. Scooter
8. Other

ASK ALL NON-BUS USERS AT B6

B7. What are the main reasons you do not use a bus service for your trips to Auckland? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Other more convenient mode of travel available
2. Stops not near enough to me
3. Routes don't go where I want to travel
4. Quality of buses
5. Quality of bus stops
6. Fares are too expensive
7. Buses don't run at the right times
8. Bus journey takes too long
9. Something else (Please specify) _____

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B8. Which of the following places would regularly travel to in a typical week?

READ OUT, CODE ALL MENTIONS

1. Te Kauwhata
2. Meremere
3. Mercer
4. Pokeno
5. Tuakau
6. Huntly
7. I do not travel to any of these places regularly in a typical week (DO NOT READ OUT)

SECTION C: CURRENT BUS USE ASK ALL

C1. Have you used a public bus service in the past 12 months?

1. Yes – CONTINUE
2. No – SKIP TO C7

ASK C2 – C6 OF ALL WHO HAVE USED A BUS SERVICE IN PAST 12 MONTHS

C2. Which of the following services have you used?

READ OUT, CODE ALL MENTIONS

1. Number 20 Cambridge to Hamilton bus
2. Number 23 Raglan to Hamilton bus
3. Number 21 Northern Connector service
4. Urban buses in Hamilton City
5. Urban busses in Auckland City
6. I have not used any of these services (DO NOT READ OUT) – **SKIP TO SECTION D**

IF HAVE NOT USED #20, #23 OR #21 SKIP TO SECTION D

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C3. Using a scale of 1 to 10 where 1 is not at all satisfied and 10 is very satisfied how satisfied are you with the...

READ OUT SERVICE

	1 – not at all satisfied	2	3	4	5 – neither nor	6	7	8	9	10 – Very satisfied
ASK OF ALL #20 USERS IN C2 20 Cambridge to Hamilton service										
ASK OF ALL #23 USERS IN C2 23 Raglan to Hamilton service										
ASK OF ALL #21 USERS IN C2 21 Northern Connector										

C4. **[ASK OF ALL #20 USERS IN C3 WITH RATING LOWER THAN 6]** What changes would you like to see made to improve the #20 Cambridge to Hamilton bus service?

C5. **[ASK OF ALL #23 USERS IN C3 WITH RATING LOWER THAN 6]** What changes would you like to see made to improve the #23 Raglan bus service?

C6. **[ASK OF ALL #21 USERS IN C3 WITH RATING LOWER THAN 6]** What changes would you like to see made to improve the #21 Northern Connector bus service?

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ASK C7 AND C8 OF ALL WHO HAVE NOT USED A BUS SERVICE IN PAST 12 MONTHS

C7. What are the main reasons you haven't used a public bus service in the past 12 months? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Other more convenient mode of travel available
2. Stops not near enough to me
3. Routes don't go where I want to travel
4. Quality of buses
5. Quality of bus stops
6. Fares are too expensive
7. Buses don't run at the right times
8. Bus journey takes too long
9. Something else (Please specify)_____

C8. What would make you more likely to use the bus?

SECTION D: HUNTLY INTERNAL SERVICE ASK HUNTLY, TE KAUWHATA, NGARUAWAHIA, AND TAUPIRI RESIDENTS ONLY

D1. Currently services operate between Huntly and Hamilton, however there is no service operating solely within the Huntly township. Council are looking at setting up a local bus service within Huntly that connects the west and east side of the community to the town centre and train station. This service will also connect with a direct Huntly to Hamilton bus service and the train station at The Base.

This service would replace the current bus services in the Huntly area.

Thinking about this service are you very supportive, supportive, unsupportive, or very unsupportive of establishing this service in Huntly?

1 - Very supportive	2 -Supportive	3 - Unsupportive	4- Very unsupportive	5-Don't know
---------------------	---------------	------------------	----------------------	--------------

D1A: Would you be very likely, likely, unlikely, or very unlikely to use such a service this service?

1-Very likely	2-Likely	3-Unlikely	4-Very unlikely	5-Don't know
---------------	----------	------------	-----------------	--------------

ASK ALL LIKELY OR VERY LIKELY TO USE SERVICE, ALL UNLIKELY SKIP TO SECTION F

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D2. In a typical week, how often would you use this service?

DO NOT READ OUT, CODE CLOSEST

1. Less than once a week
2. Once a week
3. 2-4 times a week
4. 5-7 times a week
5. Varies
6. Don't know

D3. What would you be most likely to use the service for? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Work
2. Shopping
3. Activities or events with children
4. Activities or events with friends
5. Education – school
6. Education - tertiary
7. Medical appointments
8. Other appointments/ errands, e.g., lawyer
9. Something else (Please specify) _____

D4. Would you use the service mainly on weekdays or weekends: [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Weekdays
2. Weekends
3. It varies

D5. What times of the day would you be most likely to use the service? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Before 9am
2. Between 9am and 3pm
3. After 3pm
4. It varies

D6. The proposed service will also connect with Huntly to Hamilton direct bus service and the train station/central transportation HUB. Thinking about the proposed service would you mostly use the service...

READ OUT, CODE ONE

1. To connect to Hamilton
2. To travel around Huntly
3. For both travel around Huntly and connecting to Hamilton

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D7: Do you think this service would need to stop at Taupiri also?

DO NOT READ OUT, CODE ONE

- 1. Yes
- 2. No

D8: Do you think this service would need to stop at Ngaruawahia also?

DO NOT READ OUT, CODE ONE

- 1. Yes
- 2. No

SECTION E: RAGLAN INTERNAL SERVICE ASK RAGLAN RESIDENTS ONLY

E1. Currently services operate between Raglan and Hamilton, however there is no service operating solely within the Raglan township. Council are looking at setting up a local bus service within Raglan that connects the communities of Whale Bay, the beaches, and the east and west side of Raglan to the town centre. This service will also connect with a direct Raglan to Hamilton bus service which travels from the info centre in Raglan to the central bus station in Hamilton.

This service would replace the current bus services in the Raglan area.

Thinking about this service are you very supportive, supportive, unsupportive, or very unsupportive of establishing this service in Raglan?

1 - Very supportive	2 -Supportive	3 - Unsupportive	4- Very unsupportive	5-Don't know
---------------------	---------------	------------------	----------------------	--------------

E1a: Would you be very likely, likely, unlikely, or very unlikely to use such a service this service?

1-Very likely	2-Likely	3-Unlikely	4-Very unlikely	5-Don't know
---------------	----------	------------	-----------------	--------------

ASK ALL LIKELY OR VERY LIKELY TO USE SERVICE, ALL UNLIKLEY SKIP TO SECTION F

E2. In a typical week, how often would you use this service?

DO NOT READ OUT, CODE CLOSEST

- 1. Less than once a week
- 2. Once a week
- 3. 2-4 times a week
- 4. 5-7 times a week
- 5. Varies
- 6. Don't know

E3. What would you be most likely to use the service for? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

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1. Work
2. Shopping
3. Activities or events with children
4. Activities or events with friends
5. Education – school
6. Education - tertiary
7. Medical appointments
8. Other appointments/ errands, e.g., lawyer
9. Something else (Please specify)_____

E4. Would you use the service mainly on weekdays or weekends? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Weekdays
2. Weekends
3. It varies

E5. What times of the day would you be most likely to use the service? [multi choice]

DO NOT READ OUT, CODE ALL MENTIONS

1. Before 9am
2. Between 9am and 3pm
3. After 3pm
4. It varies

E6. The proposed service will also connect with Raglan to Hamilton direct bus service. Thinking about the proposed service would you mostly use the service...

READ OUT, CODE ONE

1. To connect to Hamilton
2. To travel around Raglan
3. For both travel around Raglan and connecting to Hamilton

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SECTION F: FUTURE SERVICES ASK ALL

These last few questions ask about a range of different transport options that Council is considering in the future. Council is trying to understand what services are needed in different areas. For each service can you please say if you would be very likely, likely, unlikely, or very unlikely to use this service.

F1. [Meremere, Mercer, Pokeno, and Tuakau residents only] How likely would you be to use a train service from Pokeno to Tuakau (and on to Auckland)?

1-Very likely	2-Likely	3-Unlikely	4-Very unlikely	5-Don't know
---------------	----------	------------	-----------------	--------------

F2. [Te Kauwhata, Huntly, Taupiri residents only] How likely would you be to use a train service from Te Kauwhata to Hamilton?

1-Very likely	2-Likely	3-Unlikely	4-Very unlikely	5-Don't know
---------------	----------	------------	-----------------	--------------

F3. [Te Kauwhata, Huntly, Taupiri residents only] How likely would you be to use a train service from Te Kauwhata to Auckland?

1-Very likely	2-Likely	3-Unlikely	4-Very unlikely	5-Don't know
---------------	----------	------------	-----------------	--------------

F4. **ALL RESIDENTS** Council is considering a demand responsive bus service. This is a service that would operate in a similar way to Uber whereby people could book a seat on a bus at a time that suits them. If it were available how likely would you, or someone else in your household, be to use this service?

1-Very likely	2-Likely	3-Unlikely	4-Very unlikely	5-Don't know
---------------	----------	------------	-----------------	--------------

F5. Do you have any other comments or thoughts about transportation options and public bus services in your area?

IF NONE JUST GO NEXT QUESTION

SECTION G: DEMOGRAPHICS ASK ALL

Now we just have a few questions about you to ensure we collect responses from a cross section of residents.

G1. Which age group do you fall in to?

READ OUT, CODE CLOSEST

1. Under 16
2. 17-21
3. 22-30
4. 31-50
5. 51-64
6. 65+

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7. Prefer not to say (DO NOT READ OUT)

G2. Including yourself, how many people are there in your household aged...

READ OUT, RECORD FOR EACH AGE BRACKET

- 1. Under 16 _____
- 2. 17-21 _____
- 3. 22-30 _____
- 4. 31-50 _____
- 5. 51-64 _____
- 6. 65+ _____
- 7. Prefer not to say

G3. How many vehicles do you usually have access to at your house?

DO NOT READ OUT, CODE CLOSEST

- 1. None
- 2. 1
- 3. 2
- 4. 3+

G4. Which of these groups best matches your total household income before tax annually?

READ OUT. CODE CLOSEST

- 1. Less than \$40,000
- 2. \$40,000 - \$80,000
- 3. \$80,001 - \$120,000
- 4. \$120,001+
- 5. Prefer not to say (DO NOT READ OUT)
- 6. Not sure (DO NOT READ OUT)

G6. Would you like to enter the draw to win 1 or 5 \$100 grocery vouchers?

DO NOT READ OUT, CODE CLOSEST

- 1. Yes
- 2. No

G7. Can I please have your name and your preferred contact phone number?

Name	
Phone	

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G8. Thank you for your time today, this survey was conducted on behalf of Waikato District Council.

In case you missed it, my name is [NAME] calling from Symphony Research, have a good day/evening.

RECORD GENDER

1. Male
2. Female

SURVEY ENDS



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Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	5 May 2021
Prepared by	Paul Harrison Roading Corridor Engineer
Chief Executive Approved	Y
DWS Document Set #	INF2021; ECM ID: # 3053942
Report Title	Road Names for Eastside Heights Ltd Subdivision 0020/00 at 118 Riverview Road, Huntly

1. EXECUTIVE SUMMARY

This report requests that the Infrastructure Committee approve the following road names recommended by the Huntly Community Board, in accordance with the Road Naming Policy:

- Guy King Place, and
- Miners Way

The report submitted to the 30 March 2021 meeting of the Huntly Community Board seeking their approval to name roads within the Subdivision at 118 Riverview Road, Huntly, is attached to provide background information (Attachment 1). The excerpt of the 30 March 2021 Huntly Community Board resolution is also attached for information (Attachment 2).

The road names above have been checked for duplication in Google and Intramaps mapping and the Waikato District Council RAMM list.

2. RECOMMENDATION

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

AND THAT the **Infrastructure Committee** approve the following road names:

- **Guy King Place, and**
- **Miners Way**

in accordance with the Road Naming Policy.

3. ATTACHMENTS

- Copy of report to the 30 March 2021 Huntly Community Board Meeting - Proposed Road Names for Eastside Heights Ltd Subdivision 0020/00 at 118 Riverview Road, Huntly
- Excerpt of 30 March 2021 Huntly Community Board Resolution

Open Meeting

To	Huntly Community Board
From	Roger MacCulloch General Manager Service Delivery
Date	30 March 2021
Prepared by	Paul Harrison Roading Corridor Engineer
Chief Executive Approved	Y
DWS Document Set #	HCB2021
Report Title	Proposed Road Names for Eastside Heights Ltd Subdivision 0020/20 at 118 Riverview Road, Huntly

I. EXECUTIVE SUMMARY

This report requests that the Huntly Community Board consider and recommend two of the proposed road names from the list prepared by Eastside Heights Ltd for the Eastside Heights Development, subdivision 0020/20 at 118 Riverview Road, Huntly.

The list, detailed in paragraph 4.1 of this report, has been checked by staff against the Road Naming Policy and the road names are recommended for inclusion. The street type (eg street, road, avenue, boulevard, junction, crescent, etc) will be added to each approved name, if not given by the developer.

2. RECOMMENDATION

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

AND THAT the **Huntly Community Board** supports, and recommends to the **Infrastructure Committee** for approval, two of the following proposed road names supplied by **Eastside Heights Development** for the **Eastside Heights Development**, subdivision 0020/20 at 118 Riverview Road, Huntly:

- **Guy King Place**
- **Tohu Place**
- **Orchid Way**
- **Miners Way**

[Board to select two road names only.]

in accordance with the **Road Naming Policy**.

3. BACKGROUND

A list of suggested Road Names suitable for posting within the Huntly township area has been prepared by Eastside Heights Development.

Historical Name Theme – Long standing Resident in the area.

Environment Theme – Plant and animal names

Staff have reviewed the list and excluded name duplications and names with sound similarity issues or duplicated street type (eg street, road, avenue, boulevard, junction, crescent, etc).

There are no duplications in the Waikato District Hamilton City Council or Waipa District regions.

The names have been checked for duplication in Intramaps, Google Mapping and the Waikato District Council RAMM list.

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

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 table below provides a list of recommended pioneer historical themed names, background to the name choice, an indication of any potential duplication or sound similarity issues and nominates recommended prefix road titles as per road naming policy.

Names are presented in the order of the developer's preferred choice starting with the first then 2nd and 3rd.

ID	Name and Suffix	Reason	Location of duplicate or similar sounding name in NZ	OFFICE USE ONLY	
				Classification and notes	Approved or Declined
Road 2 Yellow on map	Guy King Place	Acknowledging Guy King's contribution to the Huntly West community and its wellbeing. During his lifetime Mr King was held in high regard by both Maori and Pakeha residents	None	None	Approved Rooding
Road 3 Red on Map	Tohu Place	Tohu meaning "gift". The gift of an opportunity to new homes to a growing Huntly community, retirees, new and old residents to create "homes" and families within our community.	Tohu Place – New Plymouth		Approved Rooding
Road 3 Red on Map	Orchid Way	The swamp helmet (<i>Anzygas carsei</i>) is found only in wetland around Huntly and is classified as "nationally critical" and is at risk of becoming extinct.	Orchid Place – Te Atatu		Approved Rooding
Road 3 Red on Map	Miners Way	Coal mining once being Huntly's biggest industry has strong roots with our community and is an important part of Huntly's history.	None		Approved Rooding

4.2 OPTIONS

The following table lists potential road names that staff deem to be unsuitable for inclusion on the approved road name list.

	Proposed names to be excluded	Background	Duplicates	Reason for exclusion
1	Flaxmere Lane (Road 2 –Yellow on map)	A play on the development's name "Westmere" & the native flax bush that grew freely on the farmland the site is located on. It represents a combining of the history and the future.	Similar sounding	Flaxmill Road – Orini Flaxmere Ave – Hastings Flaxmere Street – Waikanae Beach Declined Rooding
2	Karakia Lane (Road 2 –Yellow on map)	Representing the spiritual / ritual significant of the area.	Similar sounding	Hillsborough – Auckland Karakariki Road – Karakariki New Castle ward WDC Declined Rooding
3	Bridgewater (Road 3 –Red on map) Drive	Reference to the Tainui Bridge over the Waikato River.	Similar Sounding	Bridgewater Road – Parnell Bridge Street – Huntly Declined Rooding

5. CONSIDERATION

5.1 FINANCIAL

All costs are being met by the developer.

5.2 LEGAL

The recommendation in this report complies with the Council's legal requirements.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Community Board consultation around road naming has been undertaken in accordance with Waikato District Council Road Naming 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 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	
			Internal
			Community Boards/Community Committees
			Waikato-Tainui/Local iwi
			Households
			Business
			Adjoining TLA's.

6. CONCLUSION

The Huntly Community Board is requested to consider and recommend two of the proposed road names which complies with the Council's Road Naming Policy.

The Board's decision will then be forwarded to the Infrastructure Committee for approval, as all road names require the Infrastructure Committee's approval in accordance to the Road Naming Policy.

7. ATTACHMENTS

- Map – Road outlay

Excerpt from 30 March 2021 Huntly Community Board Resolution

Proposed Road Names for Eastside Heights Ltd Subdivision 0020/00 at 118 Riverview Road, Huntly
Agenda Item 6.3

The report was received [*HCB2103/02 refers*] and no discussion was held.

Resolved: (Cr McInally/Mr Whyte)

THAT the Huntly Community Board supports, and recommends to the Infrastructure Committee for approval, two of the following proposed road names supplied by Eastside Heights Development for the Eastside Heights Development subdivision 0020/20 at 118 Riverview Road, Huntly:

- **Guy King Place, and**
- **Miners Way**

in accordance with the Road Naming Policy.

CARRIED

HCB2103/05

	Open Meeting
To	Infrastructure Committee
From	Roger MacCulloch Service Delivery General Manager
Date	5 May 2021
Prepared by	James Hanright Leasing Officer
Chief Executive Approved	Y
Reference #	INF2021; ECM ID: # 3060274
Report Title	Te Kowhai Hall Car Park – New Deed of Lease and Sublease

1. EXECUTIVE SUMMARY

Staff have received a request on behalf of current lessee and sublessee, Ministry of Education (MOE), to enter into a new deed of lease and deed of sublease with Waikato District Council (WDC) for the parcels of land delineated on the aerial photograph at the foot of this report and legally described in the schedule.

The terms of agreement are to mirror the existing conditions of lease and reflect a structure of six years plus two renewals of six years each (6+6+6) and a total period of eighteen years. Staff recommend granting this lease and giving consent to a sublease.

2. RECOMMENDATION

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

AND THAT a lease is granted to The Ministry of Education for the land firstly described in the schedule;

AND FURTHER THAT the Council consents to the Te Kowhai Hall Society Incorporated granting a sublease to The Ministry of Education for the area secondly described in the schedule;

AND FURTHER THAT the Chief Operating Officer be delegated authority to execute all documents required to give effect to this resolution.

SCHEDULE

First all that land legally described as Lot 2 DP 325800 comprising 0.1143 Ha and held as leasehold land (as delineated in RED on the attached aerial)

Secondly all that land legally described as Allot 217 Horotiu psh blk XV Newcastle SD comprising 0.1196 Ha and held as freehold land (as delineated in BLUE on the attached aerial)

3. BACKGROUND

WDC leases the land legally described as Lots 1-2 DP 325800 Blk XVI Newcastle SD (Te Kowhai hall site) to the Te Kowhai Hall Society (THS) who in turn sublease the land firstly described in the schedule to MOE.

The deed of sublease between THS and MOE commenced 1st May 2002 with a final expiry of 29 April 2022 while the head lease between WDC and THS has a final expiry of 1 March 2055 and is registered lease against the property title.

WDC also lease the adjacent section of stopped legal road to MOE as described secondly in the schedule. The deed of lease between WDC and MOE commenced 20th December 2002 with a final expiry of 1 May 2022.

Both agreements allow MOE to use the car park located next to the Te Kowhai school. There is no other practical use of the land due to its location between Te Kowhai school and Horotui Road.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 FINANCIAL

MOE are currently being charged \$1750.00 + GST per annum for the sublease with THS and \$1260.00 + GST per annum for the lease with WDC. The income from the agreement with MOE is passed to the THS to fund the hall activity.

THS and WDC are both required to engage a registered valuer to set the new market rents for each respective agreement, it would make sense to share this cost and have both leases valued at the same time. The amount of rent charged cannot be lower than the prior valuation for both agreements

MOE are responsible for all outgoings related to their use of the leased area as well as general maintenance.

Staff are comfortable that there is no financial risk to WDC in progressing this lease.

4.2 LEGAL

All legal documentation will be overseen by our inhouse legal team to ensure that the necessary protection is provided to WDC. Currently all leasing documentation supplied on behalf of MOE is being reviewed.

MOE will have to uphold all conditions of both agreements in accordance with the Property Law Act 2007.

An additional requirement will be added into the lease that any hazards, near misses or accidents are to be reported to WDC by MOE.

WDC do not have authority to execute any sub lease documentation on behalf of THS, however THS will require WDC's consent as head lessor.

The proposed length of lease exceeds current staff delegations and is only able to progress with a resolution passed by the Councils infrastructure committee.

4.3 OPTIONS

There are only two practical options for Council to consider at this point in time,

Option 1: Grant a new lease to, and provide consent to progress a new sublease to The Ministry of Education.

Staff recommend this option.

Option 2: Decline a new lease and sublease to The Ministry of Education.

Declining both agreements to MOE supports the current lease and sublease to MOE being terminated. WDC have no further use for the property however WDC are still leasing the parcel firstly described in the schedule to THS until 2055.

This action carries a reputational risk as WDC will be declining a source of funding to THS and declining the public use of convenient parking space for the adjacent school.

Staff do not recommend this option.

5. CONCLUSION

Staff recommend granting a new lease to MOE and giving consent for MOE as head lessor to enter into a new sublease with THS.

The property has no other use. This action will continue providing a small income in the short term and a benefit to the public and key stakeholders. There is no foreseeable risk in continuing this activity.

An Aerial Overview of the Areas Leased to The Ministry Of Education



6. ATTACHMENTS

N/A

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	21 April 2021
Prepared by	Duncan MacDougall Open Spaces Team Leader
Chief Executive Approved	Y
Reference #	INF2021; ECM ID: # 3064505
Report Title	Raglan Aerodrome Improvement Update

I. EXECUTIVE SUMMARY

The purpose of this report is to provide an update to the Infrastructure Committee on issues and discussions involving the Raglan Aerodrome.

Following an accident in 2019 at Hood Aerodrome in Masterton, staff received notification from the Civil Aviation Authority (CAA) directing aerodrome operators to review their safety procedures and processes. Following receipt of the notice, staff engaged a consultant to review and audit the Raglan Aerodrome. The audit identified a number of improvements, some of which have since been made to the airfield. These included improved signage at the entrances and updating the airfield's landing plate/process (attached).

On 31 March 2021, staff presented a report to the Raglan Community Board (RCB) detailing proposed safety measures to mitigate the identified safety risk (report attached). Following discussions, the RCB did not support the proposal to restrict pedestrian access to the landing strip and made an amendment to the recommendation which delayed Council staff making further safety improvements.

Staff are concerned that the amended recommendation does not fully encompass the safety improvements that are required to meet the obligations of the Safety at Work Act 2015. Alternatively, it is recommended that staff work with the RCB to mitigate the safety needs, develop an education programme, and permit access as far as is reasonably practicable without compromising the safety.

2. RECOMMENDATION

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

AND THAT the **Infrastructure Committee** supports staffs' proposed health and safety improvements to the **Raglan Aerodrome** as outlined in this report and supporting document. The proposed improvements are to:

- improve signage, and
- restrict pedestrian access to the operational zone of the airfield.

3. DISCUSSION

Airfield Safety:

The Raglan Aerodrome is routinely used by members of the public for activities which do not align with the purpose of the airfield, for example dog walking and pedestrians crossing the landing strip. Due to this community use, engagement with the RCB was required prior to making further changes.

Prior to the meeting a consultant was engaged to review the aerodrome processes as per the CAA's notice. Further to this a site inspection of the airfield was undertaken and the following improvements were recommended:

- Review and implement updated safety and circuit procedures, (complete)
- Improve signage (partially complete)
- Upgrade flight recorders (underway)
- Recommended implement a safety committee (to be determined)
- Restrict pedestrian access to the operational zone of the airfield.

On 31 March 2021, staff presented a report to the RCB detailing these proposed safety measures to mitigate the safety risk associated with pedestrians accessing the airfield (report attached).

The report to the RCB made these recommendations:

THAT the report from the General Manager of Service Delivery be received,

AND THAT the Raglan Community Board supports the proposed health and safety improvements to the Airfield as outlined in this report and supporting document,

And FURTHER THAT the Raglan Community Board recommends to Council's Infrastructure Committee that further investigation is undertaken to understand Council's legal obligations to own operate the airfield.

Following presentation of the report, the RCB did not support the proposed improvements as they would limit access to the airfield - particularly directly crossing the landing zone. The aerodrome is used by the public for activities which do not align with the intended purpose, however there is support from the public to allow continued access. On this basis the RCB made this amendment to the second recommendation:

AND THAT the Raglan Community Board recognised the proposed health and safety improvements to the Raglan Airfield as outlined in this report and supporting document and propose the trial of signage, public education, and monitoring for three months prior to the suggested safety measures as outlined in the report being required.

Council as the administrator of the airfield is responsible for ensuring that all work associated with the operations of an airfield are controlled and managed. In this instance the risk identified is pedestrians and dogs crossing the landing zone and coming into contact with aircraft. Although the risk occurrence is possible, the consequence is considered catastrophic putting it into a moderate to high risk category.

Under the Safety at Works Act 2015 a person conducting a business or undertaking (PCBU) must ensure, so far as is reasonably practicable, the health and safety of workers, and that other persons are not put at risk by its work. Risks that arise from work must be eliminated so far as is reasonably practicable.

The recommendation as amended by the RCB does not meet the requirements of the Act in that the solution is not reasonably practicable and is not supported by staff. Staff will work with the community to develop a proposal that keeps pedestrians safe, and meets the community's access needs which complies with legal requirements.

Further Investigation

Further investigation into the management and operation of the airfield is currently being undertaken by staff and will be presented to the Infrastructure Committee in the coming months. The report will look at the following factors:

- CAA compliance requirements
- Patronage evaluation
- Economic viability
- Underlying land status

4. CONCLUSION

As a result of an incident at Hood Aerodrome in Masterton, the CAA have issued notices to all airfield operators outlining their obligations. Further investigations by a consultant have identified safety improvements that should be implemented to meet these obligations. When presented to the Raglan Community Board, the members expressed concern and requested that further engagement was done with the community prior to undertaking this work. This was documented in a formal resolution of this committee. Staff feel that by delaying this work, Council will not be meeting our requirements under the Safety at Work Act 2015 and could therefore be increasing risk to the public and liability to Council. A decision is required on the process to undertake this work.

5. ATTACHMENTS

- Report: RCB2021 - Raglan Aerodrome Safety Improvements
- Airfield safety improvements
- Additional Information: NZRA Landing Plate
- CAA Notice – August 2019

Open Meeting

To	Raglan Community Board
From	Roger MacCulloch General Manager Service Delivery
Date	31 March 2021
Prepared by	Duncan MacDougall Open Spaces Team Leader
Chief Executive Approved	Y
Reference #	RCB2021
Report Title	Raglan Aerodrome Safety Improvements

1. EXECUTIVE SUMMARY

As a result of the fatal mid-air collision in June 2019 at Hood aerodrome in Masterton, the Civil Aviation Authority issued a notice to all Aerodromes regarding safety and compliance with the Civil Aviation Act 1990 & the Safety at Work Act 2015 in early 2020.

The purpose of this report is to inform the Raglan Community Board of a potential safety risk relating to the operation of the Raglan Aerodrome and Council staff's proposal to address the associated risk.

2. RECOMMENDATION

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

AND THAT the Raglan Community Board supports the proposed health and safety improvements to the Raglan Airfield as outlined in this report and supporting document;

And FURTHER THAT the Raglan Community Board recommends to Council's Infrastructure Committee that further investigation is undertaken to understand Council's legal obligations to own operate the airfield.

3. BACKGROUND

3.1 Airfield Safety

Following receipt of the CAA's notice, staff engaged an aviation consultant to undertake a site inspection and audit of the Raglan Aerodrome. The audit identified a number of safety concerns, the majority of which have since been resolved. However, the main concern identified was the ease of which pedestrians have access to the airfield which results in pedestrians crossing the landing zone. This issue represents a significant health and safety risk

for both pilots and the public. On several occasions there have been reported near misses between aircraft and the public. The potential for injury or death is high.

The public access the airfield for a number of reasons. The most common is to access the beach adjacent to the airfield which results in the public crossing the landing strip, as it is the most efficient access. There are also reports of the area being utilised as an off-lead dog exercise area. This is contrary to the Dog Control Bylaw 2015.

4. DISCUSSION

4.1 Airfield Safety Improvements

To reduce the risk associated with pedestrian and aircraft interactions, the site audit recommended prohibiting the general public from accessing the airfield. This would be achieved by:

- Removing pedestrian access gates and installing appropriate signage in line with CAA requirements. An example of these signs is below.
- Retaining the 1.2m tall standard stock fence and extending along the beach. A standard stock fence is adequate in this application as long as associated signage is in place.
- Retaining pedestrian access to the beach by providing a perimeter trail around the airfield.



Example 1: Proposed Signage

Staff are aware that the above proposal is likely to be unpopular. However, the purpose of the proposal is to comply with the Civil Aviation Act 1990 and Safety at Works Act 2015.

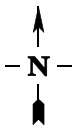
Once the Community Board has received this report a copy will be sent to Council's infrastructure committee for further discussion, along with any recommendations made by the Raglan Community Board.

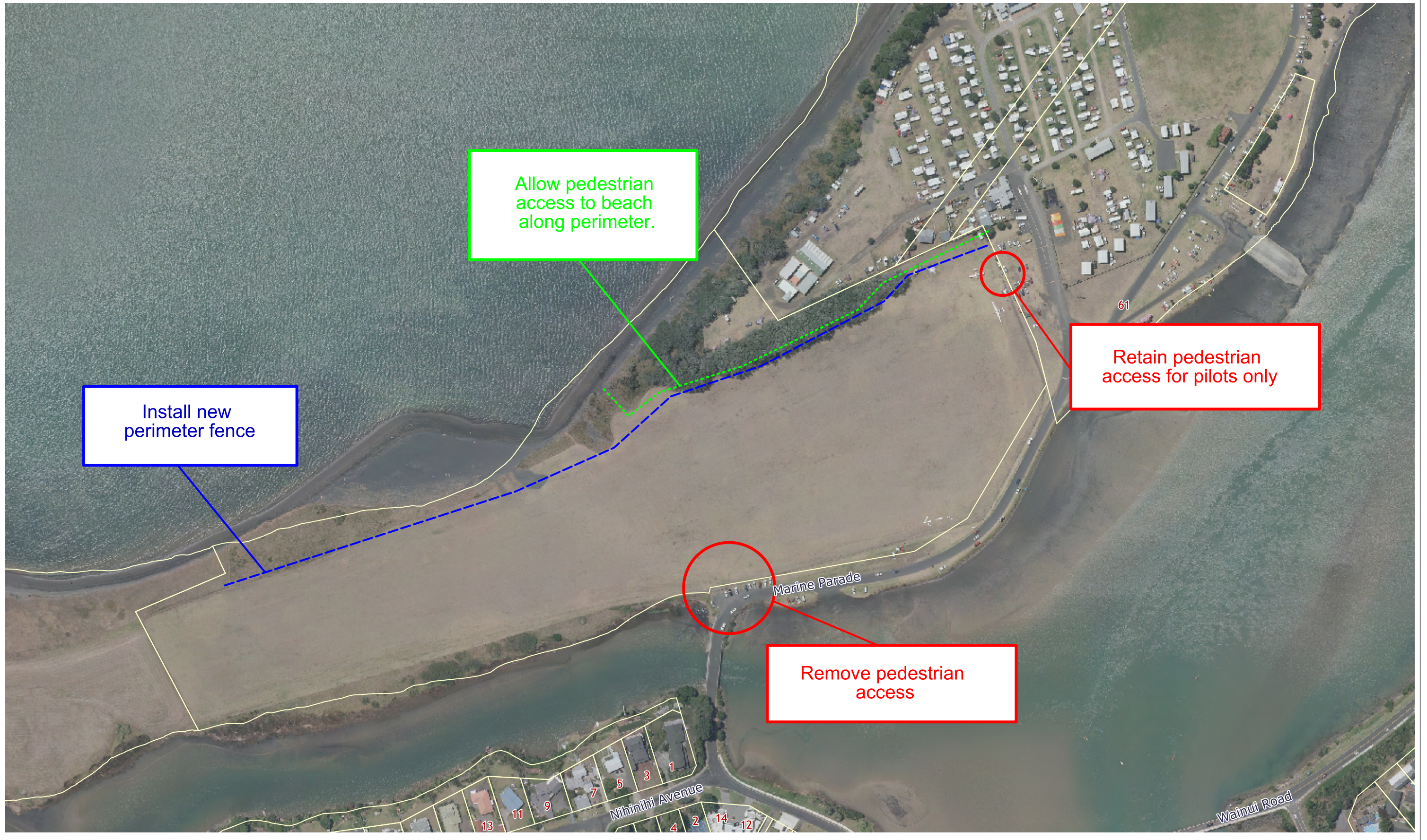
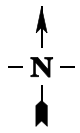
4.2 Land Acquisition and Property Purpose

Due to the risk associated with this activity, staff have queried relevance of a Council managed airfield. Further investigation has identified a number of issues that complicate alternative solutions. It has been identified that if the community wish to disestablish the airfield it will be a long-term process that could take several years. This is due to the complicated way the land was acquired for use as an airfield. Staff believe this should be investigated further. However, if such actions were to be undertaken, the aerodrome would continue to operate for several years. Therefore, the risk associated with aircraft and pedestrian interactions will still need to be addressed.

5. ATTACHMENT

- Raglan Aerodrome Proposed Safety Improvement Plan





ELEV 14

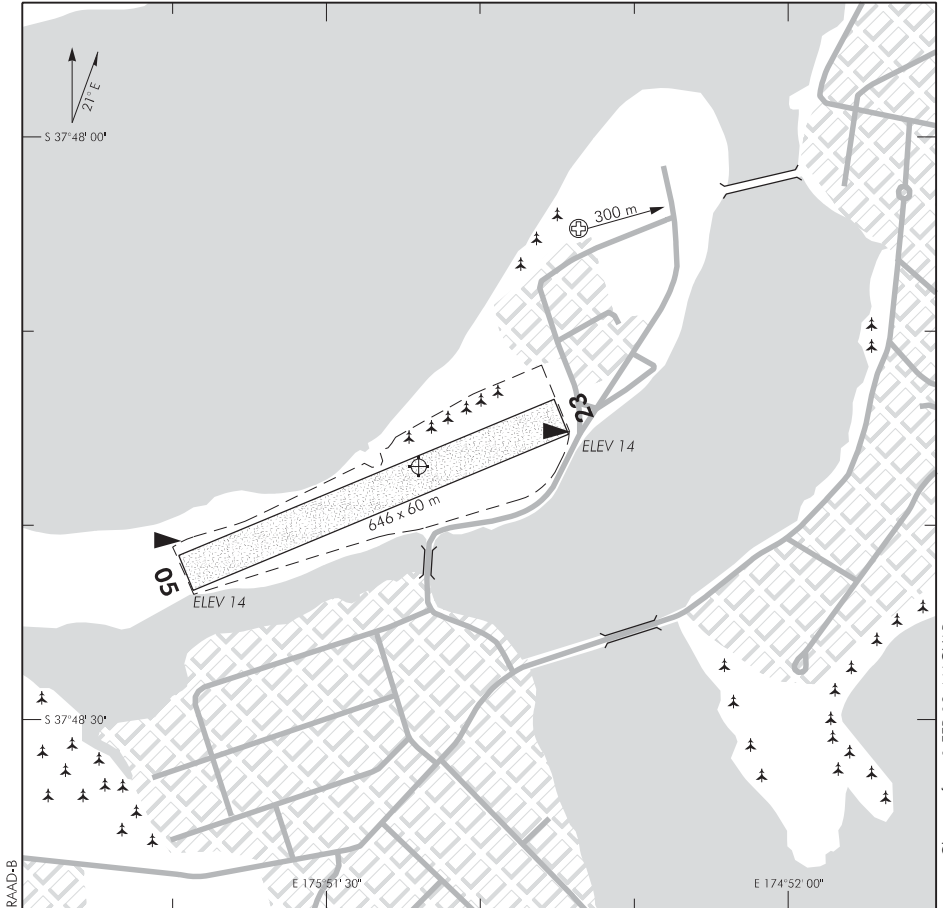
NZRA

UNATTENDED: 123.75

101

 NON-CERTIFICATED

RAGLAN

 AERODROME


Changes from 1 FEB 18: MAGVAR.

1. **CAUTION:**
 - Rabbit holes on aerodrome.
 - Norfolk Island pine on hill infringes fan to NE. 10° left turn required on take-off.
 - Emergency helicopter operations take place from harbourside site approximately 500 m east of THR RWY 23.
 - Occasional dog walking (off leads) who run freely on the runway.
 - People walking across runway from time to time.
2. First aid kit at fire/ambulance station.
3. Card phone available at camp 50 m NE of aerodrome.
4. Kite flying occurs at Wainui reserve 2 NM SW of aerodrome.

S 37 48 17 E 174 51 36*

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
05 23	Gr(f)	ESWL 1020	5	Nil		646			646

LIGHTING

Nil

FACILITIES

Nil

SUPPLEMENTARY

Operator: Waikato District Council, Private Bag 544, Ngaruawahia.
Tel (07) 824 8633 Fax (07) 824 8091

Landing fees charged through 'Aimm' – late payments incur an admin fee. By visiting NZRA you agree to our Terms and Conditions of Use.

Safety Message



Non-conformance with uncontrolled or unattended aerodrome circuit procedures can be fatal

Issued 12 August 2019

A recent spate of incidents and accidents, including the loss of life at an uncontrolled aerodrome, has prompted the Civil Aviation Authority to issue this safety message.

Pilots operating at an uncontrolled or unattended aerodrome must comply with the published circuit directions and procedures in the NZAIP Volume 4 for that aerodrome.

These procedures are established to ensure the greatest possible safety for pilots when they are joining or vacating an uncontrolled or unattended aerodrome.

Advising local traffic via a radio call that you are joining or vacating 'non-standard' is not acceptable and does not absolve the pilot from complying with the published circuit direction. This applies to operations of all types, however, some agricultural and helicopter operations may be exempt under certain conditions.

Adherence to the rules, coupled with the use of standard radiotelephony procedures and a good lookout scan, is essential to ensure flight safety. Never assume that you are the only aircraft in the vicinity of the aerodrome, even if no other radio communications from aircraft have been heard.



For more information, visit www.caa.govt.nz

CAA Safety Message
PROVIDED FOR SAFETY PURPOSES
SM.01/2019

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	16 April 2021
Chief Executive Approved	Y
Reference #	INF2021 / ECM ID: # 3059599
Report Title	Service Delivery Project Status Report – March 2021

I. EXECUTIVE SUMMARY

With only 3 months left of the financial year, most of the planning and tendering work required for delivery of the programme has occurred and the key focus is on managing the contracts awarded and completing projects, whilst starting to plan for the delivery of the 2021/22 work programme. There is also a large focus on setting up contracts correctly that have been awarded but won't begin / be completed until after the end of this financial year.

From a financial perspective, approximately \$38.1 million of capital work (excluding vested assets) had been completed by the end of March 2021, as shown in the table below. This is \$7 million up from the end of last month.

	Revised 2020/21 Target (\$ Millions)	End of February Actuals (Million)	Actuals YTD (\$Million)
Community Connections	\$19	\$5.6	\$6.2
Strategic Property	\$4.5	\$3.2	\$3.2
Roading / Solid Waste	\$33	\$18.1	\$21.3
Waters	\$20	\$4.2	\$7.4
TOTAL	\$76.5	\$31.1	\$38.1

Overall, the Community Connections team is now less optimistic of achieving their part of the programme proposed for 2020/21 given the recent change in weather, number of projects still unawarded / started, and emerging supply issues for things like timber and imported specialist components. These concerns will be quantified in detail at the next Infrastructure committee meeting when we have a better idea of the likely year end position for the programme.

The project summary dashboard and list of projects being worked on / status report is attached for your information. Project specific questions should be directed to the General Manager Service Delivery prior to the meeting as usual so that these can be responded to separately.

2. RECOMMENDATION

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

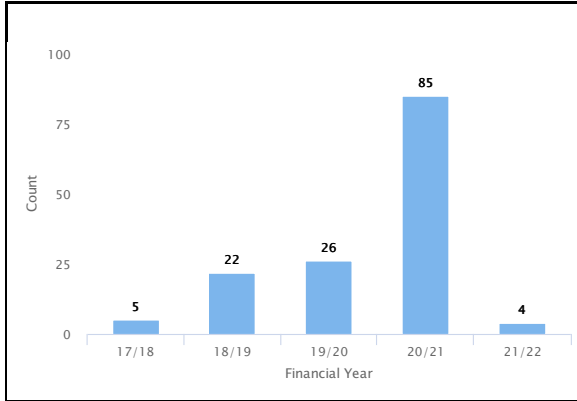
3. ATTACHMENTS

- Infrastructure Projects and Charts
- Council Infrastructure Projects – 13 April 2021

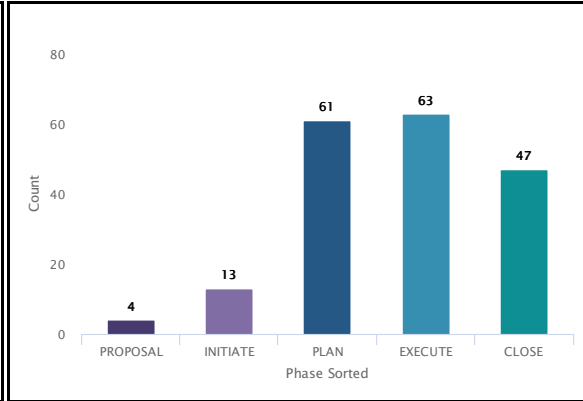
WDC SERVICE DELIVERY PROJECTS
15 April 2021

Number of Projects	Number of Open Projects
188	142

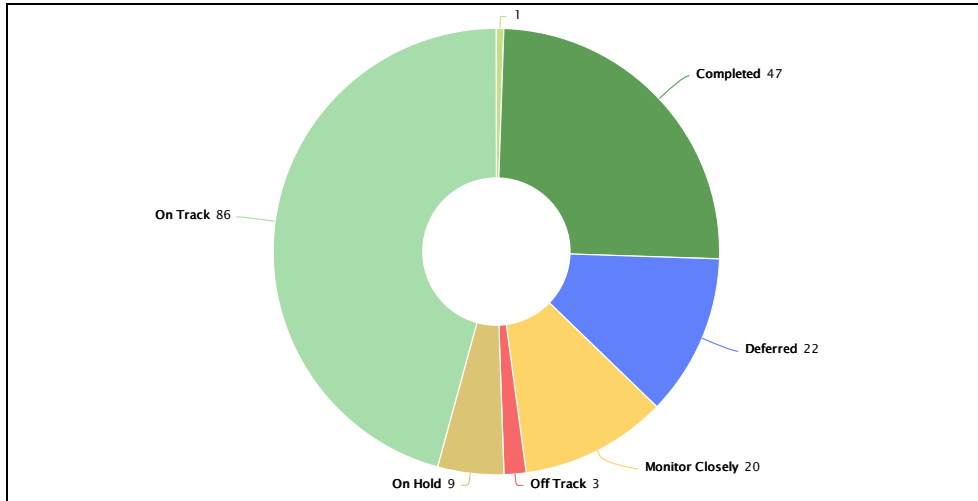
Project Pipeline - Open Projects



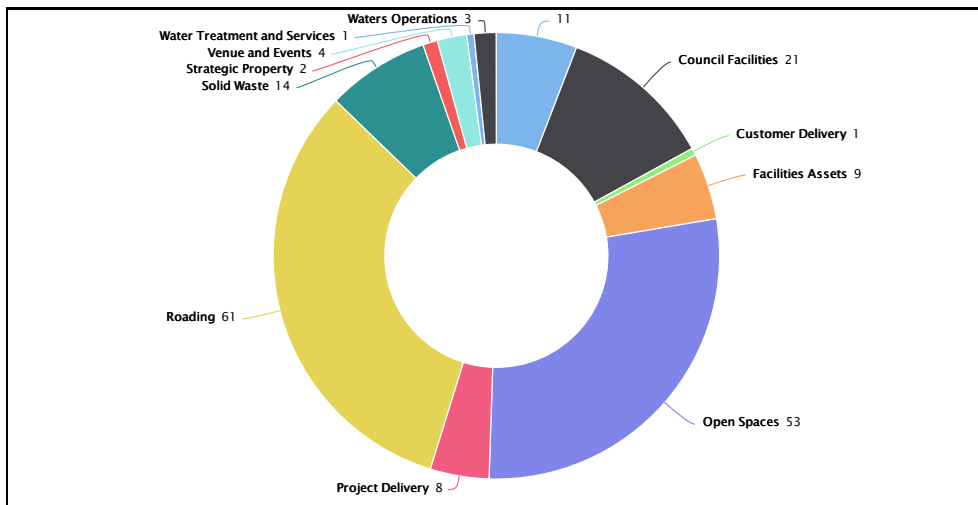
Project Phase



Project Status



Team



Category	Financial Year	IPM #	Project Name	Project Sponsor	Overall Status	Schedule	Scope / Quality	Budget	Resources	Risk	Issues	Engagement	Forecast Finish	% Complete	Approved Budget	Actuals YTD	Comment
Council Led with Engagem	19/20	PR-1340	LTP2019 - CCTV	Megan May - Community Connections Manager	Off Track	G	G	G	G	G	G	G	13/07/18	6	\$0.00	\$0.00	Strategy in development to best use multi-year funding. Also see PR-1129 Staff currently working with a number of community groups to identify needs which is happening in alignment with sourcing a preferred supplier/management system.
Core Services-BAU	20/21	PR-1361	LTP2018 District Wide Walkways - Rotokauri	Megan May - Community Connections Manager	Off Track	G	G	A	G	A	G	G	07/05/21	0	\$214,431	\$0	Engineered design of proposed walkway is now complete. Engagement with Ngaati Maahanga currently underway. Awaiting formal response from Iwi before proceeding but it is unlikely that this project will progress in the current financial year.
Co-design and Delivery	20/21	PR-1640	Raglan playgrounds - Lorenzen Bay Raglan	Megan May - Community Connections Manager	Off Track	G	G	G	G	G	G	G	30/06/21	0	\$104,755	\$0	Budget to be spent prepping the site for a playground as currently the reserve is undeveloped. Playground will be incorporated into Playground contract which is currently in the market.
Co-design and Delivery	18/19	PR-1136	LTP2018 Mercer Community Facility	Megan May - Community Connections Manager	Monitor Closely	A	A	G	G	G	G	G	30/09/22	15	\$379,953	\$13,983	Draft feasibility investigation to be revisited as Mercer Community Committee rejected the preferred site and suggested other site options which the current resources are insufficient and acquiring the property has no certainty. Their preferred site is the ARA building within the Mercer Reserve and repurposing the building would be quite problematic. The reserve status of the land prohibits this. Two Iwi claims have been lodged in respect of the land and are currently being assessed by the Crown. Other options are currently being investigated which can serve the community (Anglican Church) and possible external funding.
Co-design and Delivery	17/18	PR-1236	CF2017 Whatawhata Community Facility	Megan May - Community Connections Manager	Monitor Closely	A	A	A	G	A	A	G	17/11/21	39	\$266,981	\$96,804	Resource consent application granted 27/10/2020. External funding application decision from Lotteries Commission will be in May 2021. Preliminary drawings discussed and approved by steering group 18/03/2021. Project is expected to continue into next financial year if grant application is approved.
	18/19	PR-1283	Pokeno Urban Upgrades	Ross Bayer - Roading Team Leader	Monitor Closely	A	G	A	G	G	G	G	12/01/20	10	\$2,000,000.00	0	* This project includes completion of the Hitchen Road intersection, Helenslee Road intersection and finishes just past the primary school. * Being split into two stages - enabling and pavements. Enabling includes footpaths, drainage, kerb and channel, closing off Ford St, future proofing for traffic lights etc; and will occur prior to end of FY. Pavement works (incl rehab) will occur from Sept/October ie. FY21/22. * Variation for enabling works is pending internal sign off circa \$650k. Balance of project will go as a variation prior to end of FY once full project cost estimate is known. * Budget funding comprises some of the Pokeno Structure Plan codes (identified below). Budget review memos will formalise the funding position once pricing and variations occur.
	20/21	PR-1288	Gilmour Street, Raglan - Road Rehabilitation and Stormwater Upgrade	Jackie Bishop - Contracts and Partnering Manager	Monitor Closely	G	G	G	G	A	G	G	26/07/21	89	\$366,000	\$71,674	Waikato District Council's roading alliance contractor [Waikato District Alliance] has recently established with physical works at Gilmour Street commencing following the avoidance of the peak holiday period as requested by key community stakeholders. Utility installation, renewals and upgrades for stormwater and water services are currently underway (late-March) with landscaping and road rehabilitation to follow. The project includes extension of the existing gravity stormwater, construction of planted & grassed swales as well as installation of stormwater treatment in the form of rain gardens to mitigate historic stormwater management issues and complaints for the sub-catchment of Gilmour Street, Raglan. Urban road upgrades and watermain renewals are also included within the project to assist in achieving value for money and positive initiatives through sound construction practices, with an outcome to deliver a complete and holistic upgrade to Gilmour Street. Amber - as a result of the request to delay physical works to follow the summer months, delivery of the project has commenced towards the end of March and will likely continue into the first month of winter. The project will be closely monitored to ensure management of risks associated with a late start are mitigated and controlled as best we can i.e. completion times, cost increase, reputation of delivery, quality management. Amber - accommodating a watermain renewal/upgrade may result in a minor project completion date overrun, however ultimately although a risk, the watermain renewal outcome is a positive for the Gilmour Street Residents and the project holistically. The replacement ahead of the road urban upgrade assists in reducing potential asset damage of the existing watermain during the physical works for pavement rehabilitation work.
Core Services-BAU	20/21	PR-1480	Horsham Downs Link Road	Jackie Bishop - Contracts and Partnering Manager	Monitor Closely	A	G	G	G	A	A	G	31/03/22	40	\$4,150,000.00	\$178,804	* Construction was intended to be completed by December 2021 in line with WEX opening; and whilst procurement is complete with a preferred contractor, it cannot be awarded until first right of refusal issue is closed out. Meeting has been held with preferred contractor and a proposal is pending from them as to a October 2021 start and any associated cost implications. If that proceeds, works are expected to complete in Feb/March 2022. * Current budget model is \$2.9m which will be adjusted via budget review memo to \$4.15m once the budget certainty is achieved.
	20/21	PR-1503	Perry Bridge - Power System Replacement	Jackie Bishop - Contracts and Partnering Manager	Monitor Closely	G	G	G	G	G	G	G	10/02/20	0	\$0.00	\$0.00	31/03/2021 Grid tied solution is looking prohibitively expensive, pricing of replacement off grid solution to progress
Core Services-BAU	20/21	PR-1556	Solid Waste Contract Renegotiation	Ian Cathcart - Special Infrastructure Projects Manager	Monitor Closely	G	G	G	G	G	G	G	24/06/21	70	\$31,212	\$0	For Month-end 31/03/2021: • Contract renegotiations with suppliers wrapping up but with XZW lagging slightly with some issues still outstanding. • Renegotiated contracts for presentation to counselors to occur in April 2021 for approval and sign off. • Solid Waste Stage 2 (future state) work is starting to kick off.

Category	Financial Year	IPM #	Project Name	Project Sponsor	Overall Status	Schedule	Scope / Quality	Budget	Resources	Risk	Issues	Engagement	Forecast Finish	% Complete	Approved Budget	Actuals YTD	Comment
Core Services-BAU	20/21	PR-1571	Low Cost/Low Risk Projects WDC Managed	Jackie Bishop - Contracts and Partnering Manager	Monitor Closely	G	G	G	G	G	G	G	30/06/21	0	\$605,161	\$0	* At commencement of the year \$1.2m of LCLR was held back to enable market testing of some core roading BAU components. This was revised as part of mid year review and split. Other projects have utilised this funding (e.g. River Rd, Annebrook Rd \$600k) and final budget reviews are occurring to determine remaining budget available. Additional footpath and road marking/signage works are to be prioritised if funds are available.
Core Services-BAU	20/21	PR-1599	Huntly resource recovery centre upgrade	Roger MacCulloch - General Manager Service Delivery	Monitor Closely	G	G	G	G	G	G	G	30/06/21	0	\$52,224	\$35,568	Upgrade of Huntly transfer station to a resource recovery centre + install new earthworks pad and shed for contract rollover and new MRF purchased by contractor. Spend this year is site feasibility and geotechnical investigations for earthworks and to inform design. Will be spent this year.
Core Services-BAU	20/21	PR-1600	Te Kauwhata Structure Plan	Roger MacCulloch - General Manager Service Delivery	Monitor Closely	A	A	A	G	A	A	G	30/06/21	0	\$451,041	\$0	Interim payment of \$340k made last FY to developer for lowering of Travers Road and balance disputed. \$450k was carried forward. Pending close out to confirm no further payment required. Was a cost share arrangement, not total vesting. Balance may be used to fulfil a legal requirement to upgrade another road in TK post arbitration with a developer and which is supportive of Structure Plan - whether this can be used for this and spent this year is not yet clear.
Core Services-BAU	20/21	PR-1601	Te Kauwhata Structure Plan - Scott road upgrade (HIF) Vested	Roger MacCulloch - General Manager Service Delivery	Monitor Closely	A	A	G	G	G	G	G	30/06/22	0	\$1,239,581	\$0	Works associated with Lakeside development. Not clear if to be spent this year pending ongoing discussion with developer. Ross chasing confirmation. Linked to HIF. Has been put in year 1 of LTP as a contingency. Budget review memo required if reforecast.
Core Services-BAU	20/21	PR-1603	Horotiu Structure RD2B construction cost	Roger MacCulloch - General Manager Service Delivery	Monitor Closely	G	G	A	G	A	A	G	30/06/21	0	\$110,000	\$0	Waiting on confirmation of completion date and costs from developers. Ross is chasing. Budget may not be sufficient. Expected to be spent this year.
Core Services-BAU	20/21	PR-1605	Horotiu Structure Plan - RD3 (stage a) construction cost	Roger MacCulloch - General Manager Service Delivery	Monitor Closely	G	A	A	G	G	A	G	29/01/21	0	\$500,000	\$0	Road is at the roundabout and links north parallel to railway. The final decision on construction on this road will depend on pump station design. Not expected to be spent this year.
Core Services-BAU	20/21	PR-1606	Horotiu Structure Plan - RD3 (stage b) construction cost	Roger MacCulloch - General Manager Service Delivery	Monitor Closely	G	G	A	G	A	A	G	30/06/22	0	\$1,200,000	\$0	The road is the link to Horotiu Road which crosses private property. Land purchase and construction cost expected to exceed budget with balance from roading contributions fund. Not expected to be spent this year.
Core Services-BAU	20/21	PR-1614	Pokeno Structure Plan - Level crossing road	Roger MacCulloch - General Manager Service Delivery	Monitor Closely	A	A	G	G	G	G	A	30/06/21	0	\$440,000	\$0	This largely relates to cost of land. This is an LTP project planned for 2020/21 FY. Section of road currently owned by Hynds, currently in dispute. Unclear if spend will occur this year.
Council Led with Engagem	20/21	PR-1634	District Wide Toilets - Te Kowhai	Megan May - Community Connections Manager	Monitor Closely	A	G	G	G	G	G	G	24/09/21	10	\$475,000	\$23,463	Geotechnical services have been carried out to identify ground type for wastewater services. Design report for wastewater has been complete. Recommendation to connect to town hall water tank/reservoir but requesting pricing of an 100 square meter onsite shelter for rain water collection for comparison. Overall progress is slow due to uncertainty of water supply and future development of the reserve affecting locality of infrastructure. Delay in Standard Toilet Design project may also impact delivery.
Core Services-BAU	21/22	PR-1661	Tregoweth Lane, Huntly - Realignment, Rehabilitation and Widening	Jackie Bishop - Contracts and Partnering Manager	Monitor Closely	G	A	G	G	A	G	G	06/01/22	64	\$0	\$210,164	<p>The delivery of this legacy roading project has gained some ground with the works at Tregoweth Lane, Huntly programmed to be completed in two stages.</p> <ul style="list-style-type: none"> • Stage 1 - utility & service renewals. • Stage 2 - road rehabilitation, realignment and widening. <p>[Stage 1] Working with Watercare, Chorus and WEL Networks this utilities package will see the renewal and relocation of water, wastewater, stormwater and telecom services where ultimately enabling the final power pole relocation and tie over to occur in July. From here September/October will see the road construction [Stage 2] undertaken by our roading alliance partner (Waikato District Alliance) with coordination of physical works outside of the winter months.</p> <p>Stage 2 works for the construction of the road will be carried out by WDA (and subcontractors) upon the new construction season.</p> <p>The detailed engineering design and schedule of quantities for the roading works was completed and provided to WDA on February 9th 2021 for pricing and programming of the works. for the upcoming construction season.</p> <p>Several dependencies, and associated risks (delay resulting in carry-forwards) that are currently being worked through to enable works to go progress.</p> <p>Amber - Parallel property works are not progressed enough to provide comfort in the enabling works that are trying to be achieved.</p> <p>Amber - Interim access to install utilities at #13 Tregoweth Lane through a License to Occupy</p> <p>Amber - Roothing team as asset owner/budget contributor until scope, timing and budget have greater certainty.</p>

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Core Services-BAU	21/22	PR-1662	Annebrook Road Extension and closure of SH1 access - Tamahere Structure Plan	Jackie Bishop - Contracts and Partnering Manager	Monitor Closely	G	A	G	G	G	G	G	02/08/21	76	\$700,000	\$184,9004	<p>Waikato District Council's roading alliance contractor [Waikato District Alliance] is set to undertake physical works for the construction of the Annebrook Road extension and access road within the greenfield area from Monday 12th April. These works include rehabilitation works on existing roads by undertaking service relocations, pavement reshaping and strengthening for the two new intersections on Matangi and Annebrook/Cedar Park Roads.</p> <p>The project involves the extension of Annebrook Road and ultimately altering the road's access point from SH1 over to Matangi Road. This will be achieved by closing off the road to vehicular traffic and opening it up on to Matangi Road to maintain a safe access point for Annebrook Road residents. Improved safety for drivers and pedestrians is top of mind and an incentive for opening the new road as soon as the project is complete (undertaken simultaneously to the closure of the existing SH1 access) and prior to the WEX Hamilton Section opening (currently NZTA programme is Dec 2021).</p> <p>Amber status - Upward pressure on budget now closer to \$800k (total) - the overall project being split into two stages to gain efficiencies within stage two works to which can be deferred while concurrently undertaking a rates comparison by taking the second stage to the market.</p> <p>Amber status – the project has overcome many hurdles through the planning phase and although a number of dependencies, and associated risks have been mitigated, a delay of the project has occurred resulting in potential carry-forwards and timeline overruns.</p>
Council Led with Engagen	20/21	PR-1669	Sunset Beach Toilet - Port Waikato	Megan May - Community Connections Manager	Monitor Closely	A	G	G	G	G	G	G	13/08/21	10	\$330,195	\$50,699	<p>Design report has been complete with recommendation to install 200 square meter Wisconsin mound. Design under review to reduce footprint to 90 square meters utilising a retaining structure. Portable system priced but is costly and still required large dispersal fields. Decisions required on type of dispersal field. Delay of Standard Toilet Design may also delay delivery of this toilet facility.</p>
Council Led with Engagen	20/21	PR-1673	District Wide toilets - Tamahere	Megan May - Community Connections Manager	Monitor Closely	A	G	G	G	G	G	G	27/08/21	6	\$250,000	\$17,280	<p>District wide standard toilet design is underway and will inform final building to be placed on this site. Consultation will be required once the design has reached a stage where details for consideration are refined. Construction of this toilet will be included in a larger district wide toilet construction contract is planned to commence end of May. Delay in Standard Toilet Design may delay delivery of toilet facilities at this site.</p>
Council Led with Engagen	18/19	PR-1107	LTP2018 Huntly Grandstand Roof Replacement	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	04/06/21	30	\$266,682	\$10,001	<p>Huntly Grandstand Re-roof project commenced on 29 March. Industrial Site Services project time frame is now 12 weeks to align with Transpower planned outages. Successfully secured a \$50,000 grant from Transpower to cover incurred costs caused by the overhead power lines.</p> <p>Site establishments completed. The upper structural sections of steel have been passed by the engineer, grit blasting and coating due to be finished by this week. 12/04/21.</p>
	18/19	PR-1119	LTP2018 Whangarata Cemetery	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	21/05/21	96	\$1,031,357	406,017	<p>Earthworks is 90% complete, the water services installed tested and connected to the main supply. Accessway construction has commenced with aggregate being placed over subgrade. Subsoil drain has been placed along edge of accessway alignment and further subsoils within the proposed location of the burial plots are to commence. Minor delays due to recent wet weather with completion targeting week of the 19/04/21. WDA to complete the pavement and kerb starting end of April.</p>
Council Led with Engagen	18/19	PR-1129	LTP2018 CCTV	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$60,000	\$74,941	<p>Strategy in development to best use multi-year funding. Also see PR-1340.</p>
Core Services-BAU	18/19	PR-1131	LTP2018 Lake Puketirini ROW Access	Nicolas Wells - Strategic Property Manager	On Track	G	G	G	G	G	G	G	13/12/18	0	\$0	\$0	<p>Contingent liability action dependent upon third party.</p>
Core Services-BAU	18/19	PR-1150	LTP2018 Recladding of Ngaruawahia Office	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	31/06/2021	0	\$150,000	\$0	<p>Inspection of exterior cladding has now been completed and report received. Currently engaging a designer to undertake construction design prior to physical works procurement.</p>
Co-design and Delivery	19/20	PR-1242	CF2017 Tuakau Library	Sue O'Gorman - General Manager	On Track	G	G	G	G	G	G	G	28/06/21	80	\$1,656,907	\$263,407	<p>The Project timeline for the construction is on track and although the team are having some minor procurement issues with supply of building materials, the aim for completion is still the end of May. The project team have undertaken several Health & Safety audits with no major incidents to report. The project is still tracking to the set budget and scheduled inspections have been passed with no additional works required. Contract variations have been issued due to unforeseen circumstances with minimal impact on the project.</p>
Co-design and Delivery	17/18	PR-1260	CF2017 Pokeno Sports Ground Munro Block	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	28/06/21	85	\$1,367,792	\$912,178	<p>Pokeno Sports Park Phase 1 Earthworks complete. All as-built, testing data sheets and final walkover complete, final signoff of Practical Completion Certificate approved. Planting to commence April/May during a period of adequate ground moisture saturation. Reporting for Phase 2 Earthworks is detailed under PR-1668.</p>
	18/19	PR-1300	LTP2018 Onewhero - Responsible Camping upgrades - WW Temporary Staging	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	26/04/21	95	\$120,553	\$120,913	<p>Camex Civil Ltd has successfully completed the third and final stage of the Onewhero Rugby Football Club Wastewater Treatment and Disposal System.</p> <p>WDC Internal tasks relating to planting of the Wisconsin mound, completing capitalization for all three stages and processing of project close out documentation is now being progressed to conclude the project in its entirety.</p>
Council Led with Engagen	19/20	PR-1316	Elbow Boat Ramp Upgrades	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	07/09/21	20	\$351,202	\$2,300	<p>Elbow Boat ramp tender is out to Market, closing date 4 May 2021. Expected project start date 1 June. Resource consent application to be submitted on 14 April 2021, ready in time to start physical works.</p>

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	19/20	PR-1331	LTP2019 Reroofing of Ngaruawahia Office	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$153,300	\$68,115	Budget was reallocated to office refurbishment which has now been complete with surplus budget. Investigation required to determine urgency of roofing work and budget required to complete
	18/19	PR-1341	LTP2018 Landowner Obligations	Nicolas Wells - Strategic Property Manager	On Track	G	G	G	G	G	G	G	13/12/18	0	\$0.00	\$0.00	Contingent liability dependent on third party
	18/19	PR-1352	Raglan Coastal Reserves Management Plan	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	18/03/21	40	\$0.00	\$0.00	Consultation completed. Hearings occurred in March, early April. Final process required to adopt plan.
Co-design and Delivery	19/20	PR-1358	LTP2019 District Wide Skateparks - Tuakau	Megan May - Community Connections Manager	On Track	G	G	G	G	A	G	G	31/01/22	71	\$358,050	\$4,154	External funding from DIA to Tuakau Youth Sports Trust (TYST) has been approved for WDC to utilise. On completion of the project the asset will be vested to WDC. The multi party funding agreement has now been signed by both parties. Project Manager has received detail design and will aim to advertise the tender in May. Due to the time frame of getting the approved design back and going out to tender, the build will not take place until next summer. The winter weather conditions prevent the contractors to carry out this type of works.
	19/20	PR-1386	2019 Solid Waste Service Review and Implementation	Ian Cathcart - Special Infrastructure Projects Manager	On Track	G	G	G	G	G	G	G	09/06/21	37	\$0.00	\$0.00	November 2019: Team is focused at preparing for the Council Workshop on 25 Nov. October 2019: Engaged consultants Morrison Low. They produced a draft Options Analysis and Investment Logic ILM. Draft Communications Plan ready.
	19/20	PR-1438	Raglan Consenting Process	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	A	G	G	G	G	31/03/20	27	\$0.00	\$0.00	Lodging interim consent for 36 months. Options now progressed to short list. MCA process for selection of preferred option being undertaken in early August.
	19/20	PR-1466	Facilities Maintenance Services Contract	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	09/12/19	73	\$0.00	\$0.00	Contract awarded and functioning well
Council Led with Engagem	19/20	PR-1479	LTP2019 Playground Renewals	Megan May - Community Connections Manager	On Track	G	G	G	G	A	G	G	31/10/2021	10	\$455,972	\$0	The tender has been awarded to HEB Construction. Contract to be signed by the beginning of April and schedule of works to commence by mid April. The budget will be reviewed annually to include each additional year's worth of installation work which will be detailed as a schedule to the contractor. During the contract term it is anticipated that the contract value may need to be altered to allow for changes in budgets and potentially to allow for any external funding/grants that communities may contribute to each project.
Core Services-BAU	19/20	PR-1484	Mangawara Stream Bridge	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/09/20	99	\$116,182.00	\$14,570	Major project works complete but with resource consent conditions still to be closed out. Remaining budget to be retained until end financial year as contingency for close out.
Core Services-BAU	19/20	PR-1485	Te Awa Cycleway - Hamilton to Cambridge section	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$4,258,515	\$1,384,083	* Both road and gully sections are underway and tracking well. * MBIE funding of local share has been confirmed and awaiting invoicing to HCC. * Road section is expected to be completed by year end, gully section will have some spend carryover due to late start - circa 40-50%. Year end spend expected to be circa \$3.2m * Contract sum increase to cover HCC bridge is not included in this budget figure yet. Pending budget review memo. Has been approved by IC.
Council Led with Engagem	19/20	PR-1497	Woodlands Fence Upgrade	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	16/01/20	0	\$114,065	\$6,000	*Project Underway - Design being developed for the Music Lawn and Wall. This is for the existing Huntly Brick fence project. Work need to occur outside of wedding season but before winter
	19/20	PR-1508	District Tree Maintenance Contract 2021	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	15/03/21	0	\$0.00	\$0.00	Final stages of preparing procurement documents. Hope to release to market mid March 2021.
	19/20	PR-1511	Huntly Property Works	Nicolas Wells - Strategic Property Manager	On Track	G	G	G	G	G	G	G	16/03/20	0	\$0.00	\$0.00	05/02/2021 41-45 Williams Street - Go Bus (BDL) - WDC Property Team have arranged with BDL to view 9-13 Tregoweth Fri 12 Feb. 9-13 Tregoweth Lane - WDA Infrastructure Alliance (WDA IA) have completed a significant amount of the new BDL yard. Temporary measure will be put in place to allow the existing owner of 13 Tregoweth to clear a third of his yard allowing WEL Networks to relocate power poles. 101-105 Tregoweth Lane - WDA IA have taken a small cutting and will start creating a flat area for 13 Tregoweth to move to.
	17/18	PR-1514	Manu Bay Breakwater	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	31/06/2021	-	-	\$13,433	Rock removal works completed in November 2020. Awaiting 4Sight Consultant coastal engineer Sam Morgan to provide an independent review report on the performance of the breakwater based on data from the rock removal and the past 14 months of monitoring. The report is due to be completed and reviewed by 30 April 2020.
Co-design and Delivery	19/20	PR-1517	Tamahere Fitness Trail	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	09/07/21	20	\$250,844	\$20,292	The engagement and design for the Tamahere fitness trail has been completed. This project is included as part of the Playgrounds and Minor Works Contract Schedule. The tender for the Playgrounds and Minor Works Contract has been awarded to HEB construction. The construction date is planned for Mid May.

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Co-design and Delivery	20/21	PR-1552	Raglan Wharf 2020	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	18/08/20	0	\$0.00	\$0.00	All projects identified through community workshops - pontoon, eastern walkway, western walkway, handrail, safety improvements and overall master planning. Tender documents for master planning and pontoon design and build near completion.
Council Led with Engagem	20/21	PR-1557	Pokeno Tennis Refurbishment 20/020	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$0	\$0	External consultant engage to progress project management of this work.
Core Services-BAU	20/21	PR-1558	WEX - NZTA vesting of old state highway to WDC - Rangiri, Huntly and SH1B	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/22	5	\$26,450,000	\$0	* Asset valuation received from NZTA suggests this is more likely to be \$80,450,000 in total with \$26,450,000 coming to WDC this year. A budget review memo has reflected this change and with the balance included next FY. * Confidence level of spend this year - 75%. NZTA is under pressure to give this to us before 30 June but there are some approval gates they need to achieve via their Board including the funding of circa \$11m for re-configuration works as part of the handover which has been agreed as part of the business case process lead by NZTA. NZTA would provide funds to WDC to complete those works next FY.
Core Services-BAU	20/21	PR-1562	Sealed Road Re-surfacing	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	10	\$6,148,859	\$5,117,093	This is the annual resurfacing program managed by the WDA. Work is on plan
Core Services-BAU	20/21	PR-1563	Drainage Renewals	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	10	\$1,256,300	\$738,727	This is the annual drainage renewal program managed by the WDA. Forward program determined by network need and agreed between WDC and WDA. Tracking well.
Core Services-BAU	20/21	PR-1564	Pavement Rehabilitation WDA Managed	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	15	\$6,550,638	\$5,263,638	This is the annual pavement rehabilitation program managed by the WDA. Forward program determined by network need and agreed between WDC and WDA. Related project PR-1565. Tracking well
Core Services-BAU	20/21	PR-1565	Pavement Rehabilitation WDC Managed	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	2	\$232,043	\$219,235	Completed. A budget review memo transferred remaining funds circa \$100k to other projects.
Core Services-BAU	20/21	PR-1566	Mercer Ferry Road Bridges	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/11/20	10	\$50,000	\$11,462	Balance left from Mercer strengthening project was applied to Kopu Kopu bridge works which has also now been completed. Final invoice of circa \$45k received which is slight overspend. Budget review memo pending for overspend and to provide additional funding to add scope to this contract to also deliver Tainui Bridge repairs this year circa \$150k.
Core Services-BAU	20/21	PR-1567	Bridge Renewals	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	20	\$1,016,278	\$381,607	This is the annual bridge component replacement work which include culverts and guardrail replacements as well as bridge renewals. Typically delivered by WDA. Has been re-forecast with WDA and projects rationalised and prioritised to fit remaining budget available. Spend about to ramp up.
Core Services-BAU	20/21	PR-1568	Traffic services capital	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	20	\$466,677	\$282,705	This is the annual traffic services capital program delivered by the WDA (e.g. signage). Its a combination of planned and unplanned works. Work is progressing and tracking well.
Core Services-BAU	20/21	PR-1570	Low Cost/Low Risk projects WDA Managed	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	5	\$2,170,687	\$2,446,500	Suite of LCLR projects, including safety projects. Budget has been split this financial year between WDA delivery (PR-1570) and a portion to go out for procurement and market testing (PR-1571). WDA portion now largely spent and program complete, but a proportion of the PR-1571 will now also come to WDA as a variation for additional footpath works.
Core Services-BAU	20/21	PR-1572	Travers Road Shared Path (Minor Improvements)	Jackie Bishop - Contracts and Partnering Manager	On Track	A	A	G	G	G	G	G	21/06/21	5	\$128,758	\$0	WDA will recommence construction for Travers Rd Shared Walkway / Cycleway Project Stage 2 (Path in sections between Moorfield Rd and Wayside Rd) and have works completed, up to the value of works budgeted, by 30 June 2021. Previous Stage was PR-1262 (CF2017 Te Kauwhata Walkways (Stage 1 Travers Rd)) of Travers Rd Path was completed by WDA. This project is the Residual Budget following Stage 1 and the Community Projects staff will; progress by further revising the design, negotiate revised scope with WDA, and supervise construction of the Path along Travers Rd, between Moorfield Rd and Wayside Rd. Scope and cost still moving so amber. 2020/21 budget - \$128,758
Core Services-BAU	20/21	PR-1573	Emergency works - future events WDC Managed	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	\$685,587	\$4,331	* Part of budget was allocated to Koheroa Rd slip repairs (circa \$500k) which is a complex repair and to be put to market. However, there is some risk with this repair at present and it has been deferred (with NZTA approval) to next year. Funds instead will be allocated to other emergency works in the prioritised programme for completion this year by WDA. Requires variation to WDA.
Core Services-BAU	20/21	PR-1574	Emergency works - future events WDA Managed	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$150,000	\$136,425	Completed by WDA as carryover from previous year. Minor budget underspend to be applied to other works towards end financial year for other slip works.
Core Services-BAU	20/21	PR-1575	Planning for Whangarata/Pokeno/Buckland	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$309,973	\$0	This was intended to be only partial spend this year with balance pushed to next year for works. It is not currently an approved budget for subsidy in TIO and NZTA has been reluctant to approve additional. Being reviewed by the team as part of re-forecast and proportion may be allocated to other Pokeno projects associated with upgrade works. Ross to confirm
Core Services-BAU	20/21	PR-1578	Minor maintenance upgrade works	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	20	\$42,170	\$23,846	Budget allocation for design and works required to address any ad hoc legal issues arising during the year. Allocation reassessed each year as part of carry forwards.
Core Services-BAU	20/21	PR-1580	New Footpaths	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	3	\$522,242	\$388,152	Construction of new footpaths with program agreed between WDC and WDA, and works delivered by WDA. Tracking well

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Core Services-BAU	20/21	PR-1581	Bus Shelters	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	5	\$26,115	\$16,974	Installation of new bus shelters across the district. Works undertaken by WDA. Tracking well.
Core Services-BAU	20/21	PR-1583	Pokeno structure plan Hitchen Road 2 (upgrade)	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	\$90,1490	\$89,588	Value left on Hitchen Rd intersection and will be used toward the Pokeno Rd rehab and upgrade. Project works completed
Co-design and Delivery	20/21	PR-1585	Pokeno Structure Plan - Bunds	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	\$346,380	\$0	Works being done by developer with cost share input from WDC (circa \$100k). Yet to be invoiced by developer. May not be fully expended this year. Ross/Kevin Stokes to chase up with Dynes Fulton
Co-design and Delivery	20/21	PR-1586	Pokeno Structure Plan - Intersection upgrade Helens lee/Pokeno	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$0	\$0	Part of Pokeno Upgrade project going to the Alliance as a variation - for pavement works to be done in 21/22 year
Co-design and Delivery	20/21	PR-1588	Pokeno Structure Plan - Pokeno Road	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/21	5	\$868,852	\$7,253	Part of the Pokeno upgrade project going to Alliance as a variation
Core Services-BAU	20/21	PR-1591	River/Horotiu Bridge Road intersection - construction	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	29/01/21	0	\$1,150,000	\$0	Completed and in close out phase. Enhanced FAR project. Separate budget review memo being drafted to formalise final funding buckets and to address mis-code of actuals. Was delivered by WDA as a variation.
Core Services-BAU	20/21	PR-1593	River/Horotiu Bridge Road intersection - pre-implementation	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/09/20	95	\$44,416	\$44,416	Design complete. Works now also complete - see PR-1591
Core Services-BAU	20/21	PR-1594	Raglan Structure Plan - Oporoturu bay road	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/12/20	0	\$2,727,090	\$0	Awaiting vesting. Ross to wrap up status.
Core Services-BAU	20/21	PR-1595	Raglan Structure Plan - Raglan bridge and causeway	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/12/20	0	\$3,333,110	\$0	Awaiting vesting. Ross to wrap up status.
Core Services-BAU	20/21	PR-1596	DW closed landfill renewals	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	11	\$0	\$0	Closed Landfill leachate pumping stations and telemetry. Allocation is for replacement as needed as they typically run to fail and costs can be significant. Having pumps in situ is a condition of Resource Consents. 2020/21 budget - \$53,279
Core Services-BAU	20/21	PR-1597	Replacement litter bins	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	\$15,667	\$0	Replacement of old/damaged public litter bins as budget allows. Prioritised list at Raglan. Will be spent this year. 2020/21 budget - \$15,667
Core Services-BAU	20/21	PR-1598	DW transfer stations capital work	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	\$0	\$5,529	Capex works for transfer stations. This year it will include upgrade of Te Uku Recycling drop-off; and balance is allocated to Huntly site upgrade. 2020/21 budget - \$62,288.
Core Services-BAU	20/21	PR-1607	Horotiu Structure Plan - RD3 (stage a) land purchase	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	175,000	\$0	Related to RD3 (stage a) construction under PR-1605. Unclear if going to be invoiced this year by developer.
Core Services-BAU	20/21	PR-1609	Horotiu Structure Plan - RD1C - land purchase	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/12/20	0	\$90,000	\$0	Dependent on the developer for the timing of the vesting - but we have paid for the road. Budget investigations occurring as to why spend is not showing in this code.
Core Services-BAU	20/21	PR-1610	Horotiu Structure Plan - RD2A (stage a) construction cost	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	\$575,000	\$0	Partial payment made. Awaiting final costing and vesting likely to be above budget with balance from roading contributions fund. Expected to be spent this year. Budget investigations occurring as to why spend is not showing in this code.
Core Services-BAU	20/21	PR-1611	Horotiu Structure Plan - RD2A (stage a) land purchase	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	31/12/20	0	\$210,000	\$0	Dependent on the developer for the timing of the vesting - but we have paid for the road. Expected to be spent this year. Budget investigations occurring as to why spend is not showing in this code.
Core Services-BAU	20/21	PR-1612	Horotiu Structure Plan - RD2B residual land purchase	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	31/12/20	0	\$230,000	\$0	Land has been paid for just waiting on vesting process. Expected to be spent this year. Budget investigations occurring as to why spend is not showing in this code.
Core Services-BAU	20/21	PR-1613	Horotiu Industrial Park Vested Assets (Northgate)	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	A	31/12/20	0	\$7,531,000	\$0	Bridge has been paid for last FY but vesting yet to formally occur. Costs remain until vesting complete which should be this FY. Budget investigations occurring as to why spend is not showing in this code.
Co-design and Delivery	20/21	PR-1616	Pokeno Structure Plan - Intersection upgrade munro/pokeno	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/22	0	\$155,188	\$0	NZTA had previously asked for this to be included in an SSI project with 76% FAR with planning and design and land purchase spend this year (circa \$150k) and the balance and construction in next LTP. NZTA has since confirmed there is no money available for this project. WDC will progress design this year and with works re-forecast to next LTP.
Council Led with Engagem	20/21	PR-1622	Tuakau Structure Plan - E1 Collector	Jackie Bishop - Contracts and Partnering Manager	On Track	G	G	G	G	G	G	G	30/06/22	0	\$1,939,200	\$0	Ross to confirm and related to above PR-1575. Some discussion as to whether this is the right solution for the area given development pattern occurring. Would be planning costs only this year (circa \$100k), not build. Balance is in next year for physical works. Budget review memo pending.
Core Services-BAU	20/21	PR-1623	DW transfer stations capital work - Facility Maintenance	Roger MacCulloch - General Manager Service Delivery	On Track	G	G	G	G	G	G	G	30/06/21	0	\$52,224	\$13,922	Budget allocation is for renewal/replacement of transfer station assets as needed. Has included shop roof replacement and driveway repairs at Raglan. Pending projects - insulation in shop roof at Raglan. Asset register audit done as part of contract rollover which has highlighted potential need for other expenditure going forward. Being worked through by team. 2020/21 budget - \$52,224

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Co-design and Delivery	19/20	PR-1625	Lake Hakanoa Playground	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	22/07/21	10	\$330,466	\$7,120	Lake Hakanoa Playground is included in the Minor Works Playground Contract. The contract has just been awarded to HEB Construction. Works for Lake Hakanoa Playground aims to commence mid April.
Core Services-BAU	20/21	PR-1627	Ngaruawahia aquatic centre	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	26/08/20	0	\$30,010	\$0	Replacement of fence on Market street complete. Signage still required.
Council Led with Engagem	20/21	PR-1628	Tuakau aquatic centre	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	26/08/20	0	\$200,000	\$0	Tuakau Aquatic renewal programme Improve entrance to facility to make it more inviting and for security reasons. Replace roof of plant room and office/changing rooms. Work will be completed once the pool summer season is complete.
Council Led with Engagem	20/21	PR-1629	Tuakau Memorial Hall -Earthquake Strengthening	Megan May - Community Connections Manager	On Track	A	G	G	G	G	G	G	26/08/20	0	\$208,897	\$4,856	Repairs to roofing ridgeline complete. Report received with additional work required. Also, investigating repairs to window frames.
Core Services-BAU	20/21	PR-1630	Renewal of parks and reserves car parks, park furniture and walkways	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$4,955,928	\$3,033,204	Total renewal budget is made up of numerous projects - carpark renewals, general park renewals, furniture replacements etc. Carpark renewals are managed by Projects team, Park renewals being delivered by a number of suppliers including citycare and other suppliers. \$200k of quotes received for work and has been awarded. On track to complete prior to end of financial year
Core Services-BAU	20/21	PR-1631	District Wide sports grounds - Court renewals	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$446,967	\$5,130	Sports Courts renewals - districtwide. Consultant engaged who is doing an assessment of sites, prioritising and will complete procurement and project management. Contract to be awarded prior to end of financial year
Co-design and Delivery	19/20	PR-1632	Tamahere Multi Use Pavilion/Stage	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	16/08/21	7	\$314,266	\$34,470	Contract Manager and Project Manager have completed value engineering on the estimate to align the design to the construction budget. A meeting with the architect and the SG has been organised to ensure the project team is on the right track. Due to the estimate coming in over budget, this will cause a delay in engaging with the Community.
Core Services-BAU	20/21	PR-1635	Renewal of parks and reserves car parks, park furniture and walkways - Ngaruawahia	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$366,643	\$128,498	\$279,687.00 allocated to projects and awarded to contractors. Discussions with NCB underway to determine any additional works required.
Core Services-BAU	20/21	PR-1636	Pokeno walkways DC funded	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	27/08/20	0	\$0	\$0	"Pokeno structural plan - Fully committed for Reserve Paths (see Pokeno Parks developer schedule) For development related costs"
Core Services-BAU	20/21	PR-1637	Pokeno parks and reserves - Developer contribution costs.	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	27/08/20	0	\$0	\$794,819	Already Committed \$100,805 to pay Pokeno DFH Invoice '7-2020' For development related costs Development Contribution \$105k spend approved 25/06/2020 from budget code RG10090 C000 0121. \$26k deficit from that budget which can be shifted to this budget"
Core Services-BAU	19/20	PR-1641	Raglan Skatepark Connection Path	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/07/21	5	\$41,902	\$0	The Raglan Skatepark connection path project will be incorporated into the schedule of the Playgrounds and Minor Works Contract. The Playgrounds and Minor works contract has just been awarded to HEB construction. The works for the project aims to commence the beginning of June.
Core Services-BAU	20/21	PR-1642	Raglan parks and reserves - Resurfacing Whale Bay Scenic Res. Car Park	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$0	\$0	Variation Order provided to Alliance. Budget already committed to complete the project.
Core Services-BAU	20/21	PR-1643	Ohinewai parks and reserves - Rivercare partnership project	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	30/06/21	0	\$0	\$60,000	This is a staged project and match funding will be provided to Rivercare to assist with work once completed. Consultation on project was completed through the Natural Reserves Management Plan engagement/submission process. Since then, further engagement has occurred with the Ohinewai Hall Committee and a site visit has been completed to discuss the overall plans for the site with community members. \$60,000 of a total \$100,000 has been granted.
Core Services-BAU	18/19	PR-1652	Rangiriri Cemetery	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	09/07/21	20	\$202,574	\$14,585	Draft design drawings have been presented to the Steering Group for review. Final drawings and pricing schedule is complete. This will be shared with the Community Committee and Iwi. The Waikato District Alliance are scheduling the work for late summer.
	20/21	PR-1654	District Wide Car Park Renewals	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	31/06/2021	36	\$596,863	\$0.00	30/03/2021 Complete order of carpark priorities has been established. Designers will have the first ready for WDA to price on the week starting 29/3. Good co-design with Te Akau Community via Cr Eyre for improvements at the Te Akau Complex.
Not Applicable	20/21	PR-1663	Sportsfield Lighting - Paterson Park & Huntly Rugby	Jennifer Foss - Parks and Reserves Technical Support Officer	On Track	G	G	G	G	G	G	G	30/11/21	20	\$238,688	\$35,181	The kick-off meeting was carried out with preferred electrical contractor Elektron. They have reviewed Odyssey's lighting design and will visit the site to assess what can be re-used, and if the power supply is sufficient. Elektron will report back outline scope, timeline, and costs for the project. With lead-times for poles at 16 weeks and lights up to 20 weeks, procurement will likely take until September, with construction to follow.

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Core Services-BAU	20/21	PR-1665	Huntly Library Lift Replacement	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	16/06/21	10	\$110,000	\$0.00	The Project Manager and the Zero Harm Team have reviewed the SSSP documentation and have requested for further information. Once WDC receive the additional information the SSSP will be approved. Decommissioning of the existing lift and installation of the new lift is set for mid May. The construction is for one week, through the construction period the library will be closed. Communications will be shared to the Community over the next few weeks.
	21/22	PR-1666	Papahua Walkway - Stage 1	Duncan MacDougall - Open Spaces Team Leader	On Track	G	G	G	G	G	G	G	14/05/21	33	\$276,519	\$0.00	30/03/2021 WDA Variation Order signed off and with WDA IA. Traffic Management Plan underway and onsite service locations to be explored next week. Physical works set to begin Mid April lasting 4-6 weeks. Exploration with Sponsor, Stakeholders, Design Team and Contractor to see whether Stage 2 can begin immediately following Stage 1 completion.
Council Led with Engagem	21/22	PR-1668	Pokeno Sports Park: Phase 2 Earthworks	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	04/02/22	10	\$577,965	\$104,254	Construction of the new stream alignment has been completed under Phase 1 Earthworks. Planning underway for engagement of Geotechnical, Engineering Design and MSQA services along with further sequencing of future works. Phase 2 earthworks is planned to commence Monday, 4 October 2021.
Co-design and Delivery	19/20	PR-1671	Tamahere Hall Ceiling Repairs	Megan May - Community Connections Manager	On Track	G	G	G	G	G	G	G	06/05/21	5	\$72,110	\$0	Livingstone Building have been working with the Hall Committee and completed a detailed assessment of the scope required, which will consist of new roof insulation, replacement of ceiling tiles, and some minor painting works. A quotation proposal from Livingstone Building is with Waikato District Council's community projects staff, who will now complete the contract engagement and undertake the project management and supervision to see the project through to successful completion.
Stalled Projects	18/19	PR-1120	LTP2018 Fairfield Park Basketball Court	Megan May - Community Connections Manager	On Hold	R	A	R	G	A	A	A	14/06/19	63	\$30,000	\$0	Tender and contract documents prepared, waiting for Strategic Property to confirm land status. Negotiations are progressing with Land Information New Zealand (LINZ) in order to resolve legacy ownership issues (which stem back in time to when the Power Station development commenced) and finalise the cadastral survey of the property boundaries. Ideally this work should be completed before the construction tender can be let (to ensure that the project does not inadvertently encroach onto Crown owned/crown administered land); Project has been handed back to Open Spaces team until land ownership issues are resolved.
	18/19	PR-1126	LTP2018 District Wide Community Centres Seismic Works	Megan May - Community Connections Manager	On Hold	A	G	R	G	A	G	G	01/07/20	20	\$100,000	\$299	This project is on hold and requires funding. This is Capital - can be used for strengthening work that can be completed as part of renewal works. Awaiting funding from LTP.
	18/19	PR-1163	LTP2018 Raglan Wharf	Megan May - Community Connections Manager	On Hold	G	G	G	G	G	G	G	09/09/20	62	\$112,601	\$169,975	Project to be consolidated with Raglan Wharf PGF project .
	17/18	PR-1223	Ngaruawahia Memorial Hall Refurbishment	Megan May - Community Connections Manager	On Hold	A	A	A	G	A	A	G	26/07/18	0	\$0.00	\$0.00	Also see PR-1239. Projects transferred back to Community Connections for guidance on how to progress this project, due to increase in budget requirements for remedial earthquake strengthening work required and the impact (increased of \$750k costs) on the Library budget. Asbestos removal completed. Destructive assessment undertaken to identify seismic integrity. Identified the lack of presence of brick ties and not all brick ties were connected to the framing. Assessment of the buildings structural integrity in the event of a moderate earthquake to be revised. Taking a very conservative measure building is unlikely to meet the minimum requirements. Suggested solutions are for the connection of ties to the framing, either by removal of the inner linings, removal of the external brick cladding. Both options will have positive and negatives. Given the age of the building and energy performance and current building code requirement to look at lining with building paper, upgrade of electrical and insulating the building whilst working within the cavity would be a viable option. Will have an impact on scope and cost and time for the contract. Initial ROC to complete the work are at \$700,000 for the entire building, almost double the initial budget. Has the impact of reducing the overall spend on the library as both facilities a sharing a budget. The project has been placed on hold while a Ngaruawahia Hall and Library Steering Group is formed to develop an options report for the hall and library.

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	17/18	PR-1239	CF2017 Ngaruawahia Library & Hall	Megan May - Community Connections Manager	On Hold	R	R	R	A	A	A	A	30/06/21	15	\$1,901,280	\$99,099	<p>Also see PR-1223, Projects transferred back to Community Connections for guidance on how to progress this project, due to increase in budget requirements for remedial earthquake strengthening work required and the impact (increased of \$750k costs) on the Library budget.</p> <p>Registrations of Interest are complete. 4 successful ROI's have been notified. 2 unsuccessful have been notified. Asbestos report received confirming sub floor asbestos present. Waiting to find out decontamination / removal options.</p> <p>Asbestos removal undertaken and completed received. Destructive assessment undertaken to identify seismic integrity. Identified the lack of presence of brick ties and not all brick ties were connected to the framing. Assessment of the buildings structural integrity in the event of a moderate earthquake to be revised. Taking a very conservative measure building is unlikely to meet the minimum requirements. Suggested solutions are for the connection of ties to the framing, either by removal of the inner linings, removal of the external brick cladding. Both options will have positive and negatives. Given the age of the building and energy performance and current building code requirement to look at lining with building paper, upgrade of electrical and insulating the building whilst working within the cavity would be a viable option. Will have an impact on scope and cost and time for the contract. Initial ROC to complete the work are at \$700,000 for the entire building, almost double the initial budget. Has the impact of reducing the overall spend on the library as both facilities a sharing a budget.</p> <p>The project has been placed on hold while discussions are held by WDC Property team with developer to investigate options for combined library/hall facility.</p>
Council Led with Engagem	19/20	PR-1317	LTP2019 District Wide Halls - Earthquake Strengthening	Megan May - Community Connections Manager	On Hold	R	R	A	G	A	A	G	15/01/21	0	\$9,621	\$8,839	<p>This is a capital budget for strengthening works on hall identified as earthquake prone. As the seismic assessment work is not yet complete, Council has not yet agreed a policy for dealing with earthquake prone buildings. There is insufficient resources or funding to do every building, therefore will require prioritization.</p> <p>Project currently on hold until further scoping is received.</p> <p>Handed back to Facilities Team until budget can be provided.</p>
Stalled Projects	19/20	PR-1330	LTP2019 Tuakau Dog Pound Extension	Megan May - Community Connections Manager	On Hold	R	R	A	G	A	G	A	28/11/19	0	\$1,462,278	\$0	Feasibility study complete which supports a centralised Dog Pound located in Ngaruawahia plus a satellite site in Tuakau. Additional funding sought through the LTP. Will not proceed this FY.
Co-design and Delivery	19/20	PR-1362	LTP2019 Raglan Walkways	Megan May - Community Connections Manager	On Hold	A	G	G	G	G	A	G	24/02/20	0	\$51,150	\$0	Engagement with local Hapu underway to determine priorities for spend
	19/20	PR-1553	Hukanui Park Playground	Megan May - Community Connections Manager	On Hold	G	G	G	G	G	G	G	27/05/21	1	\$362,808	\$23	Topological survey has been completed to assist with concept plans. The survey has identified that services run through the proposed location for the playground. In order for this project to proceed an overall concept plan for Hukanui Park needs to be completed. Currently sitting with the Open Spaces Team.
Council Led with Engagem	18/19	PR-1105	LTP2018 Tuakau Playground	Megan May - Community Connections Manager	Deferred	A	G	G	G	G	G	G	30/06/21	0	\$208,191	\$2,679	Project delayed due to lack of suitable land available to build in the right place. Land has now been purchased. Development and playground project to be completed in future years. Current budget identified as surplus in current financial year. Additional budget requested in upcoming LTP to complete playground once site is developed.
	18/19	PR-1109	LTP2018 Asbestos Register	Megan May - Community Connections Manager	Deferred	G	G	G	G	G	G	G	28/02/22	3	\$150,000	\$5,220	Budget was not carried forward and therefore project can not be completed. Additional funds have been requested through the upcoming LTP which will allow project to recommence.
	18/19	PR-1123	LTP2018 Ngaruawahia Library Fitout	Megan May - Community Connections Manager	Deferred	R	A	A	G	R	G	G	30/06/21	7	\$750,000	\$26,767	<p>Project transferred from Community Projects back to Community Facilities as Projects cannot progress this until library location and scope of works can be provided. This is following extended discussions around the format and location of the library, and linked to the Ngaruawahia Hall project - rebuild or replace.</p> <p>Councillor engagement required to progress.</p>
Stalled Projects	18/19	PR-1125	LTP2018 Pokeno Library		Deferred	R	G	G	G	A	G	G	30/06/22	0	\$164	\$19,894	<p>Cannot progress this project until the location has been identified. Have had initial discussions with architect around possible designs.</p> <p>Land negotiations currently happening but remaining budget will be insufficient to complete project.</p>
	18/19	PR-1135	LTP2018 Ngaruawahia Memorial Hall Earthquake Strengthening	Megan May - Community Connections Manager	Deferred	R	G	G	G	A	G	G	30/06/21	2	\$20,000	\$1,085	External bricks are not tied into the structure. No further work can be carried out until a decision is made on the future of the hall. This project is linked to the Ngaruawahia Library project as there may be a common solution to both projects.
	17/18	PR-1252	CF2017 Seismic Assessments	Megan May - Community Connections Manager	Deferred	G	G	G	G	G	G	G	24/01/20	22	\$554,809	\$103,134	<p>Asbestos testing has been done for the remaining identified buildings.</p> <p>Project handed back to Facilities (Gavin B) 17/08/2020 as no budget was allocated for the next phase of work (Detailed Seismic Assessments).</p>
	18/19	PR-1306	Raglan Kopua Holiday Park Stormwater Management	Pam Ryan -	Deferred	G	G	G	G	G	G	G	12/11/19	52	\$0.00	\$0.00	<p>Following budget review the project has been deferred indefinitely.</p> <p>- detailed engineering design is complete</p> <p>- resource consent remains in place for five years</p>

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Stalled Projects	19/20	PR-1357	LTP2019 Raglan Sports Ground	Megan May - Community Connections Manager	Deferred	G	G	G	G	G	G	G	08/07/19	0	\$447,563	\$0	Sports field utilisation study complete which shows that there are adequate sports field available in Raglan. Budget is unlikely to be spent in current financial year.
Core Services-BAU	20/21	PR-1559	Huntly Central Interchange local road	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/25	0	\$3,306,568	\$0	Deferred to next LTP and budget increased to reflect expected cost rather than just carryforward cost. NZTA have indicated this is not a priority road for them to subsidise at this time but have agreed should be future proofed.
Core Services-BAU	20/21	PR-1569	Harrisville Road Bridge Replacements	Jackie Bishop - Contracts and Partnering Manager	Deferred	G	G	G	G	G	G	G	30/06/21	0	\$1,200,000	\$0	* HPMV route assessment has determined bridge priorities. Original funding was \$2.2m, this was then reduced via budget review memo in February to \$1.2m and one bridge. As at March both bridges have now been deferred to next LTP (was already in LTP as a contingency). Sealing and hot mix works have been done up to bridge edges and there is no level of service impact in deferring the bridges. Some HPMV assessment work still outstanding.
Core Services-BAU	20/21	PR-1576	Te Kauwhata road upgrade	Jackie Bishop - Contracts and Partnering Manager	Deferred	G	G	G	G	G	G	G	30/06/21	0	\$30,660	\$0	Reviewed as part of re-forecast. Was intended for main street works but unlikely to be sufficient on its own. Likely to be deferred. Ross checking where sits in LTP
Core Services-BAU	20/21	PR-1579	Fraser Road Footpath	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/21	0	\$55,000	\$0	* Although this project was intended to be completed this year it is now deferred. A developer lead project on Dean Road requires \$1.2M to be spent on upgrading roads and footpaths. Developer and WDC expenditure involved which will include this project and won't occur until future years.
Core Services-BAU	20/21	PR-1584	Pokeno Structure Plan - Intersections	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$1,280,000	\$0	Put on hold at commencement of year, pending confirmation with developer. Now deferred to next LTP. Future Pokeno Structure Plan works including Pokeno Rd bridge; new Bridge Rd intersection and land, and Dean Road off-ramp. Budget review memo reflects this.
Core Services-BAU	20/21	PR-1587	Pokeno Structure Plan - Helenslee/Munro intersection upgrade	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$216,525	\$0	Put on hold at commencement of year, pending confirmation with developer. Now deferred and re-phased to next LTP. Budget review memo reflects this
Core Services-BAU	20/21	PR-1602	Horotiu Structure Plan RD2A (stage b)	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/21	0	\$12,879	\$0	Developer is currently in procurement for this work and it is likely to be constructed from October 2021. WDC costs expected to be circa \$400k which is above that allocated in the budget model currently. Additional funding likely to come from roading contributions fund. Budget review memo required to reforecast
Core Services-BAU	20/21	PR-1604	Horotiu Structure Plan - RD2A (stage b) land purchase	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/21	0	\$520,000	\$0	Land purchase cost is expected to be close to this budget. Related to construction under PR-1602
Core Services-BAU	20/21	PR-1608	Horotiu Structure Plan - RD3 (stage b) land purchase	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$0	\$0	Related to RD3 (stage b) under PR-1606. Not expected to be spent this year.
Core Services-BAU	20/21	PR-1615	Pokeno Structure Plan - Intersection upgrade dean road off ramp	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$107,582	\$0	Put on hold at commencement of year, pending confirmation with developer. Now deferred and re-phased to next LTP. Budget review memo reflects this. Will include rehab component.
Core Services-BAU	20/21	PR-1617	Pokeno Structure Plan - Intersection upgrade pokeno/great south road	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$0	\$0	Put on hold at commencement of year, pending confirmation with developer. Now deferred and re-phased to next LTP. Budget review memo reflects this
Core Services-BAU	20/21	PR-1618	Pokeno Structure Plan - Pokeno market square development	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$1,493,979	\$0	Put on hold at commencement of year, pending confirmation with developer. Now deferred and re-phased to next LTP. Budget review memo reflects this. Will include rehab component. Ross to confirm where sits in LTP.
Co-design and Delivery	20/21	PR-1619	Pokeno Structure Plan - Helenslee road	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$865,000	\$0	Put on hold at commencement of year, pending confirmation with developer. Now deferred and re-phased to next LTP. Project delayed until plan change is implemented. There are some minor works to be completed by the developer this FY. Budget review memo reflects this
Co-design and Delivery	20/21	PR-1620	Pokeno Structure Plan - Munro road	Roger MacCulloch - General Manager Service Delivery	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$825,990	\$0	New culvert/bridge and road widening. Planning spend this year circa \$100k, but bulk of spend for construction is next LTP
Co-design and Delivery	20/21	PR-1621	Pokeno Structure Plan - Great south road	Jackie Bishop - Contracts and Partnering Manager	Deferred	G	G	G	G	G	G	G	30/06/22	0	\$744,015	\$2,505	Rephased to future years and LTP. Not intending to spend this year, and whilst Countdown supermarket site works are occurring. Budget review memo pending.

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	5 May 2021
Prepared by	Michelle Smart Senior Property Officer
Chief Executive Approved	Y
Reference #	INF2021; 04460/088.01; ECM ID: # 3059624
Report Title	Meremere Wastewater Plant Upgrade - Electricity Easement in Gross

I. EXECUTIVE SUMMARY

An upgrade of the Meremere Wastewater Treatment Plant (“WWTP”) is being undertaken by Watercare Services Limited (“Watercare”). As part of that work it has been necessary to replace and upgrade the overhead electricity line and transformer.

While Watercare is the service provider and plant operator, Council remains the owner of the WWTP land and assets.

The land upon which the WWTP sits is a Local Purpose (sewerage ponds) reserve and is therefore also subject to the provisions of the Reserves Act 1977. Any interests in land, including easements in gross are required to be in the name of the Council.

This report recommends that Council, in accordance with powers delegated by the Minister of Conservation, confirms that public notification of the proposal to grant an electricity easement is not required as the proposal is considered not to be detrimental to the reserve or its users.

The report makes a further recommendation that the Council exercise its delegated authority to grant a right to convey electricity easement in gross, in favour of WEL Networks Limited over parts of the land legally described as Lot 1 DPS 47624 (*NZ Gazette 1997 / 3103*).

2. RECOMMENDATION

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

AND THAT the **Infrastructure Committee** recommends that **Council**:

- i) in accordance with s.48(3) **Reserves Act** confirms that public notification of the proposed electricity easement in gross is not required for the **Meremere Wastewater Plant Upgrade** as the proposal is considered not to be detrimental to the reserve or its users;
- ii) exercise its delegated authority under s.48 **Reserves Act 1977** to complete a grant of electricity easement in gross, in favour of **WEL Networks Limited**, over parts of the land legally described as **Lot 1 DPS 47624**;

AND FURTHER THAT the **Chief Executive** be delegated authority to execute all relevant documentation to give effect to the resolution.

3. BACKGROUND AND DISCUSSION

The Meremere WWTP is Council-owned, but is operated and administered by Watercare. The WWTP is located off Island Block Road (Refer Attachment 1: Location Diagram).

The land is legally described as Lot 1 DPS 47624 and is held a Local Purpose (sewerage ponds) Reserve, which is subject to the provisions of the Reserves Act 1977 (“the Act”) (Refer Attachment 2: Land Status).

A plant upgrade is being carried out, which necessitates an upgrade of the electricity line and transformer. The electricity upgrade works are both an essential and a critical component of the physical works project, as such those upgrades have already been completed. (Refer Attachment 3: Easement Route).

WEL Networks Limited (“WEL”) require the documentation to be formally registered against the Record of Title, as an easement in gross (i.e. an easement over land in favour of a legal entity) as a legal protection for the electricity line and infrastructure.

In respect of easements over land held for reserve purposes, the Act requires that consideration must be given as to whether the proposal is detrimental to the reserve or its users, and if considered so, this then triggers a requirement for public notification of the proposal. As an operational WWTP, the site is a restricted entry site and not available to the public. The use of the land and supporting infrastructure are compatible with the primary purpose of the reserve being sewerage ponds.

4. ANALYSIS OF OPTIONS

4.1 OPTIONS

Option 1: Council can exercise its delegated authority to grant a right to convey electricity easement in gross.

The Minister has delegated power to Council, which still requires Council to act in accordance with the requirements and processes as set out in the Act.

An electricity easement in gross provides legal protection to the electricity line and supporting infrastructure.

Option 1 is the recommended option.

Option 2: Council can decline to exercise its delegated authority to grant a right to convey electricity easement in gross.

The power line and transformer were of insufficient capacity to meet the needs of the upgraded plant. WEL's internal processes prevent the physical works from occurring until such time as the easement documentation is in place, however the WWTP upgrade works were deemed to be of an essential and critical nature and therefore the physical works have already been carried out under an *Agreement to Easement*.

Should the recommendations of this report not be approved, the electricity line and infrastructure will remain in place but will not be legally protected by a registered easement in gross, which is ordinarily required under the Electricity Regulations.

The previous power line was deemed to be legally protected as it was in situ before the amended electricity legislation came into effect.

5. CONSIDERATION

5.1 FINANCIAL

All costs are being met from the project budget.

5.2 LEGAL

Part 5 of the Property Law Act 2007 provides for easements.

Section 48 Reserves Act 1977 ("the Act") provides for grants of right of way and other easements over land that is subject to the Act.

Section 48 (1)(d) of the Act provides that the administering body, with the consent of the Minister, may grant easements over any part of the reserve for an electrical installation or work.

Section 48(3) of the Act provides that public notification of the proposal to grant an easement is not required:

- (a) Where the reserve is vested in an administering body and is not likely to be materially altered or permanently damaged; and
- (b) The rights of the public in respect of the reserve are not likely to be permanently affected.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

In July 2013, the Minister of Conservation approved new delegations to local authorities under the Reserves Act 1977. It was envisaged that the changes would better enable local authorities to consider consent applications that previously had to be referred to the department of Conservation (“DoC”) for consent of the Minister or the Minister’s delegate, for matters such as the granting of leases, licences or easements over Council vested reserves.

The changes require that an appropriate record of any decision made under the delegations must be retained. In exercising the new delegation, local authorities must still act in accordance with the requirements of the Reserves Act, and the processes set out in the Act must still be complied with.

It is important to note that there is an expectation that local authorities will maintain a distinction between their role as administering body of a reserve, and their role as delegate of the Minister. The decision-making function, whereby the merits of the proposal are considered, is a fundamental responsibility of the reserve administering body. The Minister is not the decision maker, but has, instead, a supervisory role ensuring that the necessary statutory processes have been followed; that the administering body has taken the functions and purposes of the Act into account in respect of the particular classification and purposes of the reserve; that it has considered any objections or submissions from affected parties; and that, on the basis of the evidence, the decision is a reasonable one.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Significance and Engagement Policy provides at Schedule I, a list if Waikato District Council’s 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 impact on and consequence 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.

Reserves listed and managed under the Reserves Act 1977 are identified as strategic assets.

The upgrade line and supporting infrastructure has been installed, the use is considered both compatible and necessary for the effective functioning of the upgraded WWTP. The site is a restricted site, and public access is not available, as such the physical works and requirement considered not to trigger the Reserves Act requirement for public notification.

Normal protocols were observed, and no artefacts were discovered while work was underway.

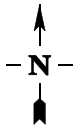
6. CONCLUSION

The electricity line and supporting infrastructure were of insufficient capacity to meet the operating requirements for the upgrade of the Meremere WWTP.

Easement in gross documentation provides the legal protection for the line and supporting infrastructure. The Minister of Conservation has delegated powers to Council, which necessitates that a formal resolution be obtained to enable execution of the relevant documentation.

7. ATTACHMENTS

- Attachment 1: Location Diagram
- Attachment 2: Land Status
- Attachment 3: Easement Route



Site: Meremere Sewerage Pond Lifestyle Research LAND STATUS REPORT

Legal Description: Lot 1 DPS 47624

Situated in Block Number: VI

Survey District: Maramarua

Area: 1.8389 Hectares

Plan References: DPS 47624

Land Status: Local Purpose Sewerage Ponds Reserve

Instrument of Title: NZ Gazette 1997 p3103

Owner(s): Waikato District Council

Administrating Body: Waikato District Council

Authority/Document: NZ Gazette 1997 p3013

Interests affecting the Land: Subject to Reserves Act 1977

LAND HAS NO CROWN RESIDUAL INTEREST

Comments:

The Land was originally Private Land purchase for Electricity (Power Station) and part of the Crown Meremere Power Station Proclamation S131107 in 1957 part of which was subdivided off and gazetted as Local Purpose Sewerage Ponds Reserve vide – NZ Gazette 1997 p3103.



Graham Cullen
Accredited Supplier No 14
for Lifestyle Research Ltd

2 - 4 - 2014

LR Ref: LMS 1254 Whangamarino 019

Part Lot 6 DPS 74

126 SO 383114

SEA AVENUE

ISLAND BLOCK ROAD

SO 2420

SO 38574

ISLAND BLOCK ROAD

DPS 74631

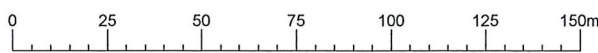
Lot 1 DPS 47624

SO 26590

DPS 47624

Spatial Map Print

Scale 1 : 2000



This data has been compiled from official records. Location of boundaries requires an analysis of all relevant information in compliance with the Survey Regulations. Attribute data requires an analysis of the appropriate legal record.





ANNEXURE SCHEDULE 2

Open Meeting

To	Infrastructure Committee
From	Roger MacCulloch General Manager Service Delivery
Date	14 April 2021
Prepared by	Michelle Smart Senior Property Officer
Chief Executive Approved	Y
Reference #	INF2021; ECM ID: # 3060423
Report Title	Relocation of Huntly Train Station Building

I. EXECUTIVE SUMMARY

It is proposed that the original Huntly Train Station Building (“the building”) currently located at Puketirini be relocated to a leased portion of the Huntly rail corridor. It is intended that the building be fitted out to provide publicly accessible toilets, and for the main part of the building to be used by the Waikato Coalfields Museum.

Council currently holds tagged funds from the sale of the former Museum site at Harlock Place. By resolution of Council, the release of those funds is conditional upon a Business Case being presented by the Waikato Coalfields Museum for Council approval. The Museum Committee have resolved that \$100,000 of the tagged funds be released to assist with the cost of relocation of the building. As the tagged funds are Council derived, and in the absence of an approved Business Case a resolution of Council is required to enable the funds to be released to the project.

2. RECOMMENDATION

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

AND THAT the Infrastructure Committee recommends to Council that \$100,000 of tagged funds currently held in the Property Proceeds Reserve be released to the Huntly Train Station relocation and refurbishment project budget;

AND FURTHER THAT the Chief Operating Officer be delegated authority to execute any relevant documentation to give effect to these resolutions.

3. BACKGROUND

The original Huntly Train Station building (“the building”) was relocated from the Huntly rail yards to Puketirini. At that time, it was intended that the building would be used as the site for the Waikato Coalfields Museum. That intention has not eventuated, and the Museum is now operated from the Huntly Civic Centre at 148 Main Street, under a lease (on concessional terms) from the Council.

It is now proposed (subject to relevant approvals) that the building be relocated back to a leased portion of the rail corridor. It is further proposed that publicly accessible toilet facilities be added, as an enhancement for users of the passenger rail service (“Te Huia”), and that the main portion of the building be used as a Museum facility.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Lease of the Rail Corridor

Kiwirail Limited (“Kiwirail”) have granted a lease to Council of part of the Huntly rail corridor (“the lease”). The term of the lease is 5 years (1 September 2020 to 1 September 2025) with a right of renewal of 15 years (being a maximum term of 20 years). The Council is permitted to use this land as a railway platform, passenger waiting lounge, and access for community purposes. No commercial use of the land is permitted. No subletting is permitted.

Proposed use of the Building

It is proposed that the building be relocated from Puketirini, to be placed on piles on a portion of the leased rail corridor. The building will be modified to include publicly accessible toilets, with the main part of the building to be used by the Waikato Coalfields Museum. The proposed use of the building for this purpose is considered to provide a security benefit to the commuter rail activities, as it is anticipated that an on-site presence will deter any antisocial, or nuisance behaviours in the wider area.

Timeframes are tight, and provided that the necessary approvals are in place, it is planned that the building will be in situ by 30 June 2021, and that refurbishment and fitout works will be completed by early October 2021. Details relating to the financial aspects of the proposed project are set out in more detail in Section 5 of the report.

Ownership of the Building

The proposed relocation of the building to the leased rail corridor would ordinarily necessitate a sublease (to enable use by and for a Museum facility), however the lease between Kiwirail and Council prevents subletting.

This necessitates that the matter of ownership of the building (now and at the final expiry of the sublease) be clearly agreed and understood by the parties, as the responsible party will be required to remove the building and make the site good at its own cost, upon final expiry of the lease. If the responsibility rests with the Museum Committee any Business Plan will need to address this liability.

A factor that may influence that discussion is that Council sold the Harlock Street property and made those funds conditionally available for the development of a new Museum at Puketirini. In addition Council advanced funding for the original relocation from the Railyards to Puketirini, therefore it could be inferred that as Council-derived funds have been used to-date the ownership of the building rests with Council.

4.2 OPTIONS

Option 1: Council can approve the recommendations of this report.

The project budget is reliant upon the approval to use and release tagged funds currently held in the Property Proceeds Reserve.

Option 1 is the recommended option.

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

Should the recommendations of this report not be approved, the project to enable the proposed relocation of the building will be at critical risk due to insufficient project funds.

5. CONSIDERATION

5.1 FINANCIAL

Council originally budgeted to provide a grant to the Museum (being \$424,000) toward the development of the Museum at Puketirini.

The funding for this Grant was to be “bankrolled” from the Property Proceeds Reserve, and it was anticipated that the Property Proceeds Reserve would be reimbursed from the eventual sale of the Council owned Harlock Street Museum site.

In 2008 an amount of \$45,829 was advanced to the Museum to relocate the former Railway Station Building from the Huntly rail yards to Lake Puketirini. The amount came from the budgeted grant amount with the \$378,571 balance being carried forward in the Property Proceeds Reserve for many years.

For completeness it should be noted that the \$424,00 grant amount was based upon what the land sale was expected to yield. Council has previously resolved that the funds from the Harlock Place property sale be held by Council pending receipt of a Business Plan for Council consideration and approval (if any).

An anticipated budget of \$378,000 is required for building relocation and enabling costs. This budget is comprised of \$178,000 from Community Connections Toilet budget; \$100,000 grant from Genesis (conditional upon naming rights), and \$100,000 from the tagged funds from the sale of the Harlock Place property.

While the Museum Committee has resolved its approval for \$100,000 of the Council held funds to be made available for the purpose of part funding the costs associated with the proposed relocation back to the Huntly Railway in light of the source of funding, and the existing Council resolutions it is Council's approval that is required.

Refer Attachment I: WCM minutes 20 January 2021.

5.2 LEGAL

Under the lease KiwiRail's approval is required to relocate the building onto the leased section of the Huntly rail corridor. KiwiRail have agreed in principle to this relocation subject to approval of drawings.

A Funding Agreement will be entered into with Genesis to secure the \$100,000 funding and to record any agreement on signage/naming rights. Any agreement on signage also requires KiwiRail approval pursuant to the terms of the Lease.

Pursuant to the Lease Council is unable to sublet, assign or part with the possession of the leased section of the Huntly Railway. Accordingly further discussions need to be had with KiwiRail regarding the occupation of the building by the Waikato Coalfields Museum.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Council has previously signalled its support for the Hamilton to Auckland (H2A) Passenger Rail Start Up project.

Council has also advanced funding and signalled its support for the Huntly Coalfields Museum, and provided a lease of the Civic Centre Building at 148 Main Street Huntly on concessional terms.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Significance and Engagement 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 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.

In performing its role, Council must have particular regard amongst other things to:

- i) the contribution that museums, reserves and other recreational facilities, and community amenities have as **core services** to its communities.
- ii) public transport services, museums, other recreational facilities and community amenities have as **significant activities**.

The Policy provides at Schedule 1 a list of Waikato District Council's strategic assets. The building is currently located at Puketirini which is managed under the Reserves Act 1977 and therefore the land is identified to be a strategic asset, however the building itself is not identified or listed as a strategic asset under the Policy.

A Reserve Management Plan ("RMP") is in place for Puketirini, which does not contemplate the removal or relocation of the train station, and any significant action which has not been contemplated in the RMP may trigger the requirement under s.41 of the Reserves Act 1977 for public consultation of the proposal.

6. CONCLUSION

There are many public benefits to be gained from the proposed relocation of the building back to a leased portion of the Kiwirail corridor, however that project is reliant upon approval to use and release tagged funds currently held in the Property Proceeds Reserve, those funds having been derived from the sale of the Harlock Place Museum site.

It is important that the issue of ownership of the building be resolved now, as clarity as to where legal and financial responsibility rests upon final expiry of the lease is required to secure Kiwirail's approval under the lease.

7. ATTACHMENTS

- Waikato Coalfields Museum Minutes 20 January 2021.



Waikato Coalfields Museum
 Minutes of the Committee Meeting
 Held on Wednesday 20th January 2021
 At the Huntly Civic Centre,
 148 Main Street, Huntly.

The meeting opened at 6.00p.m.

Present:

Jean Beverland, Fred Rix, Jennifer Allen, Alf Stubbs, Bryan Morris, Frank McInally, Shelley Lynch, Kevin Healey, Lynne Johnston, Nichola Spencer.

Visitor:

Murray Allen.

Conflict of Interest Declarations:

There was no conflict of interest declared.

Minutes of the Meeting held 9th December 2020:

It was moved that the minutes of 9th December 2020 be accepted as a true and correct record:

Moved: F. McInally

Seconded: L. Johnston

Carried on the voices

Finance: Treasurer's Report, accounts payable and receivable.

Financial Report:

It was moved that the Financial Report be accepted:

Moved: B. Morris

Seconded: N. Spencer

Carried on the voices

It was moved that the accounts payable be approved for payment.

Moved: F. McInally

Seconded: N. Spencer

Carried on the voices

Health & Safety

Nil

Correspondence:

Nil

Operational Matters:

Collection Manager's Report

1. Report taken on board. B. Morris spoke about working group meeting with Sarah Gibb from Community Waikato who is assisting with the Business Plan. B. Morris to meet with Lianne Van Den Bemd from Council and Sarah Gibb (next day).

Future Plans and Priorities:

1. Need clarification of the Museum's name.
2. Railway Station Relocation:

It was moved that the museum partner with the Waikato District Council in developing a museum on the Huntly Railway site:

Moved: B. Morris

Seconded: A. Stubbs

Carried on the voices

It was moved that the museum contribute \$100k to transporting of the Railway Building from its current location to the Huntly Railway Station platform as illustrated on the Waikato District Council's 'Park & Ride' plans dated November 2020:

Moved: B. Morris

Seconded: A. Stubbs

Carried on the voices

It was moved that the museum form a project team for the development of the 'Railway Station Museum'. This sub-committee will have the mandate to work directly with Waikato District Council in negotiating the translocation and siting of the Railway Station building:

Moved: B. Morris

Seconded: A. Stubbs

Carried on the voices

General Business:

Siting of Railway Station Building: It is logical to have an historical 'Railway Station Building' sited at the current Huntly Railway Station/Transport Centre and partnering with the Waikato District Council with the perfect site, to enhance the profile of Huntly for the people of Huntly and to resurrect the history of the area.

Meeting closed at _____

Next meeting will be held at 6:00pm on 9th February 2021

Approved and adopted as a true and correct record:

Chairperson

Date

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	29 April 2021
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Exclusion of the Public

I. RECOMMENDATION

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Item number 3.1 Te Kauwhata Reservoir – PWA Land Acquisition	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
Item number 3.2 - New Commercial Lease and Licence to Occupy – Raglan Seafoods Limited		
Item number 3.3 - Xtreme Zero Waste – Increase to Approved Contract Sum		
Item number 3.4 Raglan Food Waste Collection		

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

Item No.	Section	Interest
Item PEX 1 Confirmation of Minutes		Refer to the previous Public Excluded reason in the agenda for this meeting.
Item PEX 3.1 Te Kauwhata Reservoir – PWA Land Acquisition	7(2)(a)	To protect the privacy of natural persons, including that of deceased natural persons.
PEX 3.2 Raglan Seafoods – New Commercial Lease and Licence to Occupy	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
PEX 3.3 Contract 15/111 Xtreme Zero Waste – Increase to Approved Contract Sum	7(2)(b)(ii)	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
PEX 3.4 Raglan Food Waste Collection	7(2)(a)	To protect the privacy of natural persons, including that of deceased natural persons.