



Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 8 MARCH 2016** commencing at **9.00am**.

*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 ITEMS**

*Representatives from Waikato Regional Council will be in attendance from 9.00am to discuss item 6.1.*

*Ms D Inglis, representative from Waipa District Council will be in attendance from 9.00am to discuss item 6.2.*

**3. DISCLOSURES OF INTEREST**

**4. CONFIRMATION OF MINUTES 3**

Meeting held on Tuesday 9 February 2016.

**5. MATTERS ARISING FROM MINUTES**

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GJ Ion  
**CHIEF EXECUTIVE**  
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### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	GJ Ion Chief Executive
<b>Date</b>	10 February 2016
<b>Prepared by</b>	LM Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1147694
<b>Report Title</b>	Confirmation of Minutes

## **1 Executive Summary**

To confirm the minutes of the Infrastructure Committee held on Tuesday 9 February 2016.

## **2 Recommendation**

**THAT** the minutes of the meeting of the Infrastructure Committee held on Tuesday 9 February 2016 be confirmed as a true and correct record of that meeting.

## **3 Attachments**

Infrastructure Minutes 9 February 2016 OPEN



**MINUTES** of a meeting of the Infrastructure Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 9 FEBRUARY 2016** commencing at **9.02am**.

Present

Cr WD Hayes (Chairperson)  
 His Worship the Mayor Mr AM Sanson [*until 10.10am and from 10.51am until 11.48am and from 11.51am until 11.54am and from 12.01*]  
 Cr JC Baddeley  
 Cr J Church  
 Cr R Costar  
 Cr DW Fulton  
 Cr J Gibb [*from 9.25am*]  
 Cr S Lynch  
 Cr RC McGuire  
 Cr L Petersen  
 Cr J Sedgwick  
 Cr NMD Smith  
 Cr MR Solomon [*from 9.18am*]  
 Cr CS Tait

Attending

Mr GJ Ion (Chief Executive)  
 Mr T Harty (General Manager Service Delivery)  
 Mrs LM Wainwright (Committee Secretary)  
 Mr A Corkill (Parks & Facilities Manager)  
 Mr M Mould (Waters Manager)  
 Mr C Clarke (Roading Manager)  
 Ms J Remihana (Programme Delivery Manager)  
 Ms M McIntyre (Operations Engineer)  
 Mr T Mylchreest (Interim Cyclic Supervisor)  
 Mr G Bailey (Open Spaces Operation Team Leader)  
 Ms J White (Waikato Coalfields Museum)  
 Mr M McGuire (Sport Waikato)  
 Ms M Holland (Sport Waikato)

**INF1602/01**

**APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: (Crs Sedgwick/Lynch)**

**THAT an apology for lateness be received from Cr Gibb.**

**CARRIED on the voices**

**INF1602/02            CONFIRMATION OF STATUS OF AGENDA ITEMS**

INF1602/02/1            **Resolved: (Crs Baddeley/Sedgwick)**

**THAT** the agenda for a meeting of the Infrastructure Committee held on Tuesday 9 November 2016 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 8 which shall be discussed with the public excluded.

**CARRIED on the voices**

**INF1602/03            DISCLOSURES OF INTEREST**

There were no disclosures of interest.

**INF1602/04            CONFIRMATION OF MINUTES**

INF1602/04/1            **Resolved: (Crs Costar/Church)**

**THAT** the minutes of a meeting of the Infrastructure Committee held on Tuesday 10 November 2015 be confirmed as a true and correct record of that meeting.

**CARRIED on the voices**

**INF1602/05            MATTERS ARISING FROM THE MINUTES**

There were no matters arising from the minutes.

**INF1602/06            REPORTS**

INF1602/06/1            Waikato Coalfields Museum Chairperson's Quarterly Report - 1 October 2015 to 31 December 2015  
Item 6.1

Ms White gave a verbal presentation and answered questions of the committee.

**Resolved: (Crs Church/Fulton)**

**THAT** the report of the General Manager Service Delivery – *Waikato Coalfields Museum Chairperson's Quarterly Report - 1 October 2015 to 31 December 2015* - be received.

**CARRIED on the voices**

INF1602/06/2

Sport Waikato Activity Report | October to 31 December 2015  
Item 6.2

Mr McGuire gave a verbal presentation and answered questions of the committee.

**Resolved: (Crs Costar/Lynch)**

**THAT the report of the General Manager Service Delivery – Sport Waikato Activity Report | October to 31 December 2015 - be received.**

**CARRIED on the voices**

Cr Solomon entered the meeting [9.18am] during discussion on the above item and was present when voting took place.

INF1602/06/3

Proposed Waikato District Sport and Recreation Strategy  
Item 6.3

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

Ms Holland answered questions of the committee.

**Resolved: (Crs Baddeley/Petersen)**

**THAT the report of the General Manager Service Delivery – Waikato District Sport and Recreation Strategy - be received;**

**AND THAT Council support the development of the Waikato District Sport and Recreation Strategy in partnership with Sport Waikato.**

**CARRIED on the voices**

Cr Gibb entered the meeting [9.25am] during discussion on the above item and was present when voting took place.

INF1602/06/4

Road Safety Education  
Item 6.4

The Roading Manager gave a verbal presentation and answered questions of the committee.

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

**THAT the report of the General Manager Service Delivery – Road Safety Education - be received.**

**CARRIED on the voices**

INF1602/06/5

Woodlands Historic Homestead Chairman's Report - January 2016  
Item 6.5

**Resolved: (Crs Costar/Smith)**

**THAT the report of the General Manager Service Delivery – Woodlands Historic Homestead Report – January 2016 - be received.**

**CARRIED on the voices**

INF1602/06/6

Service Delivery Report for February 2016  
Item 6.6

The General Manager Service Delivery gave a verbal presentation and answered questions of the committee.

**Resolved: (Crs Tait/McGuire)**

**THAT the report of the General Manager Service Delivery – Service Delivery Report for February 2016 - be received;**

**AND THAT an independent peer review be undertaken of the cost of repair and refurbishment of the Huntly Memorial Hall and report back to Council prior to any further action being taken.**

**CARRIED on the voices**

The meeting adjourned at 10.29am and resumed at 10.49am.

His Worship the Mayor withdrew from the meeting [10.10am] during discussion on the above item and re-entered the meeting [10.51am] and was present when voting took place.

INF1602/06/7 New Street Naming Proposal – Te Kauwhata  
Item 6.7

**Resolved: (Crs Sedgwick/Tait)**

**THAT the report of the General Manager Service Delivery – New Street Naming Proposal – Te Kauwhata - be received;**

**AND THAT the Infrastructure Committee endorses the wishes of the Te Kauwhata Community to name the new cul-de-sac, to be accessed from Roto Street, Matau Close.**

**CARRIED on the voices**

INF1602/06/8 New Street Naming Proposals, River Terraces Subdivision, Ngaruawahia  
Item 6.8

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

**THAT the report of the General Manager Service Delivery – New Street Naming Proposals – River Terraces subdivision, Ngaruawahia - be received;**

**AND THAT the Infrastructure Committee endorses the view of the Ngaruawahia Community Board to name the new streets shown on the Scheme Plan the following:**

- Road “A” to be Matariki Terrace
- Road “B” to be Matawhero Place
- Road “G” to be Tawera Lane
- Road “G2” to be Te Ika Way

**CARRIED on the voices**

INF1602/06/9 Rotokauri Lake Management Committee 2014/15 AGM, Budget & Election of Committee for 2015/16  
Item 6.9

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

**Resolved: (Crs Smith/Sedgwick)**

**THAT the report of the General Manager Service Delivery – Rotokauri Lake Management Committee 2014/15 AGM, Budget & Election of Committee for 2015/16 - be received;**

**AND THAT the AGM minutes, 2015/16 budget and work programme be endorsed;**



**AND FURTHER THAT Council approve the elected committee membership as per the Waikato District Council Delegations Register for Rotokauri Lake Management Committee membership as per delegations as follows:**

- **Waikato District Council - Cr Noel Smith**
- **Waikato Regional Council – Cr Peter Buckley**
- **Hamilton City Council – Jeremy Froger / Cr Martin Gallagher**
- **Three residents living within 1 kilometre of the reserve boundary – Heather Perring, Bruce Sparrow, Keith Owen**
- **One Auckland/Waikato Fish and Game Council representative - Tom Mills**
- **One Hamilton Fish and Game Association Representative – Trevor Dilks**
- **One Ngati Mahanga representative – Poata Watene**
- **Any other persons appointed by the Waikato District Council – at the AGM 2 extra local people requested to sit on the Committee – Liz Gibson, Chris Dawson.**

**AND FURTHER THAT the two additional nominations elected at the AGM be appointed to the committee.**

**CARRIED on the voices**

His Worship the Mayor withdrew from the meeting [11.48am] during discussion on the above item, re-entered the meeting [11.51am] following discussion and was not present when voting took place.

INF1602/06/10

Whatawhata Cemetery Additional Budget Request  
Item 6.10

**Resolved: (Crs Smith/Sedgwick)**

**THAT the report of the General Manager Service Delivery – Whatawhata Cemetery Additional Budget Request - be received;**

**AND THAT additional budget of \$18,100 be made available through loan funding.**

**CARRIED on the voices**

INF1602/06/11

Waikato District Alliance - Key Results Areas and Key Performance Indicators

Item 6.11

The Roading Manager gave a verbal presentation and answered questions of the committee.

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

**THAT the report of the General Manager Service Delivery – Waikato District Alliance - Key Results Areas and Key Performance Indicators – be received;**

**AND THAT the Committee recommend to Council the proposed Key Results Areas and Key Performance Indicators for implementation within the Waikato District Alliance.**

**CARRIED on the voices**

His Worship the Mayor withdrew from the meeting [11.54am] during discussion on the above item, re-entered the meeting [12.01pm] following discussion and was not present when voting took place.

INF1602/07

**CONTRACTS**

INF1602/07/1

Increase to Approved Contract Sum, Contract No. 14/212, Morrison Road Pavement Rehabilitation

Item 7.1

The General Manager Service Delivery gave a verbal presentation and answered questions of the committee.

**Resolved: (Crs Smith/Fulton)**

**THAT the report of the General Manager Service Delivery - Increase to Approved Contract Sum – Contract No. 14/212, Morrison Road Pavement Rehabilitation – be received.**

**CARRIED on the voices**

INF1602/07/2 Contract No. 12/061, Open Spaces & Amenities Maintenance, Variation to Contract  
Item 7.2

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

**THAT the report of the General Manager Service Delivery – Contract No. 12/061, Open Spaces & Amenities Maintenance, Variation to Contract – be received.**

**CARRIED on the voices**

INF1602/07/3 Award of Contracts  
Item 7.3

**Resolved: (Crs Smith/Fulton)**

**THAT the report of the General Manager Service Delivery – Award of Contracts - be received.**

**CARRIED on the voices**

INF1602/08 Exclusion of the Public  
Item 8

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

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

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

1. Holmes Road Fire Loss Reinstatement Options
2. Stopping and Disposal of unformed Spence Road, Horotiu
3. Lake Hakanoa Motor Caravan Park

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

**That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to:**



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### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	19 February 2016
<b>Prepared by</b>	C Clarke Roothing Manager
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1461730
<b>Report Title</b>	Waikato Regional Council, Passenger Transport

## **1 Executive Summary**

This report is to inform the Committee that representatives from the Waikato Regional Council will be in attendance to present an update on Passenger Transport in the Waikato District, in particular in relation to the upcoming preparation of business cases to consider the services in Raglan and North Waikato.

## **2 Recommendation**

**THAT the report of the General Manager Service Delivery – Waikato Regional Council – Passenger Transport – be received.**

## **3 Attachments**

N/A

### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	22 February 2016
<b>Prepared by</b>	C Clarke Roading Manager
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1462035
<b>Report Title</b>	Road Asset Technical Accord (RATA) Update Report

## I Executive Summary

The LASS Board, on behalf of all Waikato Local Authorities, agreed in 2015 to the permanent establishment of a Centre of Excellence for road asset management, known as the Waikato Road Asset Technical Accord (RATA). This decision was based on the successes achieved by RATA over the initial project period, and has been supported by a resolution of the Waikato Mayoral Forum.

As well as facilitating collaboration and knowledge sharing amongst the Region's nine participating Councils through the forums and workshop, which have been very well attended, RATA has enabled savings to the region through improved strategic asset management processes, such as a combined data collection contract.

The project was scheduled to end on 30 June 2016. The LASS Board and Mayoral Forum have decided that, due to the successful achievements by RATA, it should be made a permanent unit to provide ongoing strategic asset management support and advice to participating councils.

The current proposal is that Waipa District Council provide a RATA business unit to enable RATA services to be provided to participating councils via a contract between Waipa District Council and LASS. A multi-party funding agreement will then be in place between LASS and each participating Council to receive the RATA services.

The cost for Waikato District Council to participate in RATA is expected to be \$51,000.00 which can be funded from the Council's subsidised roading programme, meaning the local share (funded from rates) will be approximately \$25,500.00 per year. The expected cost of Council's Participation in RATA was estimated at \$38,500 (local share). This equates to an annual saving in the order of \$13,000. The \$51,000 cost is within the sum allocated in the 2016/17 Annual Plan.

Attached is the Road Asset Technical Accord (RATA) Update Report (8<sup>th</sup> March 2016), which details the mechanisms for the proposal.

## **2 Recommendations**

**15**  
**THAT** the report of the **General Manager Service Delivery - Road Asset Technical Accord (RATA) Update Report** – be received:

**AND THAT** Council approves that the **General Manager Service Delivery**, be delegated authority to enter into a multi-party funding agreement with **LASS** for **RATA's** services from **1 July 2016**.

## **3 Attachments**

- Road Asset Technical Accord (RATA) Update report dated 8 March 2016
- Business Plan for Road Asset Technical Accord - RATA

Business Plan for  
Road Asset Technical Accord - RATA

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The Centre of Excellence for Road Asset Planning in the Waikato Region

# WAIKATO ROAD ASSET TECHNICAL ACCORD



**DRAFT 2016-21 BUSINESS PLAN**



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## 1. Executive Summary

### Statement of Intent/Vision

The LASS Board, on behalf of all Waikato Local Authorities, agreed in 2015 to the permanent establishment of a Centre of Excellence for road asset management, known as the Waikato Road Asset Technical Accord (RATA). This decision was based on the successes achieved by RATA over the initial project period, and has been supported by a resolution of the Waikato Mayoral Forum.

### The agreed vision for RATA is:

*By 2020, RATA will evolve from its current focus on data and evidence for asset management, to a local government trusted partner to deliver roading asset management services to the Waikato region.*

### Purpose of RATA

*RATA will enable and facilitate effective, strategic roading investment decision-making for the Waikato region.*

### Strategic Outcomes

By leading asset management best practice, RATA will deliver across the Waikato Region:

The following strategic outcomes are sought from RATA:  
1. Better decision making by enabling consistent best practice data collection through:

- Data Management – Support for effective collection and use of good quality data
- Systems and Processes – Develop good practice processes and systems for data collection, analysis and management

2. Lead engagement and increase capability within the sector by:

- Innovation – Identify opportunities to modify standard approaches and/or develop new approaches that will lead to optimal asset investment and performance
- RATA participants actively contribute to RATA’s work programmes and share learnings and experience
- RATA staff are actively involved in national best practice work (e.g. Road Efficiency Group, RIMS, Austroads)

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### 3. We are able to demonstrate asset management effectiveness across the transport sector by:

- Benchmarking is used to establish areas of good practice
- Forward works programmes are robust, evidence based, and developed based on good practices
- Asset valuation processes are consistent with good practice.

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### 4. RATA becomes the supplier of choice for asset management support and advice.

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#### **Key Resources**

The key resources of RATA are:

Manager – RATA Business Unit

Key tasks: Provide strategic leadership; manage Unit staff; liaise with and report to stakeholders [including LASS Board](#); deliver business plan; [seek opportunities for RATA to grow the value proposition for collaboration.](#)

Project Manager – RATA Business Unit

Key tasks: Manage data collection contracts; undertake benchmarking; manage dTIMS project; prepare good practice documentation; scope new projects and secure approvals; manage other contracts as required.

Sub Regional Asset/Inter-Council Asset Engineers – RATA Business Unit (Two positions)

Key tasks: RAMM database support; data cleansing; data improvement and auditing; asset capitalisation processes (office based); support forward works programme development (data requirements); run RAMM Treatment Selection Algorithm (TSA); run data queries using Structured Query Language (SQL); oversee traffic count strategy management; support implementation of One Network Road Classification (ONRC); contribute to annual reporting processes; support asset valuation work.

Administration Support – RATA Business Unit

Key tasks: monitor and ensure reporting requirements are met; coordinate arrangements for meetings and Fora; assist with budget management.

It is anticipated that the sub regional asset engineers will provide services to Waipa, South Waikato, Otorohanga, Matamata Piako, Waitomo and Hauraki District Councils. It is currently anticipated that these services will not be required by Hamilton City, or Thames Coromandel and Waikato District Councils, as they have significant investment in in-house asset management staff through contract relationships (either maintenance alliance or network management contract).

## Funding

The estimated cost of RATA is expected to be \$627,500 in 2016/17 (excluding data collection contract costs). In subsequent years the estimated cost is similar with only inflation adjustments required. This is proposed to be funded by all participating councils, depending on the services that they receive, as follows:

Local Authority	Annual RATA Participation Sum
Hamilton City	\$51,000
Hauraki	\$75,000
Matamata-Piako	\$75,000
Otorohanga	\$75,000
South Waikato	\$75,000
Thames-Coromandel	\$51,000
Waikato	\$51,000
Waipa	\$75,000
Waitomo	\$75,000

No allowance has been made for participation by either Taupo or Rotorua as they do not currently participate in RATA. However if this situation changes then the cost allocation model would require review.

## Savings and Benefits Achieved by RATA

RATA achieved savings of \$180,000 in the first 12 months of its operation (to 30 June 2015). This figure represented savings achieved through joint procurement, training support, and the deferral of physical works. The goal for RATA is to have achieved savings of at least \$250,000 by 30 June 2017. This has been achieved by December 2015 with savings declared of \$348,000 to 31 December 2015.

It is believed that there are further significant savings to be made within the region through better data analysis and decision making processes. In 2014-15 the RATA participants invested over \$18,100,000 in renewal work on sealed roads. Through better asset management practices and understanding of risk, asset lives, and deterioration rates this could be reduced by up to \$1.75M per year. [Additionally saving opportunities have been identified in resealing programmes where inappropriate asset lives are being used in depreciation calculations.](#)

However, other non-financial benefits achieved by RATA have been, and will continue to be, equally as significant, and have included support on more effective data use and improved data analysis, collegial support, and sharing of experiences and learning, which has helped to create greater resilience in roading asset management in the Waikato.

## Risks

The risks that RATA will need to manage, which are detailed in Section 6.4, are as follows:

- Insufficient Local Authorities commit to participating in RATA to make the initiative viable (e.g. Taupo DC have indicated that they will not participate in RATA, but they will use a regionally consistent specification for data collection to enable regional benchmarking in the future)
- Staff within participating councils do not accept, or implement, the changes recommended by RATA
- Funding requirements are higher than anticipated
- Funding splits are not supported by the Local Authorities or by NZTA
- WRTM project management is affected by the handover from LASS to RATA (this work is currently contracted by LASS to Latitude Planning Services).

### **Future Opportunities**

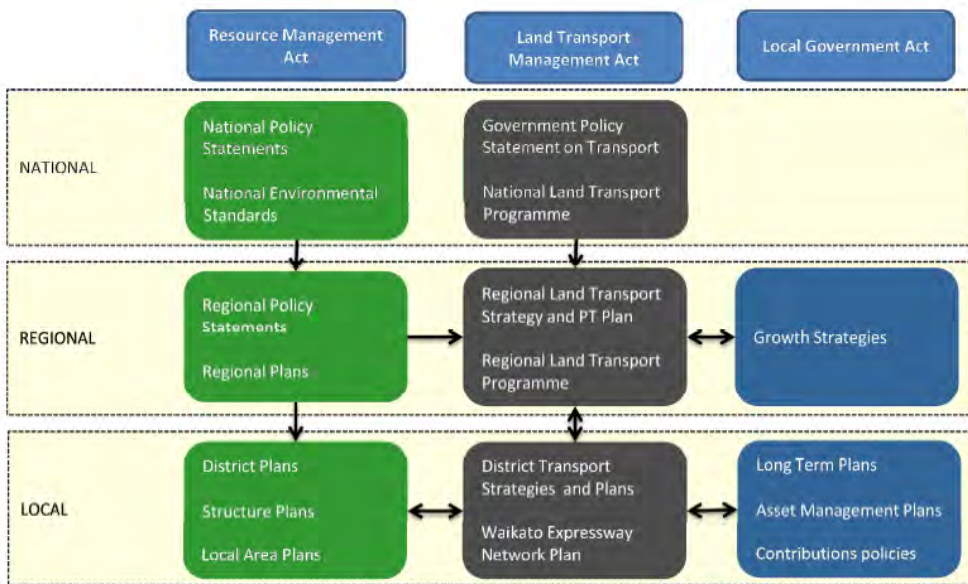
As RATA becomes established permanently, and more knowledge of existing asset management practices within the Waikato becomes known, further opportunities for improvement will become apparent. Initially, the following projects have been identified as future opportunities for RATA:

- Develop a consistent regional approach for components in the 30-infrastructure strategy (such as infrastructure assessments of remaining life)
- Develop RAMM processes and protocols for consistent data/inventory management
- Support the development of a Regional Infrastructure Technical Specification (a Mayoral Forum project)
- Develop standard contract document templates for use by participating Councils
- Assess the need for specialist services (e.g. bridge engineer, geotechnical engineer) within the Region to establish the most appropriate, value for money option to provide these services
- Develop investment models that clearly identify the lowest whole of life costs.

## 2. Background

In 2011, the Waikato Mayoral Forum established four work streams (roading, two-waters, planning and governance) to investigate opportunities for collaboration within the Waikato.

The Roothing Work Stream (comprising Mayor John Tregidga, Mayor Alan Sanson, Mayor Brian Hanna, Don McLeod, Chief Executive of Matamata Piako District Council, and Harry Wilson, Regional Director of NZTA) sought to understand and explore potential opportunities for greater collaboration in the roading sector within the Waikato Region. Roothing is provided by local authorities (local roads) and the NZ Transport Agency (state highway network), plus opportunities for other modes of transport such as walking and cycling, and includes provision for all modes of transport. The primary legislation that influences planning and investment in the roading sector is outlined in the diagram below.



### Business Case

A strategic business case was commissioned by the Roothing Working Group (funded by the Road Efficiency Group’s Clustering and Collaboration promotional work), which identified that there was an opportunity for collaboration between the Waikato Road Controlling Authorities (RCA’s) in the provision of road maintenance, operations and renewal works.

This was guided by a resolution from the Roothing Working Group, which sought to ensure that:

1. Good customer service is delivered locally; and
2. Functions that would benefit from greater scale are reviewed.

The spirit of collaboration in the Waikato was driven by a mutual desire to improve the way that roading services are managed and delivered. It was founded in the national strategic context of the Government Policy Statement (GPS 2012) and the findings of both the NZTA Maintenance & Operations (M&O) Review and the Road Maintenance Task Force (RMTF). These documents identified that efficiencies in road maintenance and renewal can be delivered through greater collaboration, and improved asset management and procurement models.

The Waikato collaboration also reflects the existing relationships of trust between the participants and the collaboration and planning work that has already been carried out. This has provided an ideal opportunity to explore more formal collaborative activity in the roading sphere that could provide substantial cost and operational efficiencies.

Workshop sessions were held with each of the RCAs in May 2013, which identified the key issues and challenges that they face, along with the objectives and opportunities to address these. The workshop findings formed the basis of the collaboration proposal, along with other regional information, and an understanding of the advances being made in asset management and its importance in road management decision making.

The preferred option was built on the Mayoral Forum's desire for greater consistency in road classifications and levels of service, and for greater centralisation of data collection.

As a result of the work done by the Roothing Working Group and the preparation of the Strategic Business Case, the Waikato Mayoral Forum resolved to establish a Waikato Centre of Excellence (to be known as the Road Asset Technical Accord - RATA) in road asset management. RATA was tasked with delivering more advanced asset management than could be achieved independently, thus assisting better council decision-making and reducing whole of life costs for roading assets.

**The purpose of RATA was to:**

- provide a high and consistent level of asset management services and resource for the Waikato TLA roading managers
- propagate the use of "best practice"
- enable smarter investment decisions.

RATA was established in August 2014. The savings that RATA has enabled in the region have been obtained from deferring renewal work (with understanding of risk but confidence in how to manage that risk), shared procurement of best practice asset management services (such as data collection and analysis), and shared training opportunities.

In November 2015, a stakeholder survey assessed whether RATA was delivering on its objectives, and also where improvements were expected.

Areas which were working well were:

- Communication between asset managers through tours and meetings was beneficial
- Data collection work was good now that it is consistently measured
- There was growing confidence in the reliability of the data collected, and more effective use of RAMM
- There was appreciation for the support being provided to implement ONRC.

Areas which were working reasonably well were:

- Information sharing regarding seal ages
- RAMM health check was considered interesting, but there was limited follow-through.

Areas where challenges existed were:

- Secondments from councils haven't been popular for people to take up
- Implementing change is difficult without adequate resources being available
- Future staff changes may impact on the effectiveness of RATA (either within RATA or within roading teams).

Overall, RATA is providing greater levels of confidence in investment decision making for road and transport infrastructure, resilience in asset management capacity in the Waikato, and collaboration through RATA is an excellent vehicle for capturing benefits associated with:

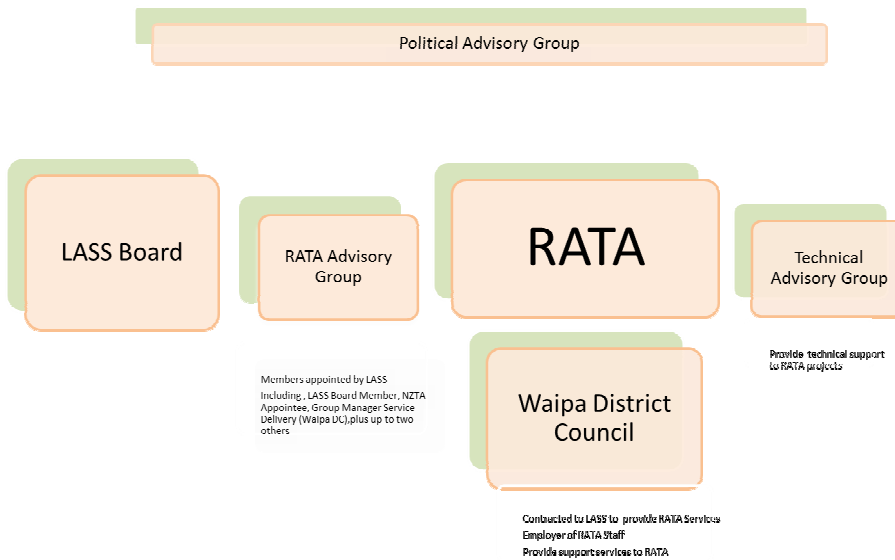
- Providing technical resources to councils which do not have this in-house;
- Sharing specific asset management knowledge and best practice in technical areas (presentations, sharing of work, network drive overs, workshops);
- Knowledge transfer around the better business case model and One Network Road Classification; and
- Greater understanding of regional initiatives such as the Waikato Regional Traffic Model.

### 2.1. Governance

The proposed governance model for RATA from 1 July 2016 is that of a business unit, hosted by Waipa District Council, providing services to the Waikato councils through LASS. Therefore, all formal reporting and governance oversight will be the responsibility of LASS.

The following structure diagram indicates the proposed governance model:





## MEMBERSHIP

The membership of all groups shall be recorded in the Terms of Reference for each group. However the following positions are anticipated as members:

### Political Advisory Group:

Up to three Mayors appointed by the Mayoral Forum  
 Local Authority Chief Executive appointed by the LASS Board  
 Manager, Regional Planning and Investment Manager (Waikato / Bay of Plenty), NZTA  
 Chief Executive, LASS

### RATA Advisory Group

Local Authority Chief Executive appointed by the LASS Board  
 Waikato Regional Planning and Investment Manager, NZTA  
 Waipa DC Group Manager Service Delivery  
 Plus two Infrastructure Managers as appointed by LASS

### RATA Technical Advisory Group

Appointed by RATA Advisory Group from interested/nominated persons within the Region

### 3. Vision and Values

#### 3.1. Vision

*By 2020, RATA will evolve from its current focus on data and evidence for asset management, to a local government trusted partner to deliver roading asset management services to the Waikato region.*

#### 3.2. Purpose

*RATA will enable and facilitate effective, strategic roading investment decision-making for the Waikato region.*

RATA will deliver significant improvements in asset management decision-making to support the Councils' existing abilities. This will:

- Deliver a range of intangible benefits
- Assist in "one-network" regional planning and support implementation of fit-for-purpose standards
- Help overcome skill shortages/succession issues being faced by many Councils
- Enable procurement savings to be generated through synergy and critical mass
- Position the Waikato region to take advantage of future asset management advances occurring in the industry and within NZTA.

#### 3.3. Values

**RATA** people will have a can do attitude and own their decisions and actions.

**RATA** people will be honest and act with integrity.

**RATA** personnel are flexible and receptive to new ideas.

**RATA** will inspire people to exceed expectations and pursue excellence in all we do.



#### 4. Strategic Objectives

<i>Outcomes</i>	<i>Objectives</i>	<i>Key Results</i>	<i>Milestones</i>
<b>Data Management</b> Support effective collection and use of good quality data	Good quality data resulting from good practice data collection strategies in place using meta-data standards adopted by the sector  Data collected consistently  Data analysed consistently and resulting outcomes understood	Data collection contract is reviewed and re-tendered using good practice specifications (based on meta-data standards adopted by the sector), and procurement methodology  Data collection regimes are adequately reviewed and monitored to be cost effective  Data collection suppliers are adequately monitored to ensure good quality data is being provided  Data analysis is completed at appropriate frequency with shared learnings from the analysis demonstrated  Waikato Regional Transport Model (WRTM) is adequately maintained to be a trusted tool for future traffic assessments	Contract renewed or re-tendered by 31 October 2016  Data collection regime reviewed every two years from March 2016  Contract reviews are completed after each monthly meeting  Regional pavement deterioration modelling is completed at least every three years to support the development of long term infrastructure strategies and regional land transport plans  WRTM project management will transition to RATA's management from 1 July 2016. A project plan for the WRTM will be maintained.
<b>Systems and Processes</b> Good practice processes and systems for data collection, analysis and management	Processes for data management are consistent, clear and robust  Effective and efficient	Process maps are produced and adopted for use by all participating council's  Annual programmes for data	By December 2016, Data Management calendar and annual programme completed, with supporting best practice process maps  By December 2017 all process maps are fully

	systems and processes are in place which provide data analyses that are timely, accurate and appropriate	management are available for each participating council	implemented in all participating RCAs  Traffic Count Estimation Module in RAMM (or an approved alternative) is adopted by all RATA participants to update traffic estimates for asset management purposes
<b>Innovation</b> Identify opportunities to modify standard approach and/or develop new approaches that will lead to optimal asset investment and performance	RATA personnel are alert to opportunities in asset management that will produce efficiency gains beyond those which are generally accepted as best practice within the industry	Improved asset management processes are identified and implemented  Organisations external to RATA seek to adopt practices developed by RATA	An innovative system and/or process developed by RATA is presented at an appropriate forum or conference every year
<b>Collaboration</b> RATA participants actively participate in RATA work to share learnings and experience	Asset management staff are building capability and understanding of good practice	Asset Manager's Forum meetings have a high level of attendance  Annual Forward works programme tours are held to highlight areas of good practice and encourage sharing of experience and learnings	Two-monthly Fora are held  Forward works programme tours are held annually
<b>Best Practice</b> RATA staff are involved in national best practice work wherever possible and appropriate (e.g. Road Efficiency Group, RIMS, Austroads)	RATA is actively involved in understanding national best practice to ensure the Waikato is a leader in this sector	Nationally recognised good practice is implemented in the Waikato  The Waikato is involved in good practice testing and proving work to support final implementation	Six monthly and annual reports provide updates on the status of best practice work and its positive impact on RATA participants
<b>Benchmarking</b> Benchmarking is used to	Good practices are maintained and shared	Benchmarking reports are completed annually	

establish areas of good practice	across the Region	<p>Feedback from RATA participants is that the work is useful and helpful in establishing good practice</p> <p>Examples of good practice are shared at Asset Managers' Fora</p>	Good practice examples are shared at least once every six months
<p><b>Forward Works Programmes</b></p> <p>These programmes are robust, evidence based, and developed based on good practices</p>	All maintenance, operation and renewal programmes are supported by RATA as delivering fit for purpose levels of service	Three year programmes are able to be supported by RATA as being developed in accordance with best practice	
<p><b>Asset Valuation</b></p> <p>Asset valuation processes are considered to be in line with good practice</p>	Valuation assumptions are consistent across the region	Contribute to the LASS Asset Valuation project to develop good practice processes for the valuing of road and transport assets	Valuation assumptions for all RATA participants are reviewed by mid 2017

## 5. Reporting/Deliverables

The following reports will be delivered:

- Mid-Year report – covering service delivery and actions for the previous six month period. This report will be based on the activities and achievements of RATA over the first 6-months of the financial year and include a financial summary. The report will be submitted to the RATA Advisory Group for review and approval prior to presentation to the LASS Board and circulation to all stakeholders.
- Annual Report - covering service delivery and actions for the previous twelve month period. This report will be based on the activities and achievements of RATA for the last financial year and include the financial out-turn and a full summary of the benefits (financial and non-financial) realised through RATA. The report will be submitted to the RATA Advisory Group for review and approval prior to presentation to the LASS Board and circulation to all stakeholders.

### 5.1. Future Opportunities

As RATA becomes better established, and more knowledge of existing asset management practices within the Waikato becomes known, further opportunities will become apparent. However, initially the following have been identified as future opportunities for RATA:

- Develop a consistent regional approach for components in the 30-infrastructure strategy (such as infrastructure assessments of remaining life)
- Develop RAMM processes and protocols for consistent data/inventory management
- Support the development of a Regional Infrastructure Technical Specification (a Mayoral Forum project)
- Develop standard contract document templates for use by participating Councils
- Assess the need for specialist services (e.g. bridge engineer, geotechnical engineer) within the Region to establish the most appropriate, value for money option to provide these services
- Develop investment models that clearly identify the lowest whole of life costs.

## 6. Stakeholder Analysis

Who are the stakeholders	Why are they stakeholders	What are their expectations
Local Authority Roding Managers	Roding Managers will receive the deliverables from RATA and participate in a number of projects	High quality reports (accurate and timely) with participation opportunities made available; support services provided to implement data improvements where required; independent data audits; support with implementation of ONRC on local road networks; accurate and timely data on local road networks
Elected Members	Political support for efficiencies through implementation of shared services	Efficiencies are achieved and reported on
LASS Board	LASS is a limited liability company and provides the legal entity to deliver RATA's services to all participants	High quality services provided to participants. Regular reporting, transparent and robust processes implemented
Waipa District Council (RATA Business Unit Employer)	Contracted to LASS to employ RATA staff and provide support services (e.g. IT, vehicles, HR)	To provide all support services to ensure RATA delivers high quality services to participants. Participation in RATA Advisory Group
Political Advisory Group	RATA commenced as a Mayoral Forum project with strong support and input from the nominated political representatives who wish to continue their participation	Timely provision of information to ensure members are adequately informed regarding RATA services. Two-monthly meetings held for information sharing
RATA Advisory Group	Ensure that RATA is successful in meeting the expectations of stakeholders (refer to Terms of Reference)	Timely and accurate reporting, including information on deliverables achieved, issues arising and stakeholder feedback. Quarterly meetings held. Guide the development of the annual plan for adoption by the LASS Board
Technical Advisory Group	Ensure that all technical specifications used by RATA meet the needs of stakeholders	Provided with sufficient opportunity to guide the development of the specifications; have opportunities to suggest future projects for RATA

Suppliers	Suppliers will provide inputs as necessary to projects	Opportunities to participate will be fair and equal to all; tendering processes will be professional and appropriate
NZ Transport Agency - Planning and Investment	Co-investment partner with Local Government in RATA; promoter of clustering and collaboration	Added value and savings to the NLTP programme will be identified and given effect to. Those that can be attributed to RATA will be used to off-set the funding grant made available.
NZ Transport Agency - Highway Network Operations	Provide support with technical advice as the national asset management group develops	Opportunities to participate and provide support are timely and appropriate without being too onerous



## 7. Environmental Analysis

### 7.1. Strategic Environmental Scan

There is a growing need for strategic asset management support within the roading sector. RATA’s role in facilitating the capacity and capability build within the Waikato Region is critical to achieving the outcomes that our customers expect and are willing to pay for. A step-change is being indicated as necessary to enable local authorities to continue to maintain networks at a fit-for-purpose standard.

The spirit of collaboration is driven by a mutual desire to improve the way that road and transport services are managed and delivered. It is led by the national strategic context of the Government Policy Statement (GPS 2012) and the findings of the NZTA Maintenance & Operations (M&O) Review and the Road Maintenance Task Force (RMTF). These documents identified that efficiencies in road maintenance and renewal can be delivered through greater collaboration and improved asset management.

Benchmarking that is meaningful is a key goal for RATA. Benchmarking is only possible once consistent data is available, with reliable and consistent inventory knowledge to test the data against. Benchmarking will enable areas of good practice to be identified, explored and shared with the Region’s local authorities.

*“Benchmarking kick starts the engine of change and provides a reliable reference point for guiding the journey forward”*



## 7.2. SWOT Analysis

The challenge for RCA's is to manage their roading assets within the flat-lined level of financial assistance available from NZTA, and Councils' desire to limit rate increases. These constraints will necessitate one or a combination of the following:

- Increasing ratepayer funding of local roads to maintain real spend at current levels, i.e. undertaking components of previously subsidised road maintenance without NZTA financial assistance
- Making further savings in roading expenditure to minimise rate increases
- Reducing levels of service in maintenance and operations to reflect the available funding
- Reducing expenditure on roading capital improvements (potentially this will occur due to lack of subsidy for capital improvements) and divert local share of the capital funding to the maintenance activity
- Providing for a managed consumption of assets where existing investment has provided a higher than necessary level of service without creating a bow wave of deferred maintenance
- Identifying ways of delivering the necessary levels of service more cost effectively.

These funding issues need to be balanced against the need to make sound planning and asset management decisions, to respond to road demand changes, and to assist economic development, e.g. heavy commercial vehicles (HCV), high productivity motor vehicles (HPMV), agriculture, dairy, tourism, forestry, industry etc.

### Strengths and Weaknesses – Internal Analysis

Strengths	Weaknesses
Local people will be involved in RATA  High levels of participation will be achieved through local representation at both the RATA Advisory Group and Technical Advisory Group	Some external consultant input will be necessary in some areas Costs associated with delivery of some components will be subject to tendering or recruitment which will not be known at "sign-up" time  The level of enthusiasm with which RATA services are received may vary from authority to authority

### Opportunities and Threats – External Analysis

Opportunities	Threats
Wider participation in other projects (e.g. ONRC, Regional Infrastructure Technical Specifications) may add value	Other project involvement may be a distraction from key priorities

### 7.3. Actions from SWOT Analysis

Challenges to be overcome may include:

Challenge	Description
Willingness to compromise	TLAs may need to accept some compromises over their level of control as participation in RATA will involve sharing of resources and the delivery of regionally consistent outputs.
Local knowledge	Incorporating local knowledge of specific problem areas and cost-effective treatment methods for each network area, e.g. geology
Other projects being a distraction	These is also an opportunity for RATA to develop a consistent approach across the region
Cultural Differences	Melding staff from a number of TLAs into RATA; each council's Roading Manager's relationship with RATA staff.

## 8. Priorities, Assumptions, Issues and Risks

The Strategic Business Case for RATA, prepared by the Rationale Group in November 2013, outlined the following critical success factors for developing collaboration in the Waikato:

Critical Success Factors	Desired Outcome
1. Financially sustainable, safe and reliable network	Optimal investment in asset maintenance and renewal for all assets, while enhancing safety and ensuring a sound resilient local and regional network
2. Asset management abilities	Enables better decision making and investment optimisation by improving asset management data, analysis and expertise
3. HR - retaining staff and skills	Improves ability to attract, develop and retain staff with the desired mix of skills, experience and knowledge
4. Levels of Service (classification and consistency)	Assists the understanding, development and implementation of consistent road classifications and the related LOS considerations
5. Growth/Land use changes	Provides a basis for better understanding and responding to growth and land use changes
6. Facilitating local economic growth	Supports transport growth and efficiency as a driver of economic success
7. Competitive physical works market	Supports the retention of competitive market conditions
8. Professional services /consultants	Supports the retention of accessible,

	affordable and suitably skilled expertise. Enables TA's to retain "ownership" of decision making
9. Retaining "local" governance/decisions	Enables and supports good local decision making
10. Procurement and value for money	Provides for benchmarking and information to support "smart buying". Allows for local procurement if appropriate/cost effective. Provides a foundation for possible joint procurement

All projects undertaken by RATA will be assessed against these 10 key success factors (which were developed regionally during the development of the Strategic Business Case) to ensure that RATA is meeting the objectives that have been agreed to.

It is proposed that all projects will be monitored against the following key performance indicators:

- All joint procurement is compliant with current best practice and NZTA/Local Authority requirements
- Savings are achieved through joint procurement
- Data collected on the region's roads is consistent and reliable
- Sharing of ideas and practices leads to greater consistency of outcomes
- Benchmarking tool provides and enables the identification of best practice approaches
- All participants support RATA and are satisfied with the deliverables.

### 8.1. Priority Projects

A number of projects have already been identified for RATA to deliver:

Priority Ranking	Description
1.	Manage a data collection contract based on an agreed specification for all participating local authorities (including sealed road pavements, footpath, surface water channel)
2.	Manage the Waikato Regional Transport Model Project (previously managed by Latitude Planning Services Ltd)
3.	Conduct a Forward Works Programme tour during August/September each year for all RATA participants
4.	Produce an annual regional benchmarking report based on several factors, including investment on renewals vs maintenance, for each local authority
5.	Provide data improvement support services to those Councils who wish to use the services of a sub-regional asset engineer (available through RATA)
6.	Continue to undertake pavement deterioration modelling on a regional basis. Identify and undertake data improvement tasks to provide greater confidence in the modelling outcomes

Future projects may include:

Priority Ranking	Description
TBC	Develop a consistent regional approach for components in the 30-infrastructure strategy (such as infrastructure assessments of remaining life)
TBC	Develop RAMM processes and protocols for consistent data/inventory management
TBC	Support the development of a Waikato Regional Infrastructure Technical Specification
TBC	Develop standard contract document templates for use by participating Councils
TBC	Assess the need for specialist services (bridge engineer, geotechnical engineer) within the Region to establish the most appropriate value-for-money option to provide these services

## 8.2. Assumptions

Assumption	Description
All support services will be provided by Waipa District Council with appropriate allocation of costs to the RATA business unit	RATA will be established as a business unit within Waipa District Council, who will provide all the necessary support services (finance, IT, HR, GIS, legal advice, communications and Group Manager management support). The Waipa DC overhead costs will be approximately \$120,000 per year
Levels of participation are as per current levels	Currently nine local authorities participate in RATA. It is planned that this will not reduce (but may increase if Taupo DC choose to participate)
The proposed Governance arrangements will be acceptable to all parties	The LASS Board will have governance responsibility for RATA, with the RATA Advisory Group providing detailed oversight on behalf of the Board. The Political Advisory Group will support RATA's work by meeting at regular intervals to understand and comment on progress and to identify and assist with any political issues that may arise

## 8.3. Issues

At the time of developing the RATA 2016-2021 business plan, a multi party funding agreement is in place between RATA and each of the participating Councils. This agreement terminates on 30 June 2016. The document has been used as a template for the Agreement which will be required beyond 1 July 2016.

## 8.4. Risks

Risk	Response/Mitigation
------	---------------------

Insufficient Local Authorities commit to RATA to continue	It is anticipated that due to the support from the Mayoral Forum and LASS Board for RATA to become permanent, sufficient commitment is in place. However, if there is reduced participation, the shared costs may be higher for those who do participate. The LASS Board will continually monitor the situation.
Funding requirements are higher than anticipated	Costs can be reviewed. The scale of projects delivered or support provided can also be reviewed.
Funding splits as proposed are not supported by Local Authorities or by NZTA	Alternative options for cost allocation can be investigated. NZTA support is considered critical to the success of RATA. Reporting on all of the benefits accruing to the co-investors will be rigorous to highlight the value of investment.
Staff resources not able to be sourced within the Region to fill roles	If full staffing is not achievable, external resources will be required, which may incur additional costs.

## 9. RATA Budget

	Budget 2016-17	Budget 2017-18	Budget 2018-19
<b><u>Income</u></b>			
NZTA			
Councils - data collection	315000	321930	329012
Councils - project funding	28000	28616	29246
Councils - RATA costs	599500	608557	621901
<b>Total Budgeted Income</b>	\$ 942,500	\$ 959,103	\$ 980,159
<b><u>Expenses</u></b>			
Data Collection	315000	321930	329012
Forward Works Programme Tours	5000	5110	5222
Asset Managers Forum	3000	3066	3133
Benchmarking of Reg Road Outcomes	20000	20440	20890
Staff and contractor costs	425000	434350	443906
Accommodation/ office space (refer overheads)			
Vehicles	29000	29638	30290
Staff training/Subscriptions/Professional Development	10000	10220	10445
IT (refer overheads, provision for phone charges)	2500	2555	2611
Recruitment	5000	1000	1000
Stationery/Equipment etc	1000	1000	1000
Legal costs (refer overheads)			
External contractor support (Data Collection contract)	7000	7154	7311
Overheads	120000	122640	125338
<b>Total Budgeted Expenses</b>	\$ 942,500	\$ 959,103	\$ 980,159
<b>Budgeted Income less Budgeted Expenses</b>	0	0	0

Overhead allocation has been based on Waipa District Council's standard methodology.

### 9.1. Funding Options

The costs associated with the Business Plan are an estimate based on the best information available and the assumptions that those participating will be as follows:

Full RATA Participation (with services of Sub Regional Champion)

Waipa	South Waikato
Otorohanga	Matamata Piako
Waitomo	Hauraki

Full RATA Participation (without services of Sub Regional Champion)

Waikato

Hamilton City

Thames Coromandel

Based on the budget outlined in Section 9, the following cost recoveries are proposed for 2016/17 (with future years being similar, but subject to annual plan reviews and CPI adjustments).

<b>Local Authority</b>	<b>Annual RATA Participation Sum</b>
Hamilton	\$51,000
Hauraki	\$79,000
Matamata-Piako	\$79,000
Otorohanga	\$79,000
South Waikato	\$79,000
Thames-Coromandel	\$51,000
Waikato	\$51,000
Waipa	\$79,000
Waitomo	\$79,000

## 9.2. Monitoring

The reporting processes outlined in Section 5 will be used to inform stakeholders of progress on RATA's objectives and key tasks against the critical success factors. It is acknowledged that some benefits from RATA will accrue to the participants over several years. As such, a monitoring regime to reflect this will require development. It is anticipated that this will be based on establishing a base line with respect to levels of investment, programme size, and current outcomes to compare against in the future.

Two-monthly meetings with the RATA Advisory Group are planned to discuss progress with the RATA Unit Manager. It is proposed that the monitoring framework outlined in Appendix B will be used initially and further developed for monitoring RATA's progress against the agreed strategic objectives.

A record will be kept of all savings achieved across the region as a result of RATA's work. This will include the savings associated with joint procurement, consultant engagements that may not be required individually, and future programme savings.



## 10.Approvals

This business plan has been developed based on the information available at the time of preparation. Amendments will be made only upon approval of the parties noted below and will be recorded as an appendix to the business plan.

Sally Davis

CE - LASS \_\_\_\_\_ \_\_/ \_\_/ 2016

Don McLeod

CE – Matamata Piako DC \_\_\_\_\_ \_\_/ \_\_/ 2016

Robert Brodnax

NZ Transport Agency \_\_\_\_\_ \_\_/ \_\_/ 2016

Barry Bergin

Waipa District Council \_\_\_\_\_ \_\_/ \_\_/ 2016

Chris Allen

Hamilton City Council \_\_\_\_\_ \_\_/ \_\_/ 2016

Adrian De Laborde

Hauraki District Council \_\_\_\_\_ \_\_/ \_\_/ 2016

## 11. Appendix A – Monitoring Framework

Project	Benefits	KPIs
1. RATA will manage the regional data collection contract for the participating local authorities and provide any non-participating local authorities with the specifications for data collection so that region-wide benchmarking is possible	Cost to each council is less than individual contracts Tendering costs to each council are reduced Data collection completed on time to required accuracy Data is consistent over whole network At least two consultancies are successful in delivering the work	Procurement complies with NZTA procedures Cost savings demonstrated Contract deliverables are on time/to budget/to quality standards Each Funding partner/participant is satisfied with the contract deliverables
2. An annual benchmarking tool will be implemented and enhanced to demonstrate the region's comparable performance with respect to customer satisfaction, asset condition or other network outcomes, and level of investment	Common measures are used in all councils These measures are also used in LTPs and Annual Reports Comparisons can be made between councils	Staff from all Councils actively participate in project At least four improvement opportunities are identified from the benchmarking analysis
3. Each year (between July and October) a collaborative review of each council's forward works programme will be completed (based on the NZTA's Review and Prioritisation Team work)	Knowledge/experience shared Professional relationships established/strengthened % of sites rated as 'about right' increases each year Mechanism for collaboratively assessing sites developed	New types of treatments introduced
4. Mid-year and annual reports will be produced for all stakeholders to communicate progress against planned outcomes	Value of RATA demonstrated to participants	Savings identified offset NZTA funding to RATA Monitoring framework further developed to demonstrate success
<b>Future Opportunities/Projects</b>		
Develop a consistent regional approach for components in the 30-infrastructure strategy (such as infrastructure assessments of remaining life)	Consistency in interpretation of requirements across region	
Develop RAMM processes and protocols for consistent data/inventory management	Value added by putting emphasis on critical data Data collection can be standardised KPI data can be easily compared Reliable data available for growth and expenditure forecasts	Aligned with Austroads and Road Efficiency Group work to support the implementation of meta-data standards in NZ
Support the development of a Regional Infrastructure Technical Specification	Common standards throughout the region Reduced costs for suppliers/contractors Reduced effort by Councils to maintain standards	
Develop standard contract document templates for use by participating Council's	Common standards throughout the region Reduced costs for suppliers/contractors Reduced effort by Councils to maintain standards	
Assess the need for specialist services (bridge engineer, geotechnical engineer) within the Region to establish the most appropriate, value for money option to provide these services		
Develop a consistent framework for assessing unsealed roads and developing renewal programmes for unsealed roads	Common/consistent standards throughout the region	

12. **Appendix B – RATA Advisory Group Terms of Reference**
13. **Appendix C – Contract for RATA Services (Waipa DC and LASS)**
14. **Appendix D – Job Descriptions for RATA Staff**

### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	22 February 2016
<b>Prepared By</b>	KC Bredesen Business Support Team Leader/PA
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1463042
<b>Report Title</b>	<b>Service Delivery Report for March 2016</b>

#### 1. Executive Summary

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

#### 2. Recommendation

**THAT** the report of the **General Manager Service Delivery – Service Delivery Report for March 2016** - be received;

**AND THAT** That in accordance with Section 16 (10) of the Reserves Act 1977 the reserve at Titoki Drive legal description, Lot 2 DP 377052, 9,811 m<sup>2</sup> be declared “Wally Pollock Reserve”.

#### Attachments:

- Dash Board Reports
- WDC Council 3 Waters Compliance
- Letter dated 14 January 2016 from Te Iti O Haua Marae Trust

## REPORT

### Service Delivery

#### Parks & Facilities

##### Reserve Name - Wally Pollock Reserve

The Tamahere Community Committee support a proposal to name the reserve next to the Ti toki Pa site after a local identity Mr Wally Pollock.

Wally Pollock served five terms as a Tamahere Councillor, oversaw the first structure plan in the early 2000's and passed away in 2014.

In line with Council's reserve naming policy the local iwi for the area have been consulted. Their comments are as follow:

Te iti o Haua Marae unanimously supports the Waikato District Councils recommendation to name and establish the 'Wally Pollock Reserve' next to the Ti toki Pa site.

Wally Pollock is highly regarded within our community and Te iti o Haua Marae and Ngati Haua Iwi recognise his contribution to the redevelopment of Ti Toki Pa.

#### **Recommendation:**

**That in accordance with Section 16 (10) of the Reserves Act 1977 the reserve at Titoki Drive legal description, Lot 2 DP 377052, 9,811 m<sup>2</sup> be declared "Wally Pollock Reserve".**

##### Open Spaces Maintenance Procurement and Aquatics Facilities Management Contract

Processes are underway for both contracts. A recommendation for a preferred contractor for each contract will be submitted to the May Council meeting for consideration.

##### Huntly Memorial Hall

Council resolved for staff to have a peer review undertaken on the Huntly Memorial Hall to ensure the original options and quotes are sound. A second independent contractor was engaged to deliver a full peer review by 18 March for staff consideration. An Open day for the public to provide feedback to Council on the options is scheduled for 2 April 2016 from 10am to 2pm. Venue to be confirmed.

##### Northern Facilities Study

A study is currently being undertaken by BECA which is looking at the optimisation, utilisation and rationalisation of facilities in the north of the district. This includes the Library, Customer Service and i-site functions that Council delivers. It will take into account current facilities, population and population forecasts, how to best deliver these services to the communities in the northern area of the district, what and where it will look like, with projections of budgets required going forward. BECA will be approaching the Northern Councillors for their input and feedback on the project.

### Programme Delivery

##### Tamahere Recreation Reserve

- The demolition on-site is completed and the relocatable house has been removed.
- Resource Consent has been applied for from Waikato Regional Council (WRC) and Waikato District Council (WDC). WRC have approved and issued consent and staff are currently waiting on WDC, this is due by the end of the month.
- A Heritage NZ Authority to Disturb consent has been submitted. This was applied for the northern portion of site only, where the borrow pit has been identified.

- The tender for the earthworks was awarded to Fulton Hogan, they expect to establish on site to commence construction before the end of February (note that the northern portion of works cannot commence until the Heritage NZ Authority to Disturb is received).
- A request was received for the works to be timed such that the fields beside the school are not under construction on the 12<sup>th</sup> March (School Gala Day). This will be passed onto Fulton Hogan for inclusion in their programming.
- Earthworks site start date will depend upon receipt of approved Resource Consents.

### Hopuhopu to Huntly Watermain Connection

The draft detailed design has been received and a workshop with Waters reticulation and treatment operators was held. Feedback has been sent to the designers and is being incorporated, completed design includes schedules and specifications are due in two weeks. The Property Group have been engaged to liaise with property owners who will be affected by the pipeline location as well as iwi consultation. The works have been assessed as a permitted activity (therefore no consents required).

### Water Reservoirs/Storage

The final Request for Expression of Interest (REOI) document for tank supply has been uploaded to Tenderlink and will close on 2 March. Suppliers will then be shortlisted and included as a nominated sub-contractor in the overall Civil Works contract for the Reservoirs. Detailed design is progressing on the different sites, but final land purchase/agreements are still to be finalised.

### Pokeno Wastewater Phase II

An engagement consultant has been engaged to undertake pre meetings with iwi in the area, with two 'town' meetings in the planning stages, these will be followed up with individual affected property owner meetings.

### Facility Upgrades/Renewal Works

- Huntly Library – under detailed design.
- Ngaruawahia Council Office – front of house under concept design.
- Café – upgrade works now complete.
- Meremere Library – feasibility study to be undertaken.

## **Waters**

### Solid Waste

The Less Waste Saves More campaign for the refuse & recycling change of service is coming along well and staff are on track for implementation on 1 July. The team will update Councillors at a workshop being held on Tuesday 8 March from 1pm. The update will include:

- The Less Waste Saves More campaign (collateral, website & timeline).
- North Waikato Recycling changes (including monthly recycling collection trial at Glen Murray).
- Food Waste Collection – Raglan.
- North Waikato Refuse & Recycling Contract.

### Smart Water Update

The Smart Water Co-ordinator worked with schools to hold a poster competition with the focus being how to save water at home or school. The Smart Water Co-ordinated presented to nearly 4,000 students (most of those have participated in doing a poster) at 12 schools in the sub-region. Resulting in 60 fence signs with Smart Water messages displayed in local communities.

Smart Water had a stall at the Waikato Home and Garden show to educate and influence buyers decisions on the water efficiency rating of water products by using interaction tools that demonstrated savings made with increased water stars. Engaged with over 750 people with 80% of post evaluations saying they had "a little bit more" or "a lot more" understanding about water

stars after their interaction with our stall and 82%<sup>47</sup> said “water efficiency would be a consideration when buying appliances in the future”.

Five 60 second videos were created to promote good lawn health with less water use needed, hosted by FMG Stadium Waikato’s Turf Manager, Karl Johnson. These have been made live on Youtube over the past two months with over 500 views. Episode four is currently being promoted with a prize of lawn fertiliser and a free consultation with the Turf Manager at your home. The last episode will be loaded in coming weeks.

Water restrictions are now in place. Water alert level one instigated 1 December and water alert level two instigated 8 January. Staff are utilising full range of advertising avenues including radio, newspaper, online, social media, road signage, posters and flyers and the Huntly to Hamilton bus back.

A new communication tool developed this year is the “subscribe function” on the smartwater.org.nz website. This creates a database of community members who sign up to receive an e-newsletter when the water alert level changes. For alert level two 2,982 people received the update. Very positive statistics on this campaign.

Late last year two part-time staff were hired to attend local markets and community events. From December to the end of January they have attended 19 events across the sub-region and had educational engagements with over 2000 community members.

Work under development is improving the website by adding functionality that allows people to easily find out how much hot water and resulting money they use with their shower. Will be supporting a shower smart project in winter months.

## Status of Roding Projects

### Design Phase

2015/16

### Rehabilitation

Ward	Name/Location	Route Position	Lengths (Km) to be constructed	Status
Huntly	Glen Murray Rd II	11.652 – 12.574	0.922	Site is located 155m east of Tikotiko Rd intersection. Project has been publicly tendered. The tender is currently being evaluated.
Whangamarino	Koheroa Rd	3.340 – 3.400	0.60	3 kilometres east of Mercer. Survey is complete. Re-aligning road now that retaining wall settlement has stopped. Design to start as design resource becomes available.
Awaroa ki Tuakau	Ray Wright Rd	0.385 – 1.218	0.833	Project has been deferred to 2016/17 construction season.

### Minor Improvements and Miscellaneous Projects

Ward	Name/Location	Status
Newcastle	Te Kowhai Rd Footpath	Footpath connection at Te Kowhai Rd / Bedford Rd intersection. Survey complete. Design underway for construction this season.
Whangamarino	Mangatangi Rd Footpath	Footpath connection from hall to school. Design underway for construction this season.
Ngaruawahia	Hakarimata Walkway Footpath	Design levels being determined for construction control.
Ngaruawahia	Patterson Park Netball Courts Resurfacing	On River Road opposite the Turangawaewae. Survey is complete. Design is underway.



**Construction Phase****2015/16****Rehabilitation**

<b>Contract No.</b>	<b>Ward</b>	<b>Name/Location</b>	<b>Route Position</b>	<b>Lengths (Km) to be constructed</b>	<b>Status</b>
WDA	Hukanui / Waerenga	Storey Rd	8.678 – 9.985	1.307	Complete
WDA	Hukanui/Waerenga	Davies Rd	0.300 – 1.200	0.900	Complete
WDA	Huntly	Glen Murray Rd I	0.405 – 0.518	0.113	Western approach (embankment) to Rangiriri Bridge. Resurfaced bridge deck and renewed asphalt taper off bridge during bridge closure for Rangiriri Expressway works. Remaining works programmed for February construction.
WDA	Huntly	Hakanoa St	0.246 – 0.431	0.185	From Bells Crossing Street running north. Construction is programmed to start in late February.
WDA	Onewhero-Te Akau	Highway 22	57.830 – 60.786	2.956	From 1.5km south of Te Akau Rd. Construction underway.
WDA	Onewhero-Te Akau	Onewhero-Tuakau Br Rd	3.729 – 4.630	0.901	Located 1.2km from Onewhero Village. Construction is programmed to start in early February.
WDA	Onewhero-Te Akau	Port Waikato – Waikaretu Rd	16.275 – 16.394	0.119	Construction is programmed to start in early February.
WDA	Tamahere	Pickering Rd	0.403 – 1.263	0.860	From the end of the Motorway project works. Construction underway.
WDA	Awaroa ki Tuakau	Pokeno Rd I & II	1.250 – 2.894	1.644	Commences from Munro Rd running westward. Construction is programmed to start in March.
WDA	Awaroa ki Tuakau	Pokeno Rd III	0.497 – 0.747	0.250	Complete

<b>Contract No.</b>	<b>Ward</b>	<b>Name/Location</b>	<b>Route Position</b>	<b>Lengths (Km) to be constructed</b>	<b>Status</b>
15-8PR0001	Ngaruawahia	River Rd	5.034 – 7.297	2.263	Located between Perry's sand quarry and Driver Road. Awarded to Schick Cartage & Construction. Works underway.
WDA	Awaroa ki Tuakau	Wily Rd	2.422 – 2.640	0.218	Construction is programmed for February.

## Roading

### District Wide Contracts

#### Pavement Marking Contract

Arterial roads and urban townships remarking are now complete. Rural collector road marking is 90% complete. Raised Reflectorised Pavement Marking (catseyes) inspection and replacement programme is complete. Estimated time of completion for entire district remark is the end of March.

#### Bridge Painting Contract

Tuakau Bridge is to be painted this construction season (2015/16). The Alliance has received a second price and is currently evaluating the submissions.

### **Waikato District Alliance (WDA)**

#### Team

All roles within the Alliance team have been filled.

WDA staff attended a First Day Back in January at Mystery Creek. This event focused on the behaviours needed to reinforce our zero harm culture. Topics included safe driving, near miss and incident reporting, safety when working at height, “stand in the gap” and working in confined spaces.

#### Zero Harm

The Zero Harm culture continues to grow and improve among the WDA. Near Miss reporting, CoPTTM audits and Safe Behaviour Conversations (SBC) continue to influence site behaviours.

The Zero Harm audit form has been reviewed and updated with changes including expansion of the hazard and environment sections. The format has also been changed to make it easier to complete on site.

The correct use of PPE continues to be a focus area during site visits. Use of safety glasses amongst staff has been in line with expectation, with only a minority needing to be reminded to wear them.

#### Asset Management

Over the last three months the team focus has been on compiling an updated 10 Year Forward Works Programme. Field validation is now 50% complete and it is envisaged that this work will be complete by mid-March, with a draft 10 year FWP available by early April.

The team has also been working on a proposal for a High Speed Data (HSD) survey to be carried out on the sealed roading network. This survey captures condition data (rutting, texture, roughness, skid resistance and video) which will allow both trending analysis and deterioration modelling. This will enable optimised decision making around intervention timing; resulting in better pavement performance and cost efficiencies. This will enable an improved understanding of the network.



Figure 1 - WDM HSD Survey Vehicle

Network inspectors have been identifying the pre-seal repairs required for the 2016/2017 reseals. Physical work on these pre-reseal repairs will commence in February 2016.

Designs are complete for Hakanoa Street, Highway 22, Pickering Road and Glen Murray pavement rehabilitations in preparation for the Renewals Team to commence physical works.

The Pokeno Road rehab designs are nearing completion and are expected to be ready to hand over before the end of February, for construction.

### Renewals

Physical works continue to track on schedule with 5.98 km of pavement rehabilitation completed. Works completed to date include Highway 22, Bain Road, Hooker Road, Couch Road, Storey Road, Pokeno Road III and Davies Road. This equates to 36% of the total rehabilitation programme. Our rehabilitation resourcing is starting to increase with 3 internal pavement crews, and 2 earthworks crews working on the delivery of the programme. WDA has also put out 2 projects to public tender which will provide an additional two full time pavement construction crews. It is anticipated that the rehabilitation programme will be completed by the end of April.



Pre-stabilising Highway 22

Works underway or that are scheduled to start shortly include:

- Pavement Rehabilitations on Pickering Road, River Road, Onewhero – Tuakau Road and Highway 22.
- Slip Sites – Te Akau South RP2.3, Ruakiwi Road RPI0.1.

Resealing crews have completed approximately 40 km to the end of January this equates to 28% of the total reseal programme. We now have a dedicated frontline reseal crew working in the network. This crew will be supplemented with a second crew to assist with programme delivery. The recent wet weather has impacted on the programme and it is likely that this coupled with the Easter break will push the completion date to the middle of April.

We are also in talks with an out of region resource (Northland) to assist if available. In the event this crew is available there is a strong likelihood that the reseals will be delivered by the end of March.

## Maintenance

Customer focus and responsiveness remains a strong point for the WDA, with response times holding to just over 2 days. Ninety eight percent of requests are completed within target response time.

A third round of grading is underway. The use of rollers has been temporarily discontinued as dry weather conditions make rolling ineffective. The WDA continue to focus on high priority roads that require increased level of funds to improve the level of service. We have undertaken an unsealed stabilisation and dust control trial on Moss Road where we have utilised reject slag screening as a stabilising agent. Initial indications are positive but will require longer term evaluation. This innovation presents a lower cost option compared with other dust suppression agents on the market.

A total of 60,357m<sup>2</sup> of pre-reseal stabilising repairs has been completed by utilising 3 crews in the last three months. This will ensure that the resurfacing programme will continue unhindered. The only outstanding pre-sealing repairs are in Raglan. These are planned to be completed in March in conjunction with the re-seal.



All four cyclic crews continue to be very busy collecting litter, attending to potholes and clearing rural kerb and channel. General bridge maintenance will also be a focus over the next few months. Drainage work continues throughout the network, with a total of four excavator crews still clearing blocked water channels and completing new and replacement culvert installations. Culvert jetting continues, with 8 sites completed this month.

Initial street sweeping and kerb and channel cleaning has been completed in all of the towns with routine maintenance now continuing throughout the network.

We are now well into the second round of mowing with around 736km completed since early January. Around 95% of the network has had edgemarkers posts, bridge approaches, culvert inlets/outlets, drainage channels and kerb and channel sprayed.

WDA has met with Waikato Regional Council and discussed noxious weed spraying. The regional council have indicated that they are happy with the current state of the network and have requested a maintenance spraying programme is commenced to prevent regrowth in historical problem areas.

Culvert inspections have commenced and are making good progress. Street light maintenance continues with good response times to service requests. Over 590 tonnes of litter from bins and curb sweeping has been collected since July.

#### Performance & Quality

The rest of year forecast for 2015/16 continues to be updated monthly. This is currently in line with TCE but exceeds FY16 budget. TCE and forecast are currently being reworked to align with FY16 budget.

## Events – Car Rallies, Races, Parades, Road Closures

S.No	Event Name	Roads Affected	Event Date	Road Closure	TMP Status
1	Dynamo Events - Cycle Races	Horotiu Rd, Ngaruawahia Rd, Waingaro Rd, Hakarimata Rd, Riverview Rd, Harris St, Te Ohaki Rd, Glen Murray Rd, Highway 22, Buckland Rd and Tuakau Road.	20.02.2016	NO	Approved. CAR - 822826
2	Annual Rev 100 Cycle Challenge	Puketutu Rd, Buckland Rd, Scotsman Valley Rd and Tauwhare Rd	20.02.2016	NO	Approved. CAR - 822375
3	MG Car Club - Motor Sport Rally	Maioro Road, Otatau	21.02.2016	Yes	Approved
4	Targa Bambia 2016 Motor Sport Rally	Kellyville Rd, Koheroa Rd, Monument Rd, Findlay Rd, Honey Rd, Smith Rd, Codlin Rd, Holmes Rd, Whiriwhiri Rd, Robertson Road, Thomson Rd, Perry Rd, Forestry Rd, Kohanga Rd, Wairamarama-Onewhero Rd, Kauri Rd and Hunt Rd.	05.03.2016 & 06.03.2016	Yes	Pending
5	Te Kauwhata Village Charity Cycle Challenge	Warenga, Kopuku, Coalfields, Falls, Waikare, Waiterimu, Waiu, Storey, Taniwha and Cozen Road	13.03.2016	Yes	TMP Received CAR - E311163
6	Balloons over Waikato 2016	Ruakura Road	16.03.2016	Yes	Approved (HCC).
7	Pukekohe Car Club Motor Sport Rally	Waikaretu - Wairamarama Road	20.03.2016	Yes	Approved
8	Huntly Half Marathon	Huntly local road	20.03.2016	Yes	TMP not received



14<sup>th</sup> January 2016

Waikato District Council  
15 Galileo St, Ngaruawahia 3720  
Attention: Andrew Corkill

Tena koe Andrew,

I write this letter as Chair of Te iti o Haua Marae Trust to confirm that Te iti o Haua Marae unanimously supports the Waikato District Councils recommendation to name and establish the 'Wally Pollock Reserve' next to the Ti toki Pa site.

Wally Pollock is highly regarded within our community and Te iti o Haua Marae and Ngati Haua Iwi recognise his contribution to the redevelopment of Ti Toki Pa.

Should you have any further queries regarding this matter feel free to contact me.

Nga mihi,

A handwritten signature in blue ink, appearing to read 'Lance Rapana'. The signature is fluid and cursive.

Lance Rapana



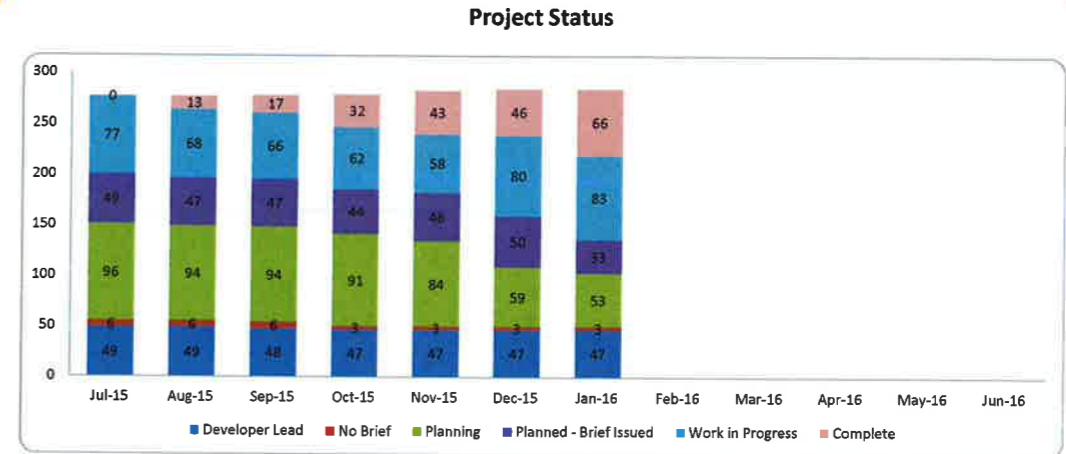
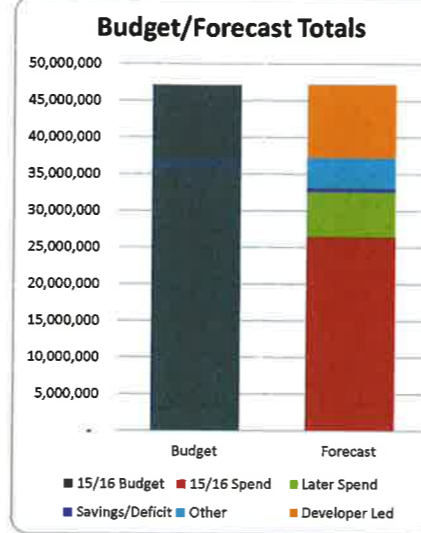
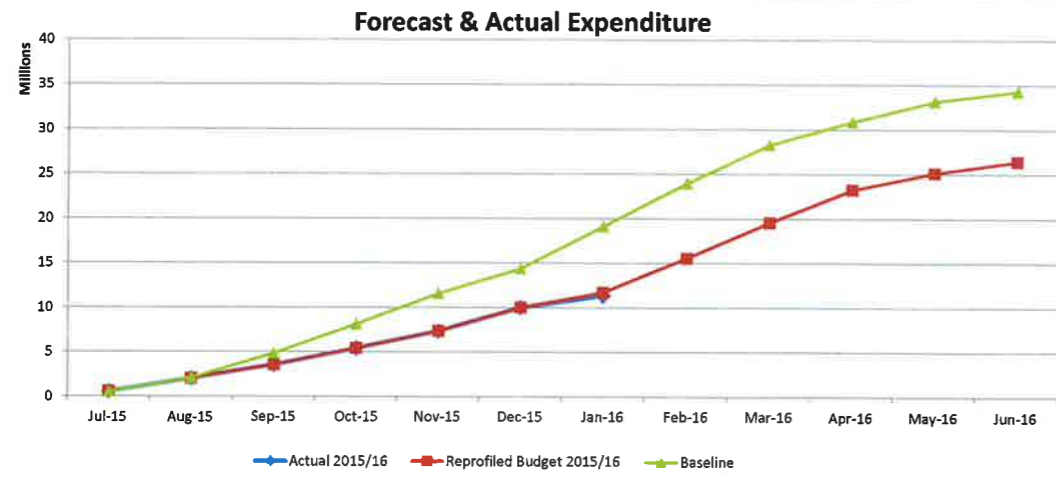
# Activity Dashboard Report

Programme :  
Manager:

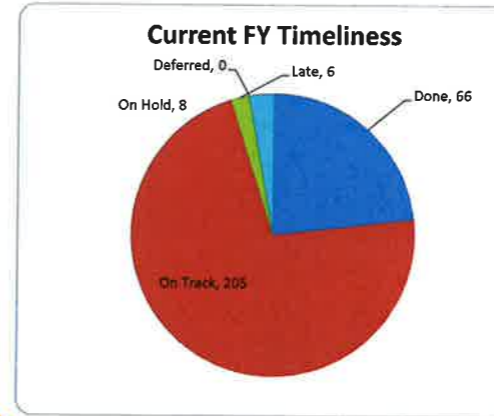
Programme Delivery, Waters and Parks & Facilities  
Tim Harty

Date:  
Version:

January 2016  
Draft



Programme/Manager	Annual Budget	Profiled % to Date	Actual % to Date	Profiled (\$000's) to Date	Actual (\$000's) to Date	Variance Status
Three Waters - Planning	10,039	13%	12%	1,353	1,228	On Track
Three Waters - Operations	2,259	26%	24%	578	548	On Track
Parks and Facilities - Planning	5,271	4%	4%	192	192	On Track
Parks and Facilities - Operations	2,948	41%	49%	1,213	1,432	Over Budget
Programme Delivery	26,633	30%	29%	8,014	7,613	On Track
<b>TOTAL WAF CAPITAL WORKS</b>	<b>47,150</b>	<b>24%</b>	<b>23%</b>	<b>11,350</b>	<b>11,013</b>	

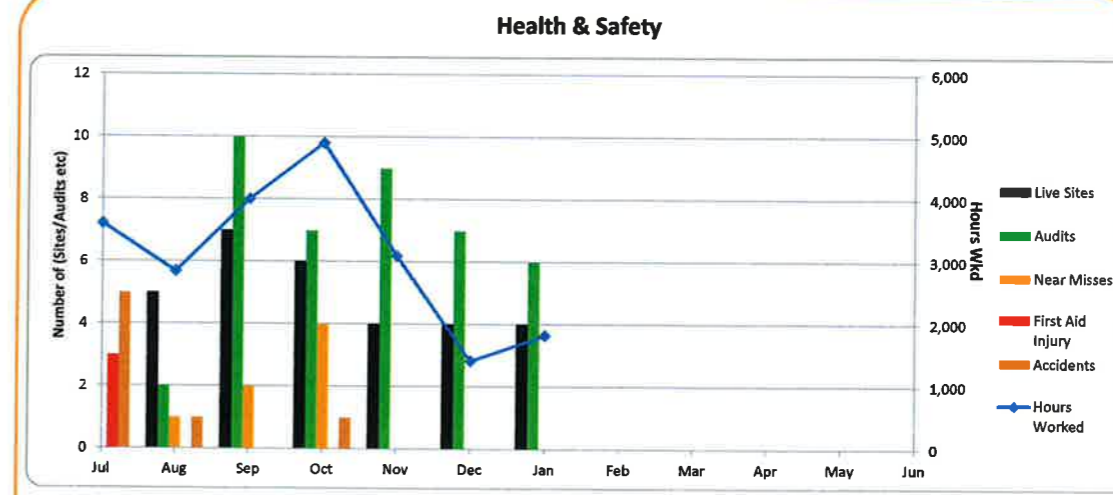


**Comments:**  
 Done - 66 projects are have been completed (includes those carried forward from 2014/15).  
 On hold - 8 projects are on hold pending scope decisions.  
 Late - 6  
 Deferred - 0  
 On track - 205 projects are on track to be completed in 2015/16.

**Comments:**  
**FORECAST & ACTUAL EXPENDITURE**  
 - \$2.25m out of a total budget of \$47.1m was forecast to be spent in January 2016. Actual expenditure was 1.92m. Total spend to YTD \$11.37m against forecast of \$11.70m

**FORECAST/BUDGET TOTALS**  
 - 2015/16 Developer Led - \$9m has been identified to be dependant on developers, land purchases and customer requests  
 - Later spend - \$6m of Reservoir and the Huntly to hopuhopu pipeline has been identified as a required Carryforward to the 2016/17 year, due to land purchase requirement and consenting.

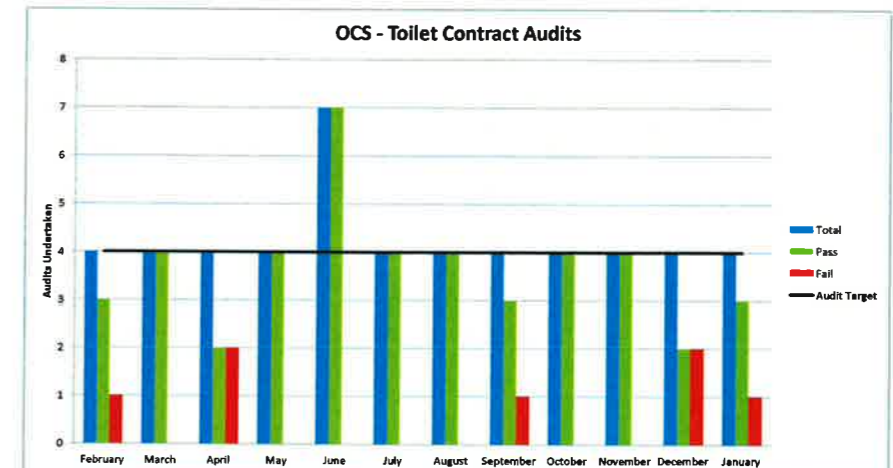
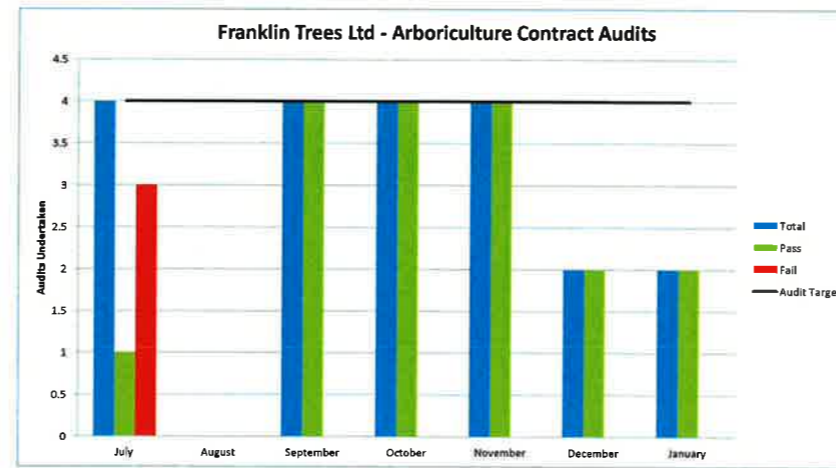
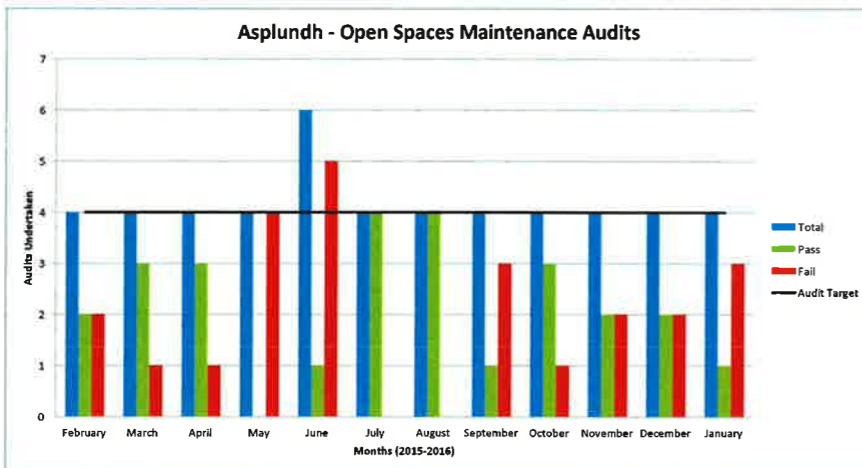
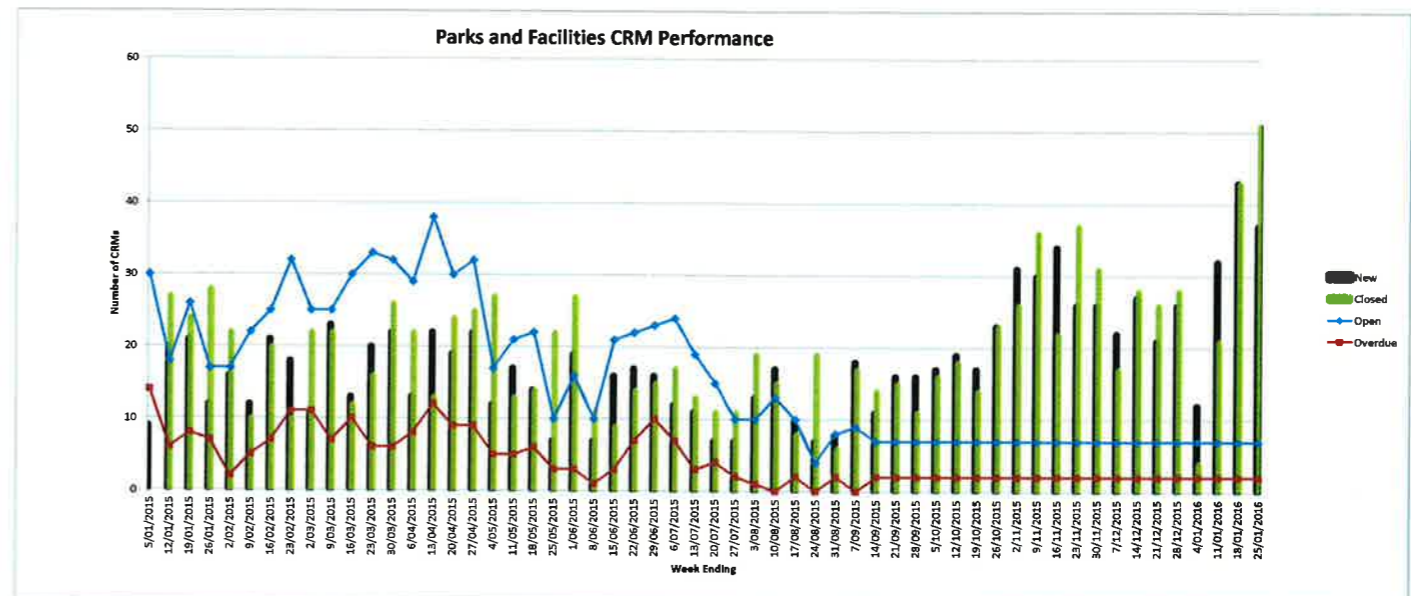
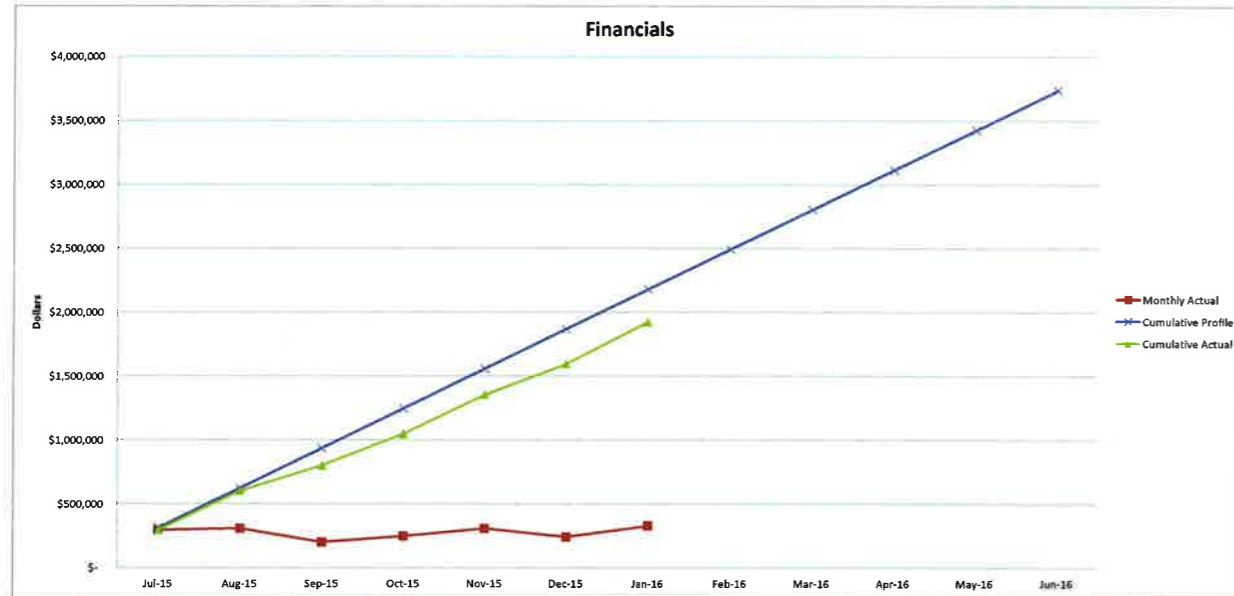
**CARRYFORWARDS**  
 47 Projects that were carried forward from 14/15 have been completed, with 36 currently work in progress



# Activity Dashboard Report

**Programme :** Open Spaces Operations  
**Manager:** Gordon Bailey

**Date:** Jan-16  
**Version:** Final



**CRM Performance:**

There was an increase in service requests over January predominantly due to a combination of contractor performance and ideal growing conditions. The team is working hard to resolve all service requests within the allotted time frame.

**Financial:**

The current monthly cumulative actual of \$1,924,664 is less than the cumulative profile of \$2,181,100. This is an improvement from the prior month deficit and reflects the additional works required by Downer and Asplundh to get open spaces back up to specification.

**Audits: Asplundh (Open Spaces Maintenance Contract)**

The contract specifies a minimum of four audits per month and a pass mark of 90% and above. Asplundh audits have averaged 87% over January. The highest audit scored 99% and the lowest scored 78%.

**Audits: Franklin Trees (Arboriculture Maintenance Contract)**

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

**Audits: OCS (Public Facilities Cleaning Contract)**

The contract specifies that 10% of the Public Cleaning Contract shall be audited each month. An audit pass mark is 90% and above. OCS audits averaged 90% over January. The highest audit scored 100% and the lowest scored 78%.

# WAIKATO DISTRICT ALLIANCE DASHBOARD - January 2016

### ZERO HARM

Month: Jan

**ZH Audit Month**

17

TARGET >=33

**Traffic Mgmt Month**

31

TARGET >=32

**Safety Behaviour Month**

30

TARGET >=20

Env score: 10 TTM Standard: 57%

**Monthly tally of Safety metrics**

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MTI	0	0	0	0	0	0	0	0	0	0	0	0
LTI	0	0	0	0	0	0	0	0	0	0	0	0
Near miss	0	4	14	9	27	16	13	0	0	0	0	0
FAI	0	1	1	0	0	0	0	0	0	0	0	0
SBC	17	23	20	33	34	30	30	0	0	0	0	0
Corp FTM	0	6	6	27	21	34	31	0	0	0	0	0
TMP/CAR	73	78	67	83	94	48	83	0	0	0	0	0
% audits	0.0	7.7	9.0	32.5	22.3	70.8	37.3	0.0	0.0	0.0	0.0	0.0

% sites audited - Target 5%

### SERVICE REQUEST MANAGEMENT

Response time

YTD: 4.95  
LTD: 4.95  
Target: <5

Top 5 CRM Types

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Roads Urgent	21	18	60	15	18	14	18	0	0	0	0	0
Roads Routine	67	61	80	40	38	27	29	0	0	0	0	0
Emergency	14	7	12	1	5	3	3	0	0	0	0	0
Road Assessment	91	79	90	58	72	58	65	0	0	0	0	0
Drainage	31	27	58	13	6	15	25	0	0	0	0	0
Total	354	301	404	213	269	193	236	0	0	0	0	0

### NETWORK INDICATORS

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
Litter collected (tn)	19	20	12	14	13	14	13	-	-	-	-	-	105
Edge marker post(ea)	-	13	744	189	2	58	69	-	-	-	-	-	1,075
Sign renewals (ea)	87	438	485	339	86	45	54	-	-	-	-	-	1,534
Potholes filled (ea)	5	64	175	83	60	76	156	-	-	-	-	-	619
Edgebreak repair (m)	-	55	151	576	566	197	13	-	-	-	-	-	1,558
Unsealed grading (km)	97	225	248	205	116	116	61	-	-	-	-	-	1,068
Watertable clean (km)	11.3	5.7	4.6	3.2	2.6	1.3	2.7	-	-	-	-	-	31.4
Vegetation mowing (km's)	-	-	-	672	677	445	813	-	-	-	-	-	2,607
Sweeping (tn)	31	89	163	47	58	21	47	-	-	-	-	-	457

### SLIP MITIGATION WORKS - STATUS

Site Name	Geotech	Options	Design	Construct	Complete
Ohautira Road RP 2.1	█	█	█	█	█
To Akau South Road RP 9.67	█	█	█	█	█
To Akau South Road RP 3.23	█	█	█	█	█
Highway 22 RP 35	█	█	█	█	█
Ruakiwi Road RP 10.1	█	█	█	█	█
Ruakiwi Road RP 10.2	█	█	█	█	█
Waingaro Road RP 10.3	█	█	█	█	█
Tuakau Br-P/Wkto RP 6.6	█	█	█	█	█
Tuakau Br-P/Wkto Rd RP 13	█	█	█	█	█
Waikaretu Valley Road RP 1	█	█	█	█	█
Waikaretu Valley Road RP 2	█	█	█	█	█
Onewhaero - Tuakau Br RP 4	█	█	█	█	█
Koheroa Road RP 3.3	█	█	█	█	█
Bain Road RP 3.07	█	█	█	█	█
Heatherington Road RP 20	█	█	█	█	█
Metakitaki Road Rp 0.4	█	█	█	█	█

### PAVEMENT REHABILITATION SITE WORKS

Site name	Options	Testing	Design	Construct	Complete
Bain Road	█	█	█	█	█
Highway 22	█	█	█	█	█
Couch Road	█	█	█	█	█
Hooker Road	█	█	█	█	█
Storey Road	█	█	█	█	█
Glcn Murray Road 1	█	█	█	█	█
PORT WAIKATO-WAIKARETU RD	█	█	█	█	█
WILY RD	█	█	█	█	█
DAVIES RD	█	█	█	█	█
HAKANOVA ST	█	█	█	█	█
POKENO RD III (East by School)	█	█	█	█	█
POKENO RD I & II	█	█	█	█	█
RIVER RD I, II, III, & IV	█	█	█	█	█
GLEN MURRAY RD II	█	█	█	█	█
HIGHWAY 22 I	█	█	█	█	█
PICKERING RD	█	█	█	█	█
RAY WRIGHT RD	█	█	█	█	█

### FINANCIAL SUMMARY YEAR TO DATE

#### Rehabilitation 2015-16

#### Re seals 2015-16

#### Subsidised Maintenance

#### Unsubsidised Maintenance

#### Subsidised Renewals

#### Unsubsidised Renewals

### KEY PERFORMANCE INDICATORS

- Zero Harm**
  - One non injury incident was reported. A full investigation has been undertaken and lessons learnt. ZH audit targets have now been reviewed to obtain efficiencies, and required numbers have been reduced. These will be reflected in the March reporting.
- Customer**
  - January totalled 236 service requests allocated to the WDA, with an average response time of 2.3 days, 98% of which were completed/resolved within target timeframes.
- Financial**
  - The rest of the year forecast is currently in line with TCE but exceeds FY15-16 budget. TCE and forecast are currently being reworked to align with FY15-16 budget.
- Team**
  - The WDA team is complete and working together effectively.
- Risk**
  - Co-location of the WDA team remains a risk. After investigation, the property at Horotiu has been confirmed as not being a viable option. The WDC asset management group have re-commenced negotiations to buy/lease the Brownlee Ave site.
- Quality**
  - A report has been undertaken into the rework required on a number of stabilisation sites. The report concluded that failure to seal a number of sites within timeframes were a contributor, as well as the selected treatment options at the time. Preventative actions remain a focus.
- Bright Ideas/Innovation**
  - An unsealed stabilisation and dust control trial using reject slag screening as a stabilising agent has been undertaken. Initial indications are positive but longer term evaluation is planned. This innovation presents a lower cost option compared with other dust suppression agents on the market.

**Key**

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

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

### WAIKATO DISTRICT COUNCIL 3 WATERS COMPLIANCE

Site	2014-15 Internal Check				WRC Compliance				Major Resource Consent Issues 2014-15	Major Drinking Water Standards Issues 2014-15
	Q3	Q4	Q1	Q2	2014-15	2013-14	2012-13	2011-12		
Wastewater	NGARUAWAHIA				High Level	Partial	Partial	Partial		
	HUNTLY				High Level	Partial	Partial	Partial		
	RAGLAN				Partial	High Level	Partial	High Level	Discharges outside of consented period, High TSS, High bacteriological counts	
	TE KAUWHATA				Full	Full		High Level		
	TAUWHARE				WRC assessment due	High Level		Full		
	TE KOWHAI				WRC assessment due	High Level	High Level	High Level		
	MEREMERE				Partial	Partial	Partial	Partial	Discharge volume and hours exceedence, O&M manual update	
	MARAMARUA				Full	High Level		High Level		
	MATANGI				High Level	High Level	Partial	High Level		
Level of Service						66.7%	44.4%	66.7%		
Stormwater	RAGLAN	As per the SW Management Plan			Full		Full		Sample as per the monitoring programme	
	HUNTLY				Full		Full	Full		
	NGARUAWAHIA				Full		Full	Full		
	TE KAUWHATA				Full		Full			
	VILLAGE				Full		Full			
Level of Service						100%	100%	100%		
Water	NGARUAWAHIA				WIP	High Level			One daily take exceedence, BW RC renewal in 2018 - discharge rate issues as well as two exceedences of c BW discharged to river, Data capture and Reporting Water loss performance unacceptable Operation error leading to exceeding annual take limit, Water loss performance unacceptable Arkly filter BW exceeds volume and rate limits, unacceptable waterloss, water usage continues to increase. Reporting issues, Backwash Non-Compliant Alum, Water Demand Management Plan Abstraction volume exceedences Waterloss unacceptable, BW system non-consented, Data capture and reporting	
	HUNTLY				WIP	High Level				
	RAGLAN				WIP	High Level	High Level	Partial		High Level
	TE AKAU				WIP	High Level		High Level		
	TE KAUWHATA				WIP	High Level	Full	Partial		Partial
	HOPUHOPU				WIP					
	POKENO				WIP					
	TUAKAU				WIP	High Level	High Level	Partial		
	PORT WAIKATO				WIP	High Level				
BW	TE KAUWHATA				WIP	High Level	Partial	Partial		
	TKWA				WIP	High Level	Partial	Partial		
Landfill	PARKER LANE				Annual Report (Nov)	Partial	Partial			
	ELBOW				Annual Report (Nov)	Partial	Partial			
	TE KAUWHATA				Annual Report (Nov)	Partial	Significant Non-C			
	HUNTLY				Annual Report (Nov)	Partial	Partial		Leachate discharge volume	
	RAGLAN				Annual Report (Nov)	Partial	Partial		Leachate discharge volume	

**KEY**

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

The timing of this report does not allow accurate reporting for the 2014-15 compliance period.

### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	22 February 2016
<b>Prepared By</b>	C Clarke Roading Manager
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1462155
<b>Report Title</b>	<b>Waikato Expressway Hamilton Section, Horsham Downs Public Consultation</b>

#### 1. Executive Summary

At the Infrastructure Committee Meeting held on 10 November 2015 a resolution was passed supporting, in principle, the new network layout in the vicinity of the Resolution Drive Interchange at Horsham Downs. This support was for the purposes of undertaking consultation with the community affected. There was also a resolution requesting that the outcomes of the consultation be brought back to Council for consideration prior to commencing with the development of a Multi-Party Funding Agreement (MPFA).

The purpose of this report is to gain Council approval to proceed with the development of a MPFA following the positive outcome from the public open day held at Horsham Downs Community Hall on 8 December 2015.

#### 2. Recommendation

**THAT the report of the General Manager Service Delivery – Waikato Expressway Hamilton Section – Horsham Downs Public Consultation - be received;**

**AND THAT Council confirm their support of the proposed connections to the Waikato Expressway at Horsham Downs;**

**AND FURTHER THAT the Committee are satisfied with the level of public support for the proposed network layout at Horsham Downs and approve commencing with the development of the Multi Party Funding Agreement (MPFA) to be referred to Council for approval.**

#### 3. Background

At the November Infrastructure Committee Meeting, Council considered the new proposal for the network layout at the Resolution Drive interchange at Horsham Downs. Support was given in principle to proceed to a public open day in Horsham Downs. Council also requested that they be given an opportunity to consider the

62

outcome of the public open day before staff commence with the development of a MPFA jointly with NZ Transport Agency and Hamilton City Council.

The key elements of the proposed network in the vicinity of the Resolution Drive interchange include:

- Horsham Downs Road link is confirmed
- Osborne Road overbridge is confirmed
- New connections between Kay Road and Borman Road, Kay Road and Hare Puke Road, and Kay Road and Tennille Road
- No linkage between Kay Road and Resolution Drive
- South facing ramps still require confirmation

A resolution was also passed at the November Infrastructure Committee Meeting to delegate authority to His Worship the Mayor and the chairs of the four Council Committees to approve the Memorandum of Understanding (MOU) for the Hamilton Section of the Waikato Expressway. The MOU was signed by His Worship the Mayor on 17 November 2015.

The public Open Day was held at the community hall in Horsham Downs on 8 December 2015. The NZ Transport Agency also sought feedback from an on-line questionnaire through their website.

Hamilton City Council has signed off on both the MOU and an MPFA for the Hamilton Section of the Waikato Expressway. Waikato District Council has only signed the MOU but following Council approval would be in a position to commence development of the MPFA in conjunction with NZ Transport Agency.

The contract for the construction has been awarded to a Fletcher/Higgins/Coffey/Beca alliance. Work has commenced on subsurface investigation and finalising design proposals. Staff are involved in workshops and meetings to develop the project.

#### **4. Discussion**

The results of the public open day are detailed in the memo attached. The public open day was attended by staff and the Councillors from the area. Approximately 300 people were in attendance with 52 people filling out feedback forms. The NZ Transport Agency also sought public feedback from the same questionnaire on their website. 44 people completed the feedback form on-line. In summary, the outcome was successful with overwhelming support for the planned links to the Waikato Expressway at Horsham Downs by a ratio of 4 to 1.

Another key issue that was evident from the feedback was significant support for completing the southbound ramps at the Horsham Downs Waikato Expressway Interchange. The NZ Transport Agency advises that a business case is under preparation to support advancing the construction of the southbound ramps.

#### **5. Strategy, Plans, Policy & Partnership Alignment**

Confirming the form and function of the local roading network and connection to the Waikato Expressway at Horsham Downs will be a key aspect of realising the successful completion of the Waikato Expressway (Hamilton Section) and associated local transport network linkages.

## 6. <sup>63</sup> Assessment of Significance & Engagement

The Significance and Engagement policy identifies the roading network as a whole to be considered a strategic asset.

The Waikato Expressway is a Road of National Significance and improves linkages for the Waikato region and provides connections to the roading network administered by this district. These connections will have local economic and social benefits.

## 7 Consultation

This is a NZ Transport Agency led project and as such they have responsibility for the consultation. Waikato District Council Councillors and staff have been involved with the final proposal. In addition to the recently completed public open day, some detailed discussions with Hamilton City Council and Horsham Downs residents has been undertaken regarding the final proposal. It is likely that more public consultation will be undertaken as the project continues.

## 8 Conclusion

The Hamilton Section of the Expressway has been publicly tendered and has been awarded. The proposal for the Expressway Interchange and local roading network in Horsham Downs is for the most part finalised. Staff have reviewed the new proposal and considers it to be acceptable. The MOU has been signed by His Worship the Mayor. The feedback from the open day has been received and was positive. We are now in a position to start development of the MPFA between Waikato District Council and the NZ Transport Agency. Staff seeks approval from the Council to commence these discussions. Once the MPFA has been finalised a report will be sent to Council for their approval.

## 9 Attachments

- Waikato Expressway – Hamilton Section Resolution Drive/Horsham Downs Link Open Day Feedback (Memo)

**To** Chris Clarke

**Cc** Deborah McKillop, Peter Simcock

**From** Jo Wilton

**Date** 25 January 2016

**Subject** Waikato Expressway - Hamilton Section Resolution Drive/Horsham Downs Link  
Open Day Feedback

---

### **Background**

An Open Day was held in the Horsham Downs Community Hall on 8 December, 2015 between 2pm and 7pm. The open day provided an opportunity for the public to view the proposed connections to the Hamilton Section at Horsham Downs, including the extension of Resolution Drive across the Expressway to Horsham Downs Road. Feedback on the connections was sought from the public both at the open day and through the NZ Transport Agency's website.

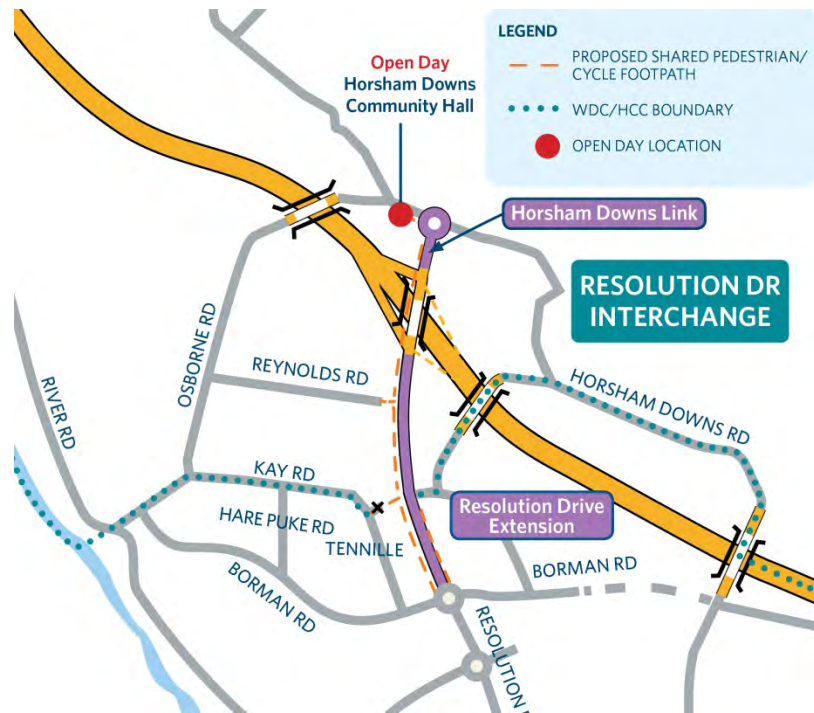
The Open Day was attended by staff from the NZ Transport Agency, Waikato District Council and Hamilton City Council. Waikato District Councils Deputy Mayor, Dynes Fulton and Councillor Janet Gibb also visited to gauge public interest and opinion. 211 people signed the visitor book at the open day and it is estimated total attendance was around 300. 52 people filled out feedback forms at the open day and 44 people completed the same feedback form provided on the Transport Agency website.

The connections presented at the open day are illustrated in Figure 1. Resolution Drive is extended from the intersection with Borman Road, across the expressway and connects to Horsham Downs Road. The connection across Osborne Road is maintained with an overbridge being built.

Kay Road West is closed to vehicles from Resolution Drive while Kay Road East will connect onto Resolution Drive but there will be no right turn manoeuvres allowed out of Kay Road East onto Resolution Drive.

### **Figure 1: Proposed Network Connectivity**





## Feedback

There were 52 feedback forms filled out at the open day and a further 44 feedback forms submitted online. The same information presented at the open day was also made available on the NZ Transport Agency's website. The online survey was controlled so submitters could only complete the survey once.

Figure 2 indicates the support of the public for the proposed connections. Feedback was overwhelmingly in support of the connections, 4:1.

Figure 3 indicates how the public were notified of the open day. Figure 4 summarises the key themes that were raised at the open day via the feedback forms.

Key themes in the feedback showed there was overwhelming support for the early construction of the southbound ramps at the interchange. It is important to note, these ramps are designated and the NZ Transport Agency has funding gates to satisfy to bring the construction of these ramps forward.

Another key theme although not as prominent was the desire for safe walking and cycling links to the schools in the area.

**Figure 2 Public Support of Proposed Network Connectivity**

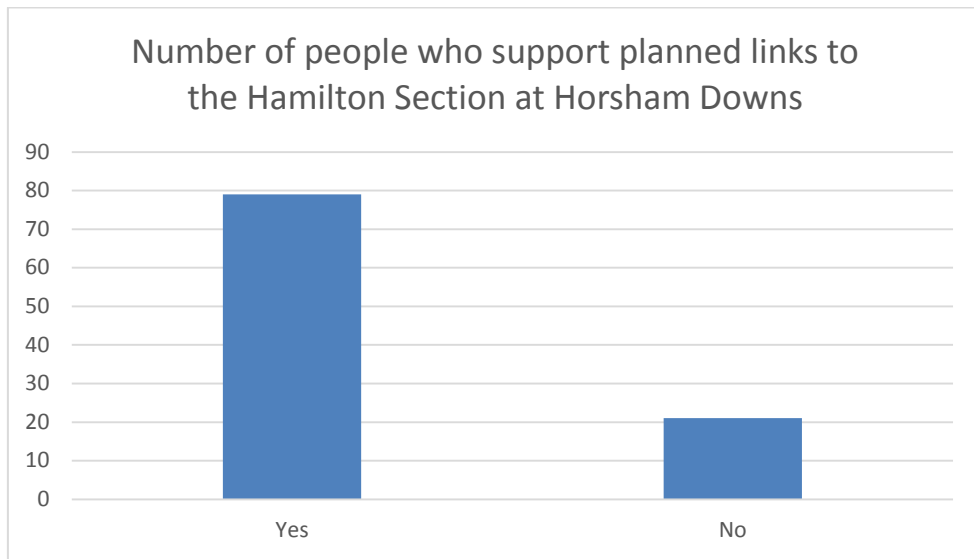


Figure 3 Advertising of Open Day

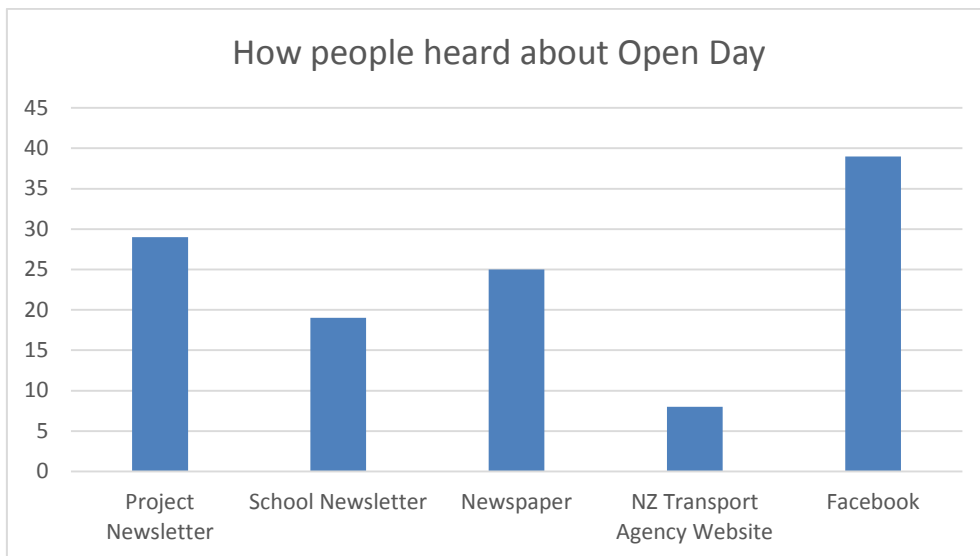
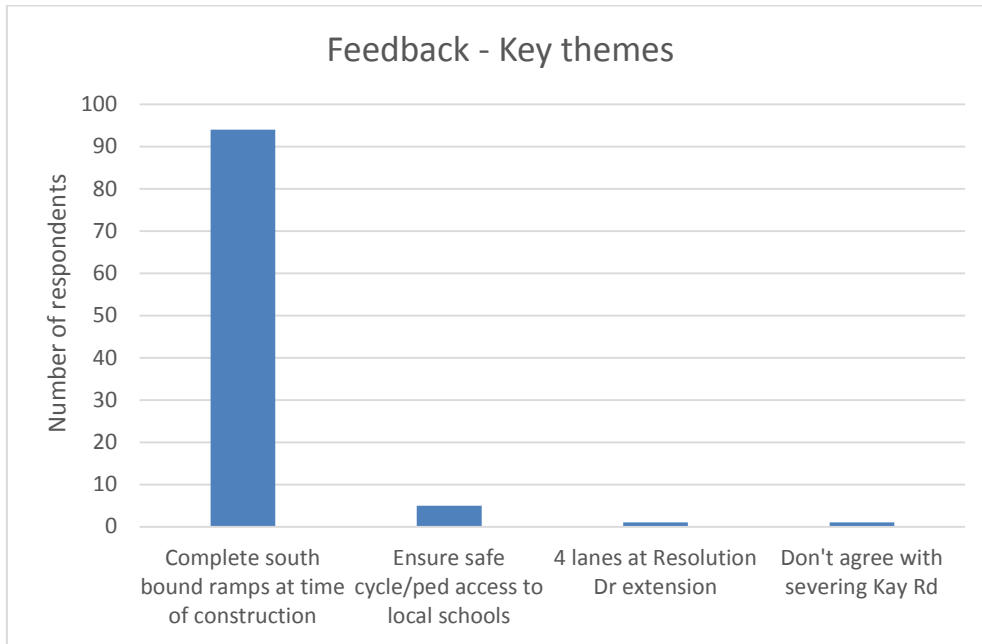


Figure 4 Key Themes Discussed



### Conclusion

- The public are in support of the proposed connections to the Expressway at Horsham Downs.
- Seek a resolution from Waikato District Council in support of the proposed connections and the extension of Resolution Drive, across the Expressway, to link with Horsham Downs Road..
- Complete Multi Party Funding Agreement for designation and construction of the link to Horsham Downs Road.
- Work is underway to provide a business case to bring forward the construction of the southbound ramps at Resolution Drive.

### **Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	24 February 2016
<b>Prepared By</b>	R Marshall Reserves Planner
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1464590
<b>Report Title</b>	<b>Draft Trails Strategy</b>

#### **1. Executive Summary**

Council is drafting a Walking, Cycling and Bridle Trails Strategy. The drafting process has been assisted by preliminary feedback received from a Council workshop. Consultation has also occurred with Community Boards and Committees and a number of these groups have also provided input.

The purpose of this report is to provide a progress report and to seek approval to consult with stakeholders on the draft strategy.

#### **2. Recommendation**

**THAT the report of the General Manager Service Delivery – Draft Trails Strategy be received;**

**AND THAT the Infrastructure Committee approves consultation with stakeholders for input that will help shape the final strategy.**

#### **3. Background**

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

On 13 July 2015 a Council workshop was held to discuss the Trails Strategy, including its objectives, community engagement and spatial mapping of future trails and expansions. The need to manage community expectations was also discussed as Council will not have the budget to fund all potential projects that will be identified in the final strategy.

Following the Council workshop an invitation was provided to all Community Boards and Committees to contribute to the formulation of a draft strategy. This included an offer of a workshop where staff would further outline the purpose of the strategy and then obtain feedback on priority issues, including potential trail

developments. Feedback was received via workshops, emails and phone conversations between August and December 2015 and this is being incorporated in to the draft strategy.

Feedback received:

Via workshops:

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

Via emails and/or phone conversations:

- Eureka Community Committee
- Newstead Residents Committee

Other Community Boards and Committees have expressed an interest including:

- Onewhero-Tuakau Community Board
- North East Waikato Community Committee

The purpose of the final strategy will be to:

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

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

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

The draft strategy has now been developed to a level where input can be sought from stakeholders, which will strengthen the quality of the final document.

The draft strategy is made up of Part One and Part Two.

Part One discusses the benefits of trails in our district and outlines how they fit in to national, regional and local context. It discusses the current trail environment

and identifies key issues/challenges and key objectives. It also defines the roles of both the Council and the community.

A draft of Part One has been completed and is attached to this report.

Part Two contains a series of spatial maps which have been used to outline the existing trail network and to indicate proposed future linkages and trails. It prioritises the future projects through the use of pre-defined assessment criteria. Part Two also addresses the implementation, funding and monitoring of the strategy.

A draft of Part Two is nearing completion. Once completed, this will be provided to Councillors and stakeholders (with Part One) as part of the upcoming consultation. Examples of spatial maps are included as an attachment to this report.

#### 4. Options

There are two options for this report:

##### **Option 1: Do nothing (not recommended)**

Do not progress with the development of the strategy and with the engagement of stakeholders.

##### Pros

- Very minor financial savings (staff time and consultation costs)

##### Cons

- Draft Trails Strategy unable to be released for consultation. This would continue a lack of clarity around development of trails.

##### **Option 2: Adopt the recommendations of this report (recommended)**

This involves progressing with the development of the strategy and with stakeholder engagement.

##### Pros

- The draft Trails Strategy would be able to be released for stakeholder consultation and should it be adopted as operative will assist in decision making around the development of trails.

##### Cons

- Very minor costs.

#### 5.0 Considerations

##### 5.1 Financial

Minor costs will be incurred through the administration tasks associated with the consultation process. These are catered for within existing budgets.

Once adopted, the Trails Strategy will identify how existing trails budgets can be utilised to achieve maximum benefits. Additional Council funding for trail development is not being sought. Trail budget will continue to be funded by existing Long Term Plan budgets and the Trails Strategy may assist Council in seeking external funding to undertake additional projects.

## **5.2 Legal**

### Legislative Requirements

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

## **5.3 Consultation**

Suggestions have been received from Community Boards and Committees indicating what they would like to see included in a draft Trails Strategy. These suggestions have been taken into account in the drafting of the strategy. Community Boards and Committees will be given a second opportunity for input at the same time that stakeholders are invited to comment on the draft.

## **6. Conclusion**

Council is drafting a Trails Strategy. This report provides an update on the process that has been followed and the progress to date. The next stage is to consult with stakeholders on the draft which will strengthen the quality of the final document.

## **7. Attachments**

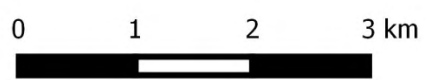
- Attachment 1 – Draft Trails Strategy (Part One only)
- Attachment 2 – Examples of Spatial Maps
- Attachment 3 – Strategic Work Programme

# Aerial Maps – Examples

## Lake Waikare



### Draft Trail Strategy: Lake Waikare



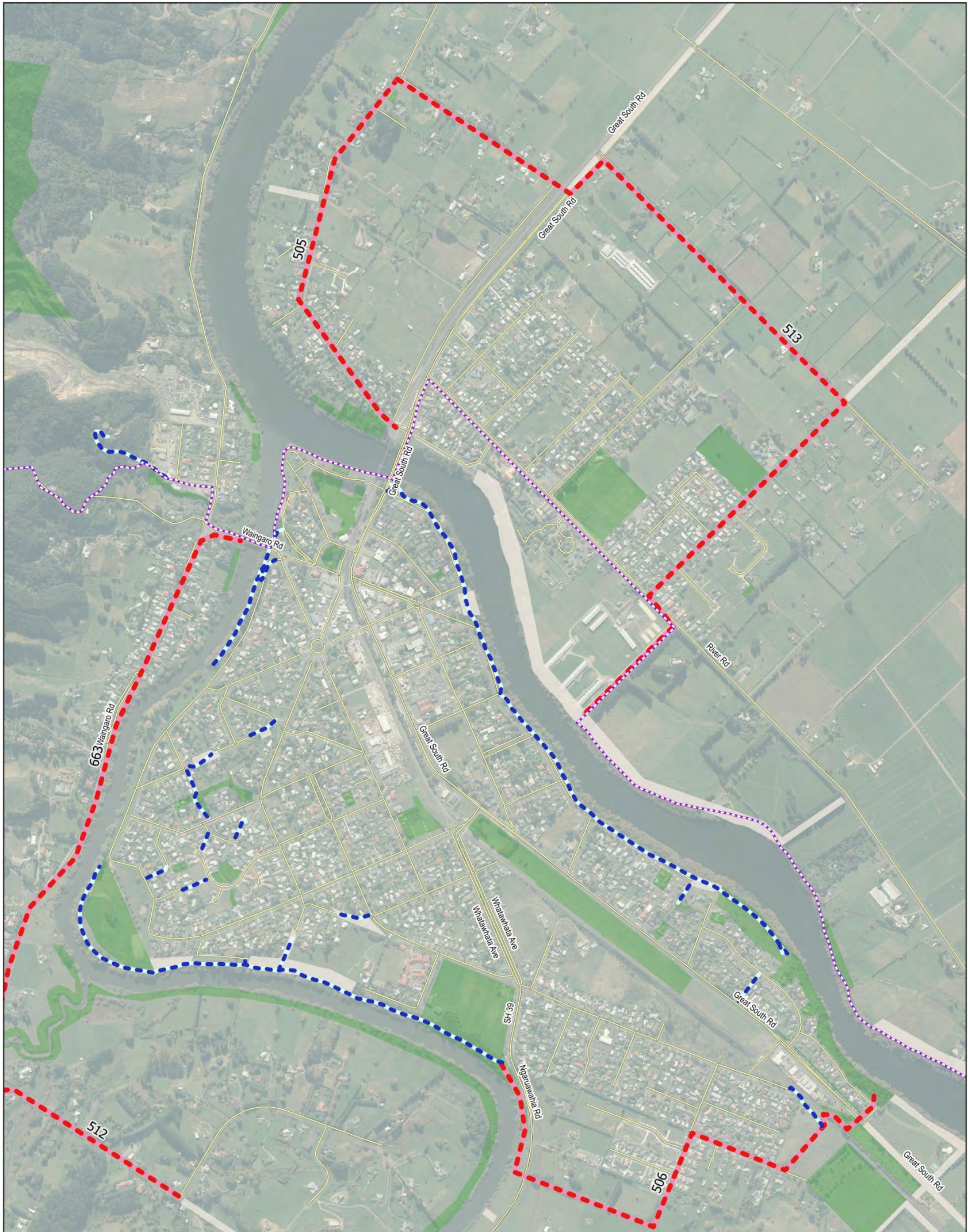
**Legend**

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





Ngaruawahia



### Draft Trail Strategy: Ngaruawahia

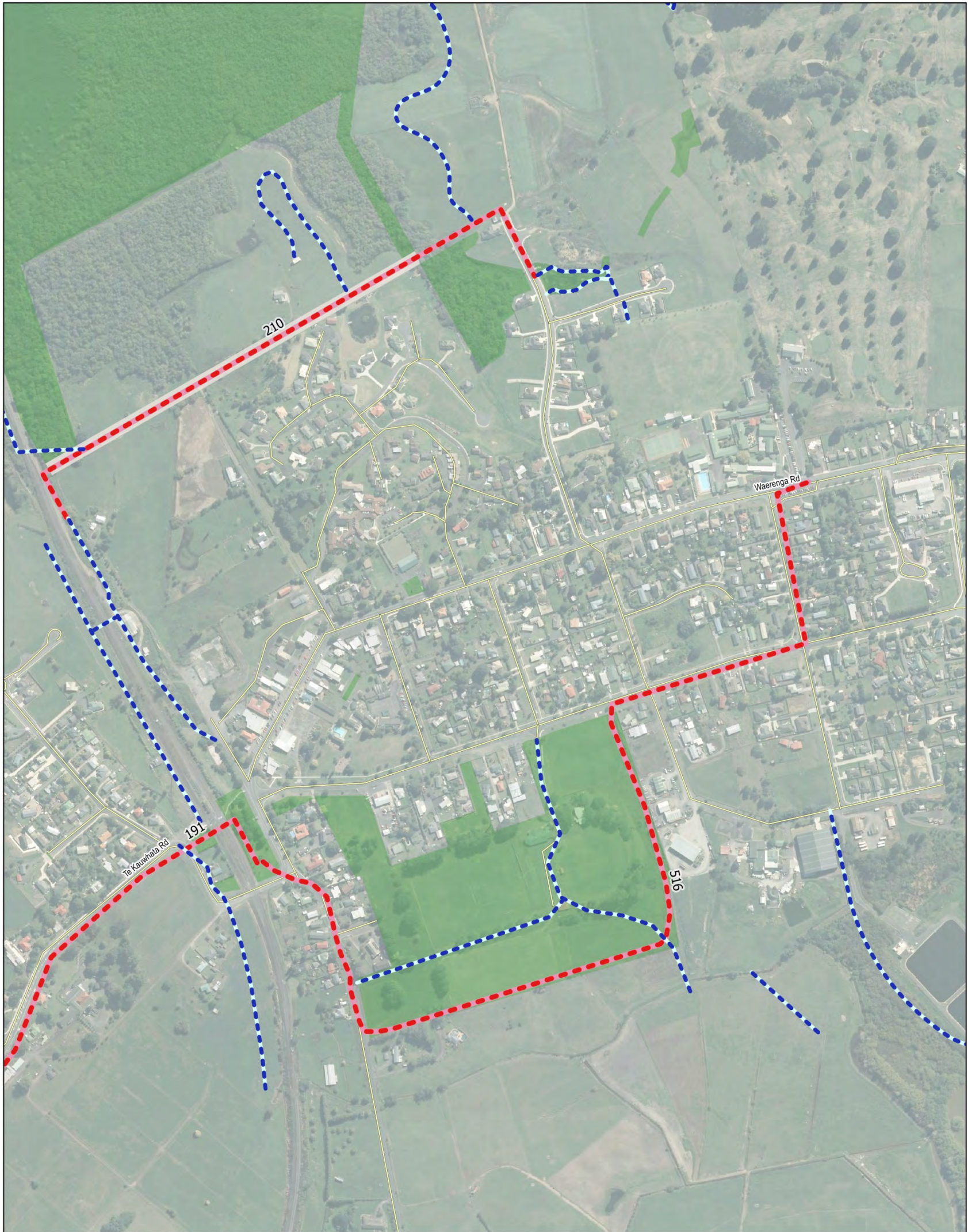


**Legend**

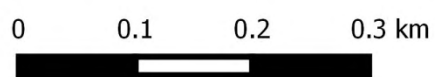
- Existing WDC Trails
- Potential New Routes
- Te Araroa Trail
- Open Space
- Paper Road
- Road



Te Kauwhata Town Centre



**Draft Trail Strategy:**  
**Te Kauwhata Town Centre**



**Legend**

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



Waikato District Council

# Draft Trails Strategy 2016

Walkways, Cycleways & Bridle Trails

Waikato



DISTRICT COUNCIL

*Te Kaunihera aa Takiwaa o Waikato*

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# PART ONE

## I. Introduction

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

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

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

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



### I.1 Purpose

The purpose of this strategy is to:

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

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

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

## 1.2 Vision

The vision of this strategy is:

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

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

## 1.3 Structure of Strategy

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

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

## 1.4 National, Regional and Local Context

### **National Context**

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

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

National strategies and plans include:

- National Walking and Cycling Strategy 2005: Getting there – on foot, by cycle  
The government's vision of a New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment, helping to ensure a healthier population, more lively and connected communities, and a more affordable, integrated, safe, responsive, and sustainable transport system.
- Connecting New Zealand 2011

A summary of the government's policy direction for transport.

- New Zealand Disability Strategy 2000 (being revised in 2016)  
The New Zealand Disability Strategy's vision is of a society that highly values the lives and continually enhances the full participation of disabled people. It provides a framework to guide government agencies making policy and services impacting on disabled people.
- New Zealand Walking Access Commission National Strategy 2010–2035  
Through implementing this strategy and its objectives, the Commission will develop approaches, policies and plans to encourage better access.
- Sport New Zealand Outdoor Recreation Strategy 2009-2015  
The Strategy focuses on increasing participation in outdoor recreation, building the responsiveness of sector groups to the changes that impact on participation, and ensuring that pressures on the natural areas used for outdoor recreation are managed effectively and in a way that is beneficial to outdoor recreation.
- Ministry of Tourism New Zealand Cycleway Market Research 2009  
Commissioned by the Ministry of Tourism to gain a better understanding of the scope, size and characteristics of cycling markets, both domestically and in New Zealand's key international markets.

### **Regional Context**

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

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

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

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

Other regional strategies and plans include:

- Waikato Regional Walking and Cycling Strategy 2009-2015  
Developed by Waikato Regional Council in collaboration with the Regional Walking and Cycling Steering Group, stakeholders of whom are located throughout the region. The strategy outlines policies and actions and maps that are intended to enhance walking and cycling in the region.
- Waikato Regional Land Transport Plan 2015-2045  
Developed for the region by the Waikato Regional Transport Committee, and sets out how development of the region's land transport system over the next 30 years. It also identifies proposed regional transport activities for investment (local and/or central government).
- Waikato Regional Rural Cycling Survey 2014

The purpose of the research was to better understand the extent and nature of rural road cycling, and to provide evidence to inform policy and investment decisions related to cycling infrastructure.

- Sport Waikato Regional Sports Facilities Plan 2014  
The purpose is to provide a high level strategic framework for regional sports facilities planning. It is designed to provide direction on what should be done and crucially, what should not be done. The plan is designed to focus thinking at a network wide sports facilities level with emphasis on national, regional and sub-regional assets, while also capturing local level facility data.
- Waikato Regional Policy Statement (updated January 2016)  
A regional policy statement (RPS) is a mandatory document that provides:
  - an overview of the resource management issues of the region,
  - the ways in which integrated management of the region's natural and physical resources will be achieved.
- The Future Proof Strategy and Implementation Plan 2009  
A plan to know our future by planning today. It's important we work together now on the complex issues - future urban and rural land use, transport, natural and cultural resources, roads and essential infrastructure - and come up with a plan for our region to grow well and make the most of sharing its resources, so we have a quality of life we can all enjoy.

### **Local Context**

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

#### Strategic Work Programme:



### **Structure Plans**

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

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

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

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



- Community Plans
- Signage Strategy
- Reserves and Recreation Policy 2010

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

## 1.5 Stakeholders

In formulating this strategy Council has sought input from the following stakeholders:

**Note: Input will be sought from stakeholders following Infrastructure Committee sign off of the draft Strategy. In addition, Community Committees and Boards have already contributed to the draft.**

- Community Boards and Committees
- Sport Waikato
- Waikato Regional Council
- Department of Conservation
- Iwi
- NZ Walking Access Commission
- New Zealand Horse Network
- Cycle Action Waikato
- Dog Walkers Associations
- Whakaupoko Landcare
- Franklin Mountain Bike Club
- Auckland Cycling Touring Association
- Disability Support Services
- **Additional stakeholders to be confirmed**

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

## 2. Benefits of walking, cycling and horse riding

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

### Improved Health

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

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

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

### Improving the Environment

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

### Community and Social

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

### Economic Development

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

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

### 3. Dogs

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

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

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

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

## 4. Signage and Track Classifications

### 4.1 Signage

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

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

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

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

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








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

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

## 4.2 Track Classifications







### Walking Tracks

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

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

### Mountain Bike Track Types

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

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

### Bridle Trails

Horse riders can be grouped into the following three groups:

- Recreational club horse rider
- Trekking horse rider
- Sporting horse rider

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

### 5.1 Existing network

#### Recreational Trails

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

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

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

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

#### Unformed legal Roads (Paper Roads)

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

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

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

### 5.2 Existing usage levels

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

#### Walking

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

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

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

### Cycling

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

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

### Bridle Trails

The existing level of public bridle trails does not allow for high usage. Horse riders currently need to consider alternative opportunities such as private land and road edges.

## 5.3 Key Issues/Challenges

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

### Financial

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

### Health and Safety

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

### Strategic Planning

- Maintaining awareness of national and regional efforts to promote walking, cycling and horse riding, including how these efforts can link to local goals.

- Accurately mapping both existing trails and future opportunities. Identifying strategic opportunities for linkages/connectivity, land acquisitions, esplanade reserves, opportunities to utilise paper roads.
- Cross boundary linkages.
- Reliance on other agencies contributing to the network.

#### Meeting Community Needs

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

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

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



## 6. Strategy Objectives and Policies

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

#### Policies:

1. Council will encourage walking, cycling and horse riding by providing and promoting trails in the district.
2. Council will promote safety and education through the production and future reviews of this strategy, track maintenance and signage, and also through standard Council health and safety policies and procedures.
3. Whilst some trails will cater for specific user groups and/or ability levels, as a whole our trail network will endeavour to cater for all fitness levels and for disabled users where practicable.
4. Consideration will be given to ensure the actual and perceived safety of trail routes is progressively increased (e.g. through lighting, natural surveillance, planting choices, signage).
5. Trail maintenance will ensure the surface is appropriate for all intended users.
6. Council trails will be built and maintained in accordance with NZ Standards.

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

#### Policies:

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

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

#### Policies:

1. Council will promote increased usage through signage.
  - a. Signage will be used to promote the location of trails.
  - b. Signage will be in accordance with approved Council signage guidelines and strategies.
  - c. Where required, signage will be used to promote health and safety considerations.
  - d. Where required, signage will be used to identify which user groups (including dogs) can use trails. When more than one user group is permitted (e.g. cyclists and walkers) signage will identify who has right of way.
  - e. Where required, signage will be used to outline trail classifications so users are informed of necessary ability levels.

- f. Council will investigate the potential to incorporate Pou signage in to the trail network in appropriate locations.
  - g. Signage for cyclists will be designed to be legible at higher speeds than pedestrian orientated signs.
2. Council will investigate and implement initiatives to monitor trail usage, which will be used to identify trends and opportunities (e.g. installing trail counters).
  3. New trails will be prioritised in accordance with the criteria in Part 2 of this strategy, which ensures maximum value for money and benefit to trail users.
  4. Council will work with private land owners to encourage access agreements whilst respecting property rights.
  5. Electronic bikes will be permitted to access cycling trails and riders will be required to travel at a safe speed no greater than that of push bikers.

#### 6.4 Objective Four: Council and the community will work together

##### **Policies:**

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

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

##### **Policies:**

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

#### 6.6 Objective Six: Unformed legal roads and stock banks will only be utilised where appropriate

##### **Policies:**

1. Council will not actively promote usage of all unformed legal roads in the district, as some routes are not considered safe or appropriate. Council will identify unformed legal roads that are strategically important to the trail network and work with adjoining landowners to make these practical. Unformed legal roads are identified within the maps in Part 2 of the Strategy.
2. Council will play a role in ensuring unformed legal roads are not blocked off from public access, preventing public use of trails.

3. Council does not generally encourage the use of stock banks but acknowledges they are used in some instances, e.g. Te Araroa. Trails will be permitted to be built on stock banks in certain locations where a detailed assessment has occurred and this has been identified as appropriate. These decisions will be made on a case by case basis.

## 6.7 Objective Seven: Trails will be built to a high standard

### Policies:

1. Service levels are to be defined for each trail type.
2. New tracks will be built to a minimum width of 1.5 metres.
3. New local purpose accessway reserves will be required to be atleast 7 metres wide to allow adequate space for a trail and also achieve Crime Prevention through Environmental Design principles.
4. Trail surfaces will be chosen with longevity and maintenance costs in mind.
5. Whenever a new trail is developed the viability of establishing its use as a bridleway will be given consideration as horses are not compatible with some trail surfaces.
6. Trails will be built in accordance with the Department of Conservation Track Construction and Maintenance Guidelines.



## 7. Actions and Responsibilities – Council and Community Roles

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

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

### 7.1 Priority Projects

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

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

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

### 7.2 Non-Priority Projects

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

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

**Council will be responsible for:**

- Ensuring the individual/s or community group are aware of the trails strategy and the process that was undertaken to identify priority projects.
- Providing advice on potential funding providers that the individual/s or community group may wish to approach.

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

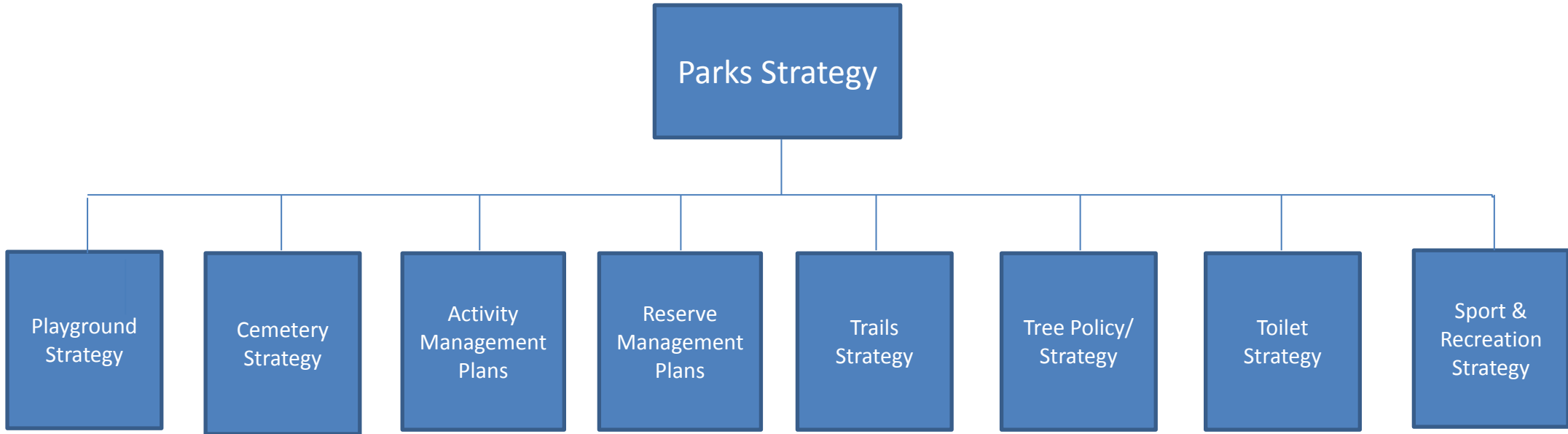
Council has the right to disallow proposals for trails on Council land if it considers appropriate reasons exist for doing so.

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

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

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

Strategic Work Programme



**Open Meeting**

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	22 February 2016
<b>Prepared By</b>	N Cantlon Asset Engineer Roading
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1462168
<b>Report Title</b>	<b>Draft Waikato Integrated Land Transport Study</b>

**1. Executive Summary**

A draft Waikato Integrated Land Transport Strategy has been prepared in association with NZ Transport Agency staff. The draft is now ready for consultation with stakeholder and interest groups prior to final consideration by Council and adoption.

**2. Recommendation**

**THAT** the report of the **General Manager Service Delivery – Draft Waikato Integrated Land Transport Study** - be received;

**AND THAT** approval is given to circulate the draft strategy to stakeholders and interest groups for comment and feedback;

**AND FURTHER THAT** following the consultative period, the revised document is brought back to Council for approval and adoption.

**3. Background**

The Waikato Integrated Land Transport Strategy (WILTS) sets out the high level direction for our transport network over the next 30 years. It has been prepared in conjunction with the NZ Transport Agency to provide a clear and strategically planned approach to support the large investment by the Agency and Waikato District ratepayers in the provision, operation and maintenance of the district's road infrastructure. The strategy will provide support for our applications to NZTA for funding assistance. This is particularly relevant in support of any major capital improvements Council may wish to undertake in the future that relates to the District's growth.

The draft document is now ready for consultation with Councillors plus stakeholders and interest groups. Their feedback will be taken into account in the preparation of a final draft document.

#### **4. Consultation**

This document will set the strategic framework for future investment in the transport system. It is important that all interested parties are able to have input into the document so that all viewpoints are represented and the final strategy is robust and well supported. It is proposed to circulate the draft document to the following organisations for comment and feedback:

- Waikato District Councillors
- Community Boards and Community Committees
- Tainui Group Holdings
- Waipa District Council
- Auckland City Council
- Hamilton City Council
- Matamata Piako District Council
- Waikato Regional Council
- Fonterra
- Federated Farmers
- Transpower
- Hamilton Airport Ltd
- Housing NZ
- Future Proof Technical Implementation Group
- Upper North Island Strategic Alliance (UNISA)
- Road Transport Association
- CCS Disability Action
- Cycle Action Waikato
- NZ Police
- KiwiRail

The consultation period will be managed by the Roding Strategic Asset Management team and is expected to last for two months, after which a final draft will be prepared with a target to present to the July Council meeting. The consultation will extend to the Community Boards and Community Committees as representatives of the public.

#### **5. Conclusion**

Consultation with stakeholders is important to ensure that the final document is robust and is supported by all parties.

#### **6. Attachments**

- Draft Waikato Integrated Land Transport Strategy



## Waikato Integrated Land Transport Strategy

### Foreword

Vision 2015 – 2045

“To provide a safe, integrated and resilient road network that meets the needs of people and business in the Waikato District.”

The Waikato Integrated Land Transport Strategy sets out the high level direction for our transport network over the next 30 years. The Waikato District has challenging road and roadside environments where driver behaviour and driver error result in a high number of fatal and serious injury crashes.

Also, some communities are growing so rapidly that the impact of planned and unplanned growth is leading to a reduced level of service on the transport network.

The construction of the Waikato Expressway is leading to changes in travel demands and patterns and an increase in the size of the local road network as a result of vested state highways. This is resulting in higher management costs.

Additionally, unplanned events can cause road closures resulting in loss of access and delays for the movement of people and goods.

The district has limited funding and therefore needs to have a strategic approach to the large operational and capital expenditure to maintain, replace and create new infrastructure assets. The strategy is also guided by the current Government Policy Statement on Land Transport (2015/16 – 2024/25), the Regional Land Transport Plan (2015 -2045) and the District Development Strategy (2015).

The strategy acknowledges that our transport system involves other modes of transport such as passenger transport, rail services, cycle ways and footpaths.

Over the next thirty years our priorities are safety, growth, maintenance costs and resilience. These priorities have associated benefits when implemented through a targeted infrastructure programme of actions included in the recently adopted Regional Land Transport Plan and the Regional Public Transport Plan (2015 - 2025). The strength of this strategy is to inform applications to the New Zealand Land Transport Agency for financial assistance and the District’s Long Term Plan.

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DRAFT

## Purpose of the Waikato Integrated Land Transport Strategy

The vision of the Waikato District Council (WDC) is “To be a recognised leader in creating a district that prides itself on economic excellence, local participation and sustainable communities”.

In order to support this vision, the purpose of the Waikato District Integrated Land Transport Strategy (WILTS) is to provide a clear and strategically planned approach to support the large investment by the New Zealand Transport Agency and the Waikato District ratepayers, on our road infrastructure by:

- providing a strategic planning and policy framework specific to road infrastructure management in the district;
- clearly identifying the problems the Waikato District Council faces in the management of its road infrastructure;
- understanding the cause of the problems and the consequences if no further action is taken to rectify the problems;
- identifying the benefits of managing the problems;
- identifying a strategic response to each problem through proper assessment; and
- aligning with our statutory requirements through national, regional, and district policies and plans.

The challenges of the operating environment for the Waikato Integrated Land Transport Strategy are:

1. A combination of challenging road and roadside environment and driver behaviours and mistakes which results in a high number of fatal and serious injury crashes;
2. The impact of planned and unplanned growth which leads to a reduced level of service on the transport network;
3. The completion of the Waikato Expressway is leading to an increase in the network size, with an increase in the associated maintenance and management costs, and also challenges to the transportation network capacity; and
4. Road closures caused by unplanned events resulting in loss of access for the movement of people and goods.

Road safety is the paramount issue for the rural road network of the Waikato District and there is a comprehensive Council safety planning exercise to match the vision of The

Ministry of Transport's Safer Journeys Strategy for 2010-2020<sup>1</sup> which aims for: "A safe road system increasingly free of death and serious injury". Waikato District has developed a risk-based prioritised list of safety improvements to fulfil their commitment to reducing fatal and serious crashes across their network.

Long term objectives sought from the safety management system are:

- Optimisation and transparency in the site prioritisation process;
- Proactive risk management for the Waikato District Council road network; and
- An ongoing process for the management of road network safety.

Waikato is experiencing fast paced growth in certain areas, most notably Pokeno. The growth is much more rapid than expected and this is causing a number of issues on the road network. Most notably there is an exceptionally high level of reactive maintenance to address in these areas as the roads are being damaged by construction traffic. There are also unplanned transportation effects, whereby previously adequate roads within and leading to the new development no longer meet the required level of service and will require upgrade immediately or in the near future.

The Waikato Expressway represents a major arterial through the district. The project, for which all sections will be complete by 2019, incorporates section of existing upgraded highway and section of completely new construction. Much of the existing state highway will be revoked to the Waikato local road network and with that responsibility will be the associated costs of maintaining those roads.

Every year the road network experiences road closures as a result of unforeseen events, such as floods or land slips. Restricted access can have a significant effect on commercial activity and, in certain locations on the network, the detour routes are unsafe and would require a much further travel time.

The WILTS recognises these challenges and demonstrates the strategic response.

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<sup>1</sup> Ministry of Transport "2020 Safer Journeys" New Zealand's Road safety Strategy 2010-2020

## District Overview

Everyday our road network performs a vital function in the growth of our district, region and nation. Our local communities and other users are growing in number, which places pressure on the level of service we can provide for road infrastructure.

The Waikato District is situated within the 'golden triangle' of Auckland, Hamilton and Tauranga and plays a significant role in transport connectivity for people and freight by road and rail. Within the 453,000 hectare district, there are 1,812km of sealed road and 608km of unsealed road. 209km of the roads are classified as urban. The district also has a variable topography, which ranges from flat low lying areas to rolling hills, where the roads present a challenging driving environment for motorists.

The road network represents diverse use, including urban centres, access to remote communities, connections to isolated settlements and is also the key transport link across the Waikato River, which divides the east and west parts of the road network. The rural road network also services a significant commercial vehicle fleet operating dairy and forestry interests.

Vehicle movement through the district is predominantly on State Highway 1 (SH1) (under development into the Waikato expressway) which forms a north to south corridor through the district.

Figure 1 provides an overview of the district boundaries and road network.

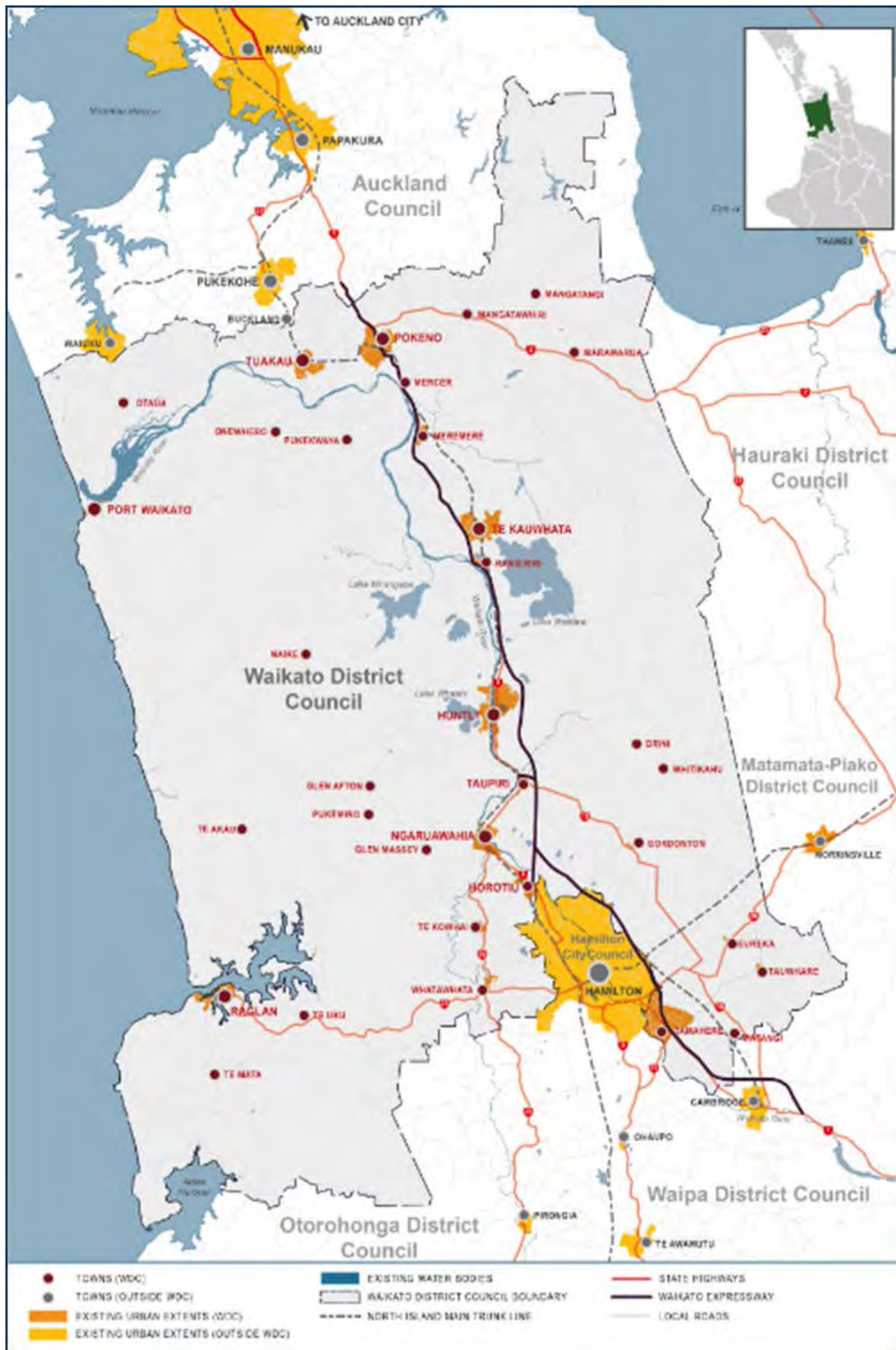


Figure 1: Waikato District Council overview map.

The NZTA One Network Road Classification (ONRC) further categorises the road network across the district. One of the key objectives of the ONRC is to inform the priorities for funding on the roading network. Priority is given to roads that have higher traffic volumes, a greater commercial vehicle presence and to roads that have critical links to transport hubs, such as ports and airports.

The Waikato District ONRC classification breakdown is shown below.

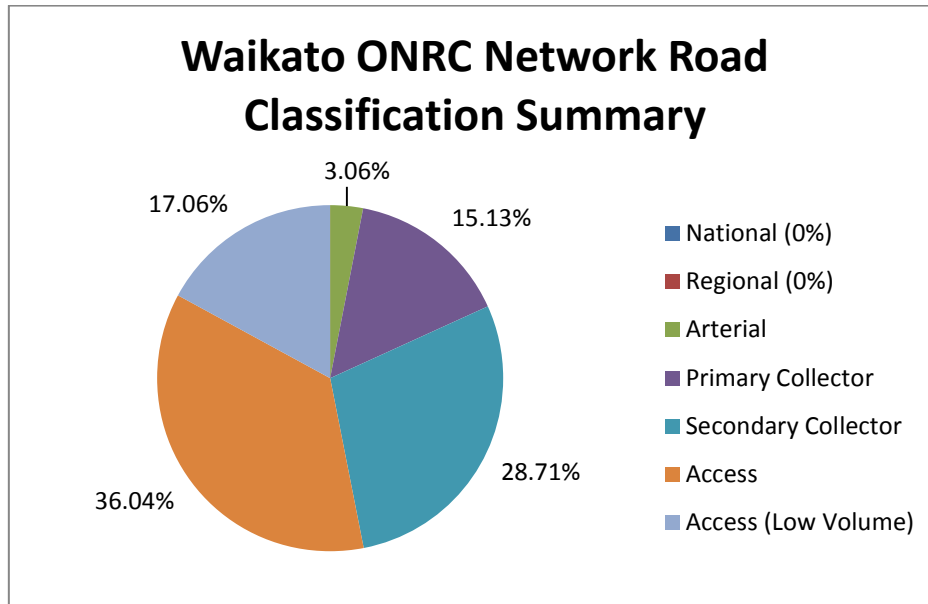


Figure 2: One Network Road Classification Summary for Waikato District

The table detailing the precise classification rules is included in Appendix A.

The classification demonstrates that there is a high percentage of low volumes roads across the district. These roads generate lower benefits when considering the transportation economics in prioritising expenditure on the road network. However, they perform a critical function to the livelihoods of people in those areas, particularly those involved in commercial industries such as dairy farming.

In terms of growth challenges, not only does the Waikato District form an important part of the northern growth corridor around Tuakau, Pokeno, Te Kauwhata, and to a lesser extent Port Waikato and Huntly, but in the south the Waikato District surrounds Hamilton City with settlements such as Eureka, Gordonton, Matangi, Te Kowhai, Whatawhata, Horsham Downs and Tamahere.

The influence of land use changes in the north and south of our district adds pressure to our road network in terms of safety, maintenance costs and transport capacity. Auckland, our northern neighbours, is New Zealand's largest and fastest growing city. The Auckland proposal for southern growth nodes will add significantly to the volume of cross boundary traffic in the next couple of decades.



The growth of Hamilton will also affect the Waikato District road network. Some key issues regarding the Hamilton growth include:

- Hamilton is growing and its population is projected to nearly double in the next thirty years
- The proposed Ruakura inland port development will progress and have cross boundary effects on our roading infrastructure as freight moves through our district to the hub in Ruakura;
- The areas surrounding Hamilton will continue to be developed and affect the form and function of the adjacent district roads;
- There will be pressure for cross boundary rural residential development in the south and north of Hamilton which has the potential to affect local roading networks in terms of capacity and maintenance:
- There will be an effect on nearby rural towns and villages for commuter residential development.

In addition, by 2019, the Waikato will have the longest and busiest stretch of rural expressway in New Zealand. Many of the feeder roads for vehicles onto the expressway will be a part of the Waikato District local roading network.

The district contains a significant proportion of New Zealand's most important transport and energy corridors.

While being an important through route for commercial traffic, there are no major sea ports located within the district itself.

The Future Proof Strategy<sup>2</sup> which the WILTS takes into consideration identifies concentration of development in identified urban and industrial/business growth nodes that are now included in the Waikato Regional Policy Statement (November 2012). The District Council has to give effect to this growth pattern but have further refined the growth in those areas by the five key principles of:

- Identity and legibility;
- Integration and connection;
- Diversity and flexibility;
- Resilience and Sustainability; and
- Managed Growth.

There are other significant towns of Huntly, Ngaruawahia, Raglan, which have their own specific transport requirements, such as high peak demand and potential for changed land use as the Waikato Expressway is completed.

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<sup>2</sup> Future Proof is a sub-regional growth strategy developed in 2009 between Waikato and Waipa District Council, Waikato Regional Council and Hamilton City Council.

These issues will require:

- Strategic focus, tactical implementation and operational awareness of road safety;
- Assessment of impacts and management of infrastructure requirements for growth areas;
- Sound planning and decision making for capital, maintenance and operational expenditure; and
- Route resilience assessment and mitigation planning.

Key challenges facing the Waikato District:

- A high number of fatal and serious crashes on the road network;
- The impact of growth on levels of service for the transport network;
- The maintenance and management challenges associated with additional lengths of road as the Waikato Expressway sections in our district are completed and sections of state highway are revoked; and
- The impacts of unplanned events on our road network resulting in a loss of access for people and goods.

Therefore in terms of our key four challenges of safety, growth, Waikato Expressway and resilience Auckland's influence affects the Waikato Districts' transportation in the following manner:

- Auckland is the gateway for national and international people and goods;
- The city is growing much faster than the rest of New Zealand;
- There is new urban growth in the south around Drury, Karaka and Pukekohe;
- There is still uncertainty regarding the scale and rate of uptake in these new growth areas, as well as uncertainty regarding the transport infrastructure that will be provided to support them.
- Growth will spread into North Waikato –around Tuakau, Pokeno, Te Kauwhata and along State Highway 2 There will be a need for greater sharing of infrastructure and services because of the increased demand;
- Transportation of primary resources – water, food, forestry, energy, aggregate, cement lime and space for waste disposal; and
- Waikato is encouraging industry to locate within the District which will be reliant on transportation links and other associated infrastructure.

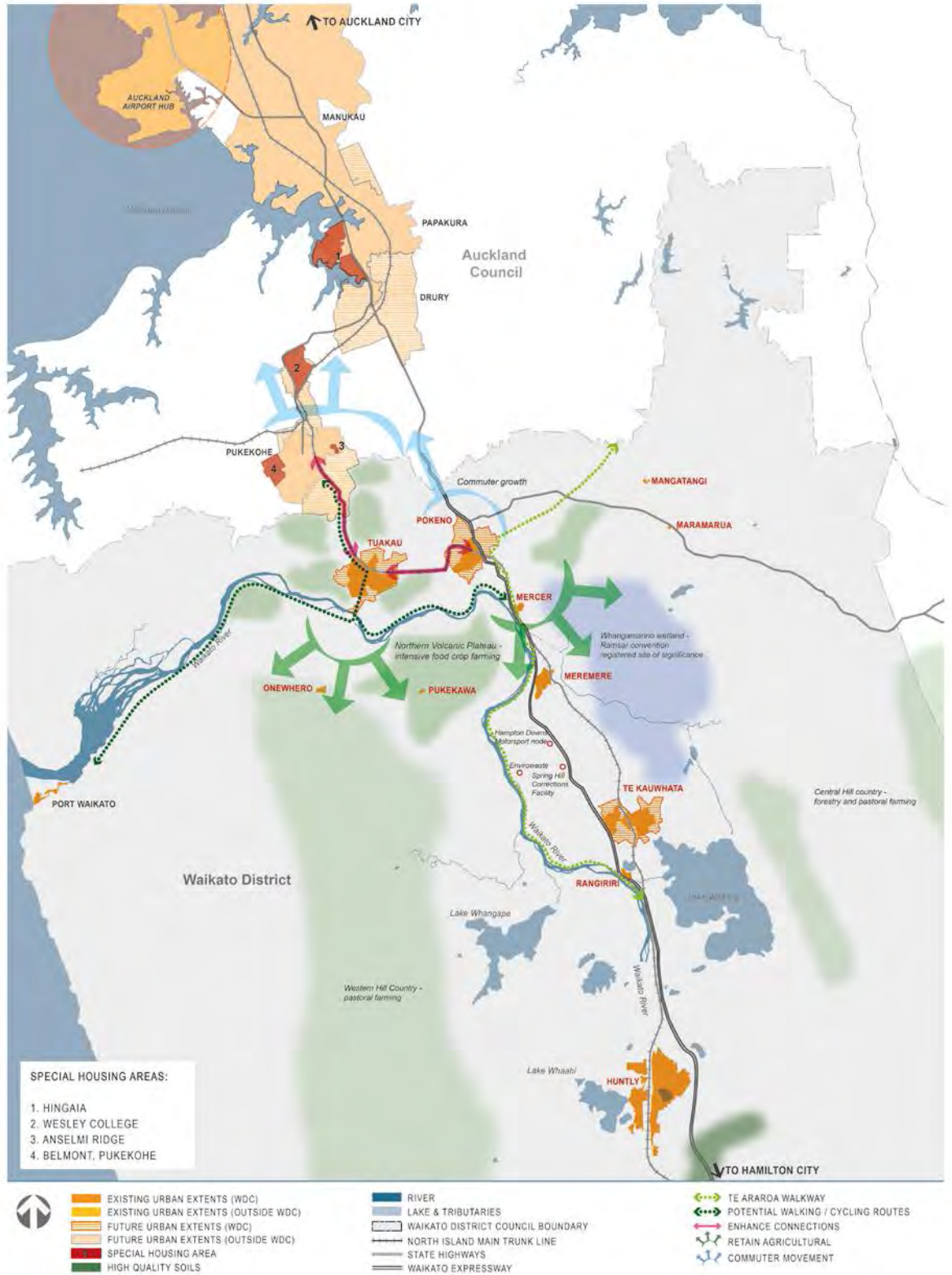


Figure 3: Map showing growth from Auckland into Waikato District

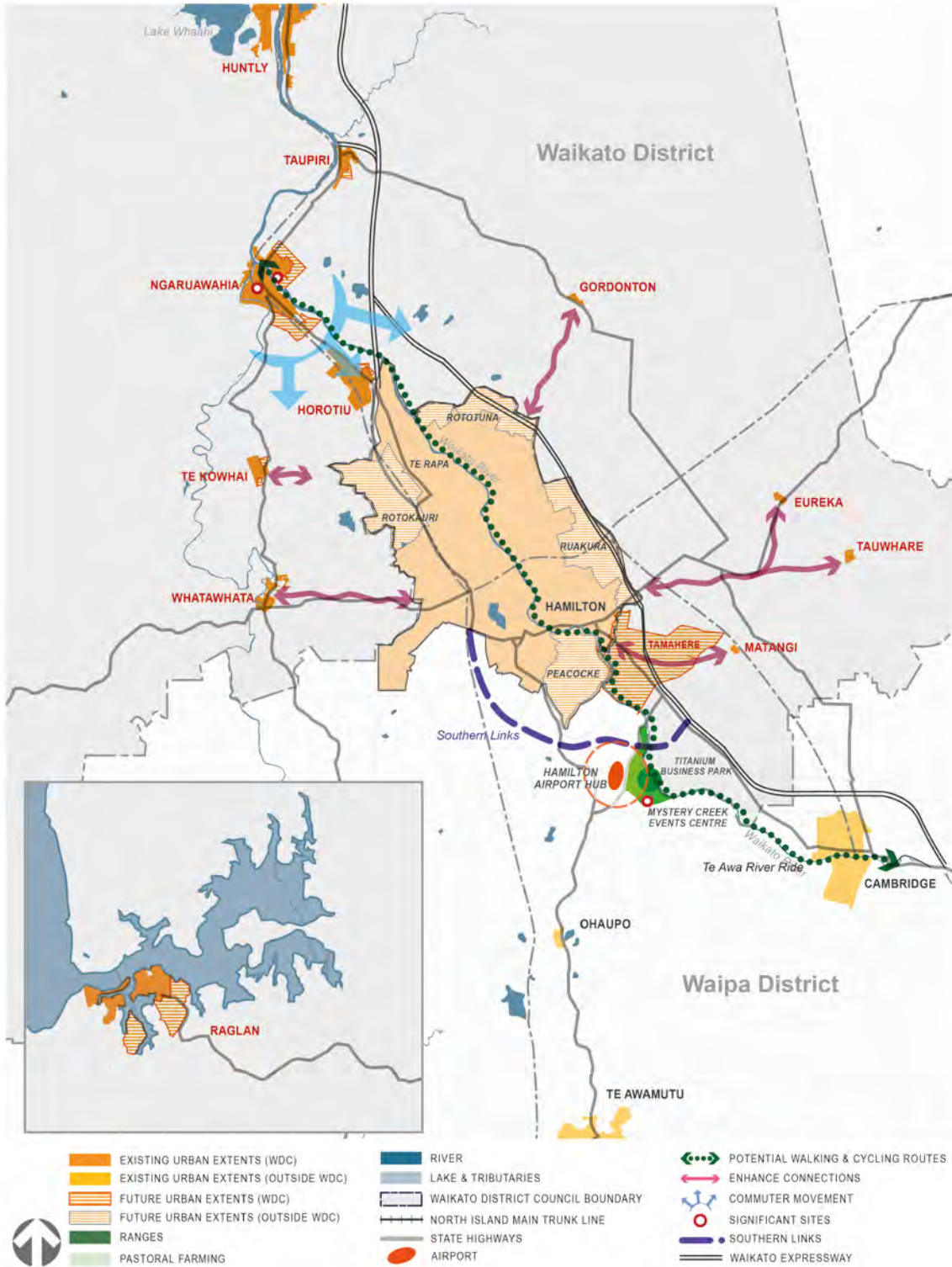


Figure 4: Map showing Hamilton and the Connections with Waikato District

The influence of the Waikato Expressway projects is through the upgrade of all the existing stretches of SH1 between Auckland and Cambridge. The expressway will increase capacity by delivering a four lane highway, as opposed to the two lanes currently on the majority of the route. The new route also avoids towns including Huntly and Ngaruawahia, in order to reduce congestion and introduce opportunities for more connected communities. It will also deliver quicker travel times between Auckland and Hamilton by at least 20 minutes, and is expected to bring significant safety improvements by attracting traffic from slower routes with lower engineering standards. The new expressway interchanges have been located and designed to ensure safe and efficient access to key areas for business and residential development.

Finally, almost 70km of previously designated state highway will be revoked to Waikato district to manage and maintain, by the time the Expressway is completed.

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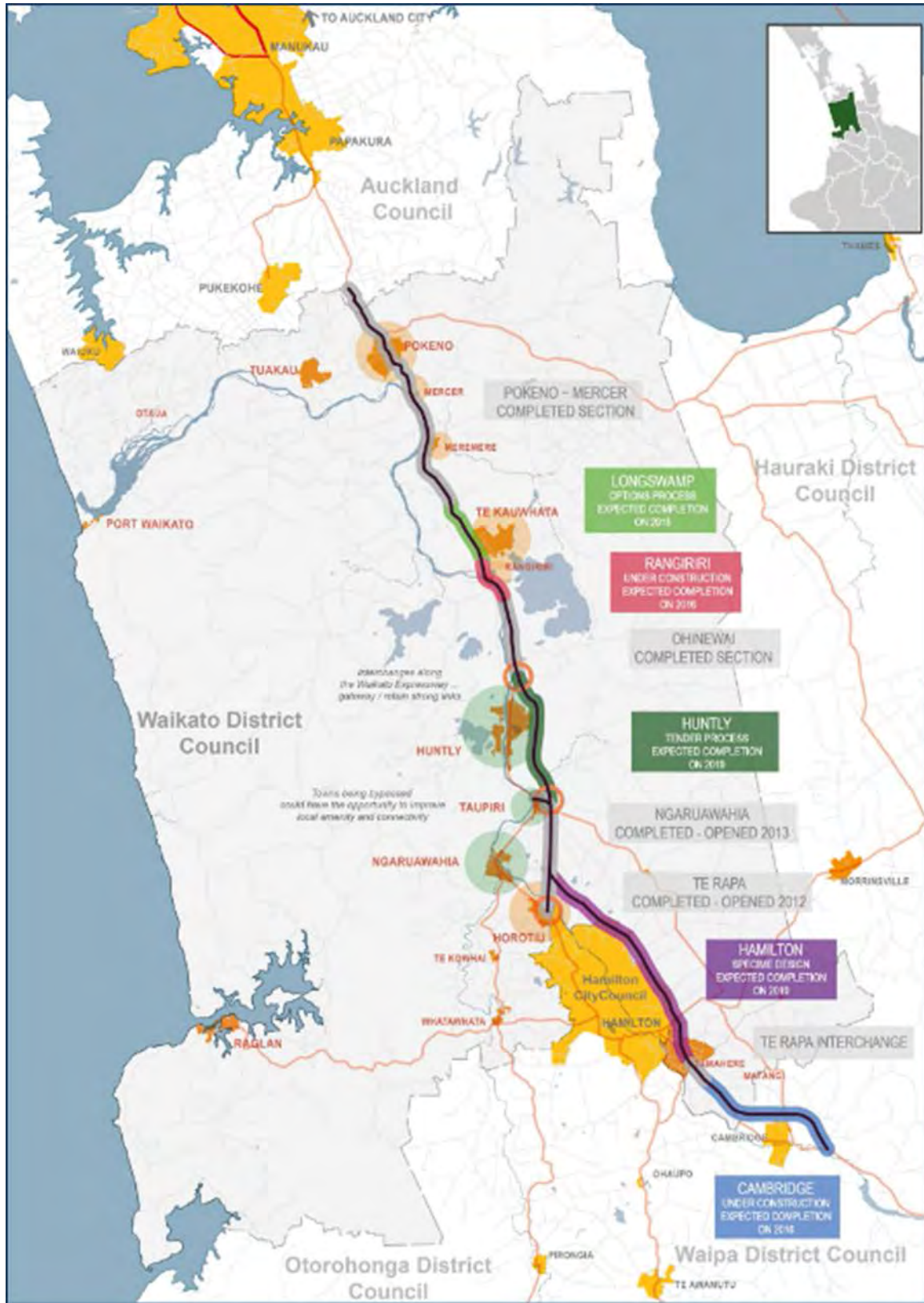


Figure 5: Map of the Waikato Expressway

All of the above information has led to the need for strategies to be pro-active and responsive including the Waikato Integrated Land Transport Strategy, to support the Waikato District vision and the requirements to give effect to the National Land Transport Plan and the Waikato Transport Plan policies and objectives.

The Waikato Integrated Land Transport strategy has been developed in order to demonstrate the strategic response to the issues faced by the Waikato transportation network.

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## Part A – The Strategic Case

### Introduction

The WILTS document supports the case for future road infrastructure maintenance and development investment by the Council and the New Zealand Transport Agency (NZTA) over the next thirty years. It is critical that every part of our road network functions efficiently and safely. This requires clear strategic priorities and direction for the operation, maintenance and development of any new road infrastructure in our district in order to maximise the large operational and capital expenditure involved. Important to the success of the WILTS is a collaborative working environment with our key partners and stakeholders, who include:

- New Zealand Transport Agency(NZTA)
- Waikato Regional Council (WRC)
- Future Proof Technical Implementation Group
- Upper North Island Strategic Alliance (UNISA)
- Heavy Transport Operators
- CCS Disability Action
- Cycle Action Waikato
- NZ Police
- Kiwirail

### Overview of Transport Network

The Waikato Road network consists of 1,812km of sealed road and 608km of unsealed road. 209km of the roads are classified as urban.

The network is predominantly rural, with urban centres spread through the district. The ONRC road classification is figure 6 below.

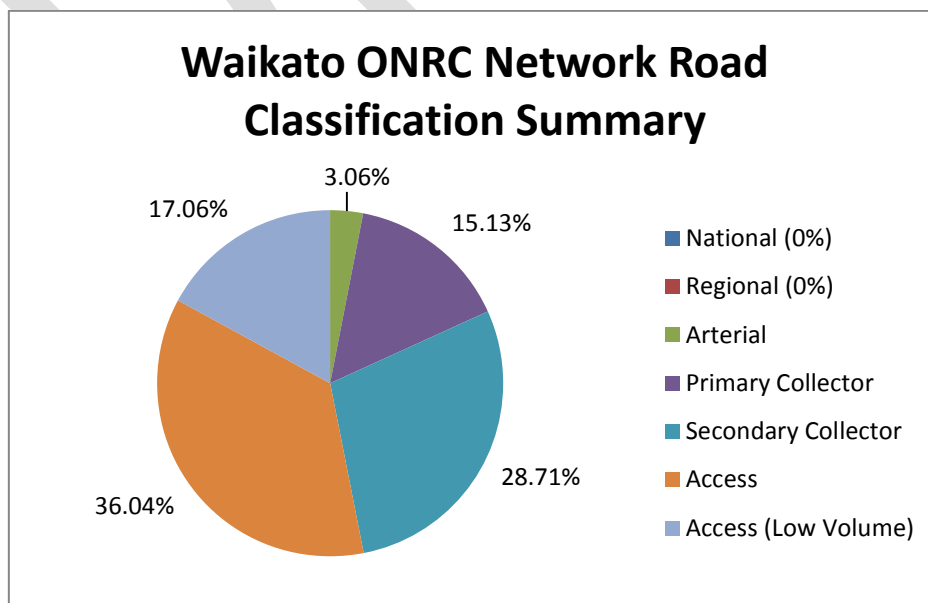




Figure 6: Waikato one network road classification

The classification captures the relatively high number of low volume access roads, that require maintenance and renewal, and hence demonstrates the challenges associated with ensuring network resilience in areas where transport benefits are more esoteric. The classification classes are described in Appendix A.

The road network represents diverse use, including urban centres, access to remote communities, connections to isolated settlements and is also the key transport link across the Waikato River, which divides the east and west parts of the road network. The rural road network also services a significant commercial vehicle fleet operating dairy and forestry interests.

Vehicle movement through the district is predominantly on SH1 (under development into the Waikato expressway) which forms a north to south corridor.

In addition, the network contains several major bridges, such as:

- The Waikato River Bridges at Horotiu, Ngaruawahia, Huntly, Rangiriri, Mercer and Tuakau,
- The Waipa River Bridge at Ngaruawahia; and
- The Wainui Bridge – Raglan.

## Public Transport

### Bus services

Passenger transport services (while usage is currently considered to be low) continue to grow in our district, especially to and from our satellite towns and villages such as Huntly, Ngaruawahia, Pokeno, Raglan, Te Kauwhata and Tuakau. These services support safe travel for school and commuter passengers and provide a valuable alternative to the use of private vehicles on the road network.

The District Council recognises potential to expand these services around some of our villages such as Matangi, Tamahere and Te Kowhai, if the demand is available. Recently the new 30 year Waikato Regional Public Transport Plan identified six focus areas of:

- Network and service provisions
- Fares and ticketing
- Branding and marketing
- Aligning services, infrastructure and land use planning
- Procurement and contract management
- Funding and investment

This work supports the principle of integrating public transport with the district's land use, economic development and working proactively with developers.

### Train Services

As north Waikato and South Auckland are predicted to achieve major growth in the next 30 years, there is a need to consider the transport links between the 2 areas. It is not a resilient approach to only rely on the Waikato Expressway to provide this connectivity. Other road connection and means of transport should form a part of the long term strategy. This includes consideration of:

- The improvement of bus passenger services between north Waikato townships and South Auckland;
- The improvement of strategic road corridors;
- The improvement of train services between Auckland and Hamilton;
- The upgrade of local road links to the Waikato Expressway.

### Walking and cycling

The District has a vision of “ being a walking and cycling District where a variety of safe, easily accessible and attractive cycling paths and walkways as part of the integrated transport network to small town centres and help make the waikato District a desirable place to visit and live in”.<sup>3</sup>

The programme is one of:

- Providing and promoting safe, pleasant and convenient walking and cycling options throughout the district;
- To continue improving pedestrian and cycle safety throughout the district;
- To provide a network of walking and cycle routes across the district;
- To provide high amenity routes linking key destinations through and around town centres and transport;
- To continue to support walking and cycling for health and leisure; and
- To increase walking and cycling promotion and education in the district.

A good example of this commitment has been the increase in new footpaths in places such as Glen Afton, Glen Massey, Ngaruawahia, Tamahere, Taupiri, Te Kauwhata and the substantial financial commitment, over three years, to the Te Awa National cycleway that runs from Karapiro to Ngaruawahia.

## Part B - Strategic Assessment, Outlining the Need for Investment

Facilitated workshops identified four problems and examined them against the benefits to determine:

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<sup>3</sup> Waikato District Council 'Walking and Cycling Strategy – 2009-2019' Published 30.01.08

- a. If they are valid; and
- b. Their priority ranking for future funding.

### Defining the Problems

The four problems identified were given percentage weightings (noted in brackets in the problem statement) which indicate their relative significance at this time. This helps to make sure we focus our resources on addressing the problems with the greatest negative impact on our district.

#### **Problem one: A combination of challenging road and roadside environment, driver behaviours and errors which results in a high number of fatal and serious injury crashes. (50%)**

Safer Journeys 2010 – 2020 is a national strategy which outlines a vision to provide a safe road system increasingly free of death and serious injury through introduction of a Safe System approach.

In the five-year period between the 2010 – 2014, the Waikato District had the second highest (169) Fatal and Serious (FSi) Injury crashes in the wider Waikato region. This accounts for approximately 11% of the total crashes on local roads (excluding State Highways) in the Waikato District.

Personal and Collective risk is used to compare different road sections and networks. Collective risk is a measure of the number of FSi crashes that have occurred per kilometer of road per year. Figure 7 below shows that the Waikato District has the 4<sup>th</sup> highest collective risk in the wider Waikato Region.

Personal Risk is a measure of the FSi crashes per 100 million vehicles travelled and therefore it takes into account the traffic volumes, as well as the length of the road. The Waikato District is indicated to have the 5<sup>th</sup> highest Personal risk.

Overall, it is considered that the both Collective and Personal risk are high due to accommodating the 2<sup>nd</sup> highest traffic volumes on the road network and being the largest District in the region covering 2500+ km of road network compared to the rest of the region.

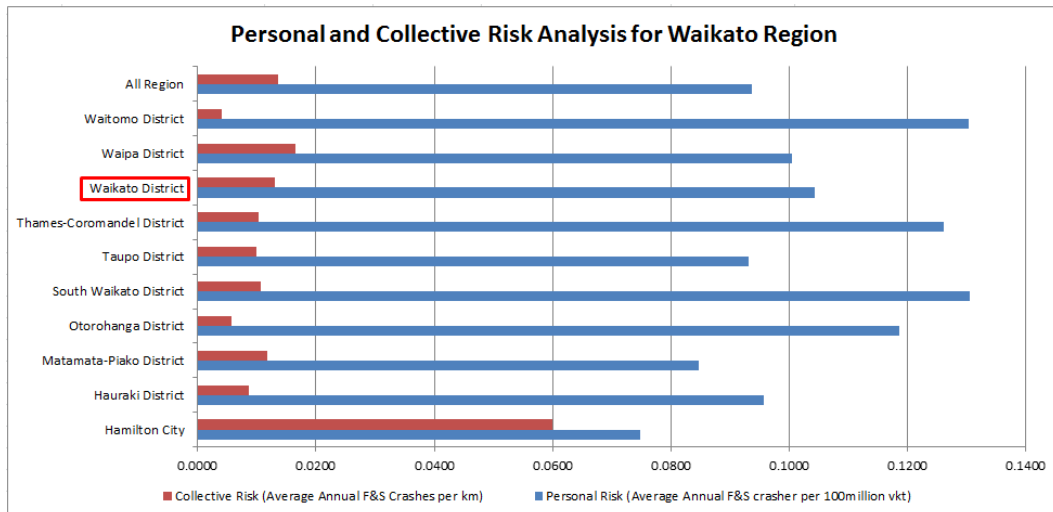


Figure 7: Personal and Collective Risk Analysis for Waikato Region.

The higher risk rural routes form just 13% of the total road network but account for 51% of FSI crashes. The primary cause of FSI crashes is loss-of-control, which predominantly occurs on bends and almost three-quarters of these crashes have struck an object, such as power poles, fences, ditches, cliff banks and trees. The key contributing factors in all FSI crashes are poor handling, alcohol, speed, and poor observation. A minority of the FSI crashes (17%) involved road factors as one of the causes.

The focus of the strategy needs to be placed on investigation and treatment of higher risk routes, intersections and black spots to reduce the frequency and severity of loss of control crashes. This includes treatments such as resealing higher risk bends to provide greater skid resistance, installing guardrails to protect road users from roadside features such as power poles, improving signage etc.

Police enforcement and driver education are also key focus areas with alcohol and speed related crashes prominent in the crash statistics.

### **Problem two: The impact of planned and unplanned growth leads to a reduced level of service on the transport network. (35%)**

Problem two reflects the rapid growth in places like Pokeno where growth has taken place faster than was anticipated through the Structure Plan.

Some serious negative effects have triggered in high growth areas as a result of the unplanned growth. These problems are broadly be categorised as:

- **Less than optimal access to growth areas.** Growth areas are services by a transportation network that requires adequate links, in terms of capacity and safety. The provision of efficient transport has wide ranging economic and social benefits.

- **Inefficient financial planning.** The requirement for Council funded infrastructure to support areas of the development where development contributions do not capture funds can be very high. Without a long-term outlook of this requirements there are unforeseen spikes required in funding for capital investment, which are inevitably passed onto the district's ratepayers.
- **Damage to existing roads.** The construction traffic in and around areas of high growth damages the roads, which were not built to withstand this high level of traffic load. This necessitates early and unforeseen maintenance, which results in a higher funding requirement and a diversion of funds that would normally be allocated to other parts of the network. In severe cases of pavement deterioration road user safety can be compromised;

While it is acknowledged that growth areas bring positive benefits to the district over the long term; the need to coordinated and planned infrastructure roll out during construction periods is essential to reduce the negative impacts.

The road network in the high growth areas (Pokeno in particular) has experienced severe degradation, as a result of the construction activities. This has caused the need for expensive reactive maintenance to occur. Long-term solutions also require that funds that would normally be allocated to the whole of the maintenance of the Waikato District road network, are diverted to these areas. This inevitably results in the need for higher levels of funding in order to maintain the level of service of the road network.

Therefore, this has required greater emphasis on the requirement for forward coordinated planning of land use, infrastructure provision and infrastructure investment. Failing to respond in a planned and coordinated way to growth will mean increasing traffic levels on the existing road network, leading to a reduction in the levels of service around growth areas. In places like the North Waikato or around the Hamilton periphery, there is also a high risk that this will impact on levels of service on regionally significant infrastructure, including the Waikato Expressway. Similar risks exist regarding public transport networks and services, including road and rail.

### **Problem three: The completion of the Waikato Expressway leads to increased lengths of road in the Waikato District resulting in higher management and maintenance costs. (10%)**

As sections of the Waikato Expressway are completed, Waikato District will inherit sections of state highway under the revocation process and sections of new road constructed to service the expressway. The costs of maintaining these additional sections of road will add to the financial pressures of maintaining the districts' road network.

Over the next 4 years, Waikato District Council will receive approximately an additional 70km of road to manage. This level of growth for a road network is not generally catered

for. Waikato District Council receives a 52% subsidy from NZTA for the maintenance of its road network, with the remaining funds received from rates funding.

These roads will require additional funding for routine annual maintenance and also for renewal when the pavements deteriorate to an unacceptable level of service over time.

Problem three relates to the changing environment as a result of the construction of the Waikato Expressway. Waikato district will have an increased length of network to maintain; this will result in increased maintenance costs for the Waikato District over time.

#### **Problem four: Road closures caused by natural or unplanned events results in loss of access and delays for the movement of people and goods. (5%)**

Problem four reminds everyone that we experience extreme weather events or other unforeseen events can cause loss of access on road routes. There is a need to understand our critical routes and manage the risk associated with loss of access.<sup>4</sup>

### **The Benefits of Investment**

- **Benefit one: Improved safety (50%)**
- **Benefit two: Maintain/improve accessibility to areas of growth and reduce negative impacts of unplanned growth (35%)**
- **Benefit three: Provides network resilience and an alternative route; and supports existing nodes of growth and major urban areas (10%)**
- **Benefit four: Improve/maintain availability of road network (5%)**

#### **Benefit one: (50%)**

Improved safety would reduce the risk of Fatal and Serious injuries on our network. As a result this will:

- Improve the overall health and wellbeing of the Waikato road users;
- Reduce the social costs of road trauma
- Reduce the personal and economic cost to individuals and New Zealand society associated with the high number of fatalities and serious injuries that occur in the district.

Two investment benefits have been identified for safety: a reduction of deaths and serious injuries on our road network, and a reduction in the levels of collective and personal risk

<sup>4</sup> See Appendix ? for the ILM maps

that road users are exposed to. Measures for these benefits have been identified at a strategic level, including:

- Deaths & serious injuries, by mode
- Crashes with death or serious injury, by type
- Personal & collective risk rates

For development of programmes and individual activities, more specific measures may be used.

The strategic actions to achieve this benefit are described in Part C.

### **Benefit two: (35%)**

Improving the planned response to the effects of growth areas on the road network will result in reduced negative impacts as a result of:

- An inefficient transport network to service the growth nodes;
- The higher costs associated with reactive maintenance;
- Less efficient financial planning;
- The potential for road safety to be compromised;
- Increased maintenance costs for the whole Waikato Network;
- Increased costs to ratepayers and other funding agencies;
- Reduced levels of service on the road network.

Improving and providing accessibility to areas of growth will give members of those communities' reliable and efficient infrastructure services that are able to cope well with increased traffic volumes as a result of growth, increased economic and tourism activities.

Addressing the impacts of growth on transport networks is expected to achieve the following investment benefits:

- Increased reliability
- Increased throughput
- Increased availability and access.

Our aim is to retain customer levels of service at a level consistent with road classification and function, and to do so as growth occurs and road functions change over time.

### **Benefit three: (10%)**

Is interconnected to Benefit one and two and supports the Council's growth objectives.

### **Benefit four: (5%)**

Improve/maintain availability of the road network allows disruption to users travel expectations to be minimised during an extreme weather, slip or accident event resulting in road closures.

## Status of the Evidence Base

### Problem one – Road Safety

In 2014, Waikato District Council commissioned a safety study of the rural roading network. The study highlighted. A statistical analysis of the fatal and serious crash data for the Waikato roading network has highlighted the areas of focus for future mitigation.

Some of the key outputs of the study include the following:

- 88% of all fatal and serious crashes (FSi) occur in the rural environment;
- 90% of FSi occur in mid-block sections i.e. between intersections;
- Vehicles running off on bends are by far the greatest type of accident;
- The primary contributing factors to FSi crashes are:
  - Poor handling;
  - Too fast;
  - Alcohol.
- Head on FSi crashes across the district are lower (14%) than the national average (21%), which is an indication of the lower traffic volume type network.

A particularly noticeable fact is that 51% of the FSi crashes in the Waikato District occur on just 13% of the road network. This provides a target for the implementation of mitigation measures.

The study analysed data associated with *Collective Risk* and *Personal Risk*. Collective risk routes are typically routes with high traffic volumes, where risk is increased because of the interaction with other vehicles. Personal risk routes are often roads with lower traffic volumes, but where the driving environment is challenging because of the geometric alignment or roadside hazards, for instance.

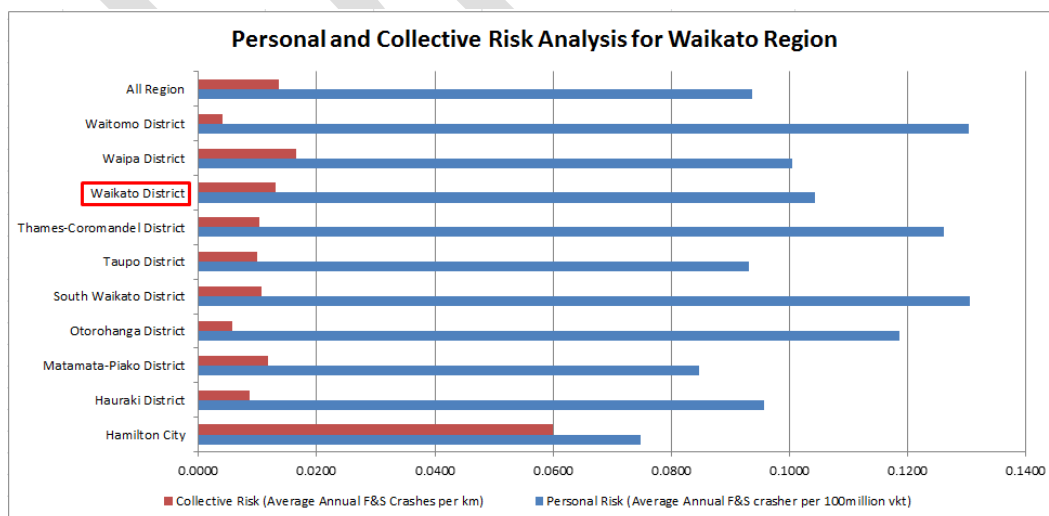


Figure 8: Personal and Collective Risk Analysis for Waikato Region.



Overall, it is considered that the both Collective and Personal risk are high due to accommodating the 2nd highest traffic volumes on the road network and being the largest District in the region covering 2,400+ km of road network compared to the rest of the region.

The high risk routes are shown in the diagram below. The diagram shows the roads with the highest combined collective and personal risk.

Overall, there has been a downward trend in the overall number of injury crashes on the network in the past five years. However, the FSi crashes have remained consistent, thereby becoming a statistically greater proportion of the total injury crashes year on year.

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Figure 9: Waikato District council risk rating bands (2014).

### Problem two - Growth Planning

The Waikato District is a mix of urban, rural and coastal settlements with 66,000 residents (2015). There has been an increase of 5,796 people, or 10.1 percent, from 2006 - 2013 (Census 2013).

The population is expected to continue to increase in:

- North Waikato (Tuakau, Pokeno and Te Kauwhata) due to the proximity to Auckland, changes to Auckland Unitary Plan to facilitate housing stock increases and intensification, completion of the Waikato Expressway, and other proposed development; and
- Hamilton City fringe-settlements due to the high demand for properties and increased subdivision in the country living and rural zoned areas within 20km of Hamilton

Residential Growth Figure 10 shows the population projections for the Waikato District over the next 30 year period. The growth rate between 2015 and 2045 is expected to be higher than previous rates.

In Figure 10 the black line marks Councils Planned growth as per the LTP. This is significantly lower than NIDEA in Pokeno and Higher than NIDEA in Tuakau. This is due to a completed Structure Plan in Tuakau and the upcoming release of additional land and then capacity issues in Pokeno by 2031. Council will have the opportunity to look at these figures and revised them during the review of Future Proof.

The Waikato District population is projected to be 100,000 around 2040. The highest growth is currently being experienced and is predicted to continue in the urban areas of Tuakau and Pokeno.

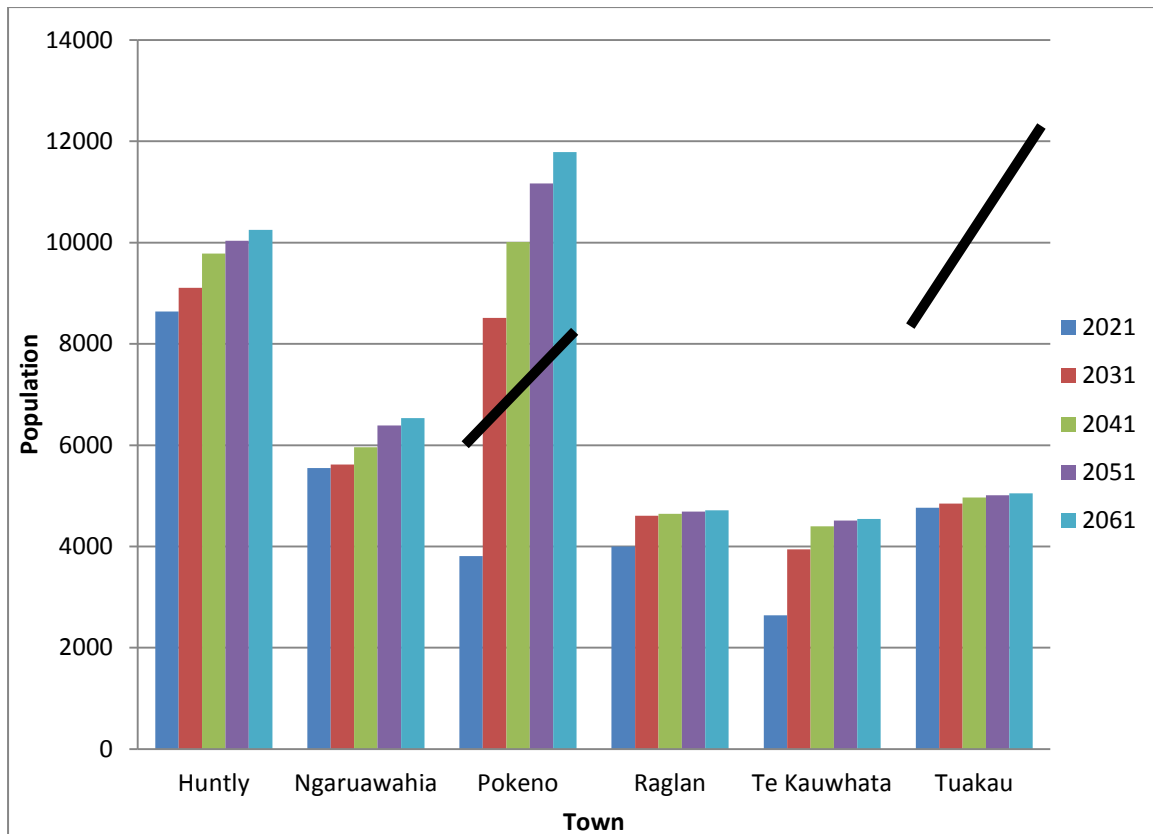


Figure 10: Waikato District Population Projection Larger Towns<sup>5</sup>.

Migration trends in the last five year are at record levels both nationally and across the Waikato. The consequence of this is population and household estimates are projected to reach both higher numbers and at earlier time frames than previously calculated.

The overall population growth for the Waikato District is sourced from Waikato University NIDEA 2015 population Projections. These are based on the cohort-component method of projecting population change. The population projections utilised at the Area Unit are sourced from NIDEA and Waikato Regional Council Land Use Change modelling (WISE). In this model the population distribution of calculated based on the land use changes. These two models have been adopted and utilised cross the Waikato Region and specifically the Future Proof area.

Local effects are difficult to account for in wide scale models. Once an area, such as Pokeno changes outside its past trend it becomes particularly difficult to project either a population size or it's time scale. Once an area develops a growth momentum, its growth trajectory can be significantly altered. In Waikato Districts Long Term Plan Projection, Pokeno is expected to develop at 72 households per annum. Following two years of sustained growth the lead developer Pokeno Land Company (PLC) has revised their growth and infrastructure to an average of 138 households per annum (NOTE; PLC excludes other

<sup>5</sup> Source NIDEA, 2015

development occurring outside their land holdings). 121 and 190 building consents were issued in 2014 and 2015 respectively.

YEAR	NIDEA 2015	RESIDENTIAL	BUILDING CONSENTS
2013	92	96	65
2014	94	125	121
2015	93	167	190
2016	94	271	
2017	94	268	
2018	93	242	
2019	94	234	
2020	93	188	
2021	94	134	
2022	191	130	
2023	191	90	
2024	190	65	
2025	191	60	
2026	191	42	
2027	191	35	
2028	191	30	
<b>TOTAL</b>	<b>2,177</b>	<b>2,177</b>	<b>376</b>

Figure 11: Shows the difference in timing between the Land Developers infrastructure plan and the NIDEA 2015 Household Projection for Pokeno.

For the villages and rural communities the highest growth areas are expected to be Gordonton, Matangi, Tamahere Country Living (CLZ), Te Kowhai, Whatawhata<sup>6</sup>.

Despite being a predominantly rural area the Waikato District has industrial zoned areas in Horotiu (150ha), Pokeno (92ha), Tuakau (116ha), and local serving industrial zones in Huntly (area yet to be determined) and Te Kauwhata.

### Problem three: Road Maintenance Costs

The Waikato Expressway will provide 102km of continuous divided four-lane highway and reduce the length of State Highway 1 by 6km. It will provide a further 12km of new or upgraded links and a new bridge over the Waikato River north of Hamilton.

Figure 12 shows the stages, route and expected completion dates.<sup>7</sup>

<sup>6</sup> Page 7, Waikato Infrastructure Strategy (2015 – 2025).

<sup>7</sup> Source <http://www.nzta.govt.nz/projects/waikato-expressway/publications.html>



Figure 12: Map of the Waikato Expressway by sections<sup>8</sup>.

The Expressway will improve economic growth and productivity for Auckland, Waikato, and the Bay of Plenty through more efficient movement of people and freight. Increased capacity will make the route safer and will move through traffic away from smaller communities, like Huntly and Ngaruawahia.

<sup>8</sup> Source <http://www.nzta.govt.nz/projects/waikato-expressway/publications.html>

The objectives for the Waikato Expressway, that are supported by Waikato District Council, are:

- To enhance inter regional and national economic growth and productivity;
- Improve journey time reliability and relieve congestion through the main urban centres along SH1;
- Improve safety and reduce crashes on regional arterials including SH1;
- Focus freight movement onto SH1 rather than upgrading alternative routes; and
- To provide improved local network operation and opportunities for improved urban design, travel choice and community connectivity within the major urban areas bypassed by the expressway.

This will reduce congestion in those townships and provide journey time savings to through traffic of up to 35 minutes between Auckland and Tirau.

As a result of the Waikato Expressway once complete Council will have an additional 70 km of road network to maintain and upgrade. This results in an increase of maintenance costs of approximately \$1m per year. There could also be an increase in demand of access onto the former SH1 roads as development occurs. This has already occurred in Ngaruawahia and Horotui as Great South Road (former SH1) is experiencing significant levels of both residential and commercial development.

#### **Problem four: Resilience, Road closures due to natural or unplanned events**

A range of events and emergency situations including floods and slips, road crashes, earthquakes, and tsunamis can impact on the transport network.

The Waikato is a relatively benign region in terms of the impact of natural events, however with nationally significant road and rail corridors running through the heart of the district there are a number of risks that need planning and close consideration.

From a network resilience perspective, the following risks have been identified for the Waikato District<sup>9</sup>:

- Extreme Natural Hazards – Earthquake, tsunami and volcanic
- Natural Hazards – Landslips and major storm events
- Hazardous Environments (toxic substances)
- Bridge and culvert failure

#### *Natural hazards*

There are no volcanoes within the district although fallout from those in the Taupo Volcanic Zone may impact on the District's transportation network with ash falls and earthquakes.

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<sup>9</sup> Waikato District Council Asset Management Plan, 2014

The fault lines bordering the North and East of the district along the Bombay Hills and Hauraki Plains are considered active; whilst historically the Waikato has been considered relatively stable.

There are large areas around the east and north of the district that would be prone to ground liquefaction in the event of a major event. These tend to coincide with rivers and estuaries where there are deep silt deposits.

Areas of steep terrain along the western and central hill country will be at risk of slips and landslides during an event.

Off shore earthquakes are not uncommon and there is a risk of inundation in coastal areas and along estuaries in the event of a major tsunami.

Large tropical storms, cyclones and “weather bombs” deposit high intensity rainfall, sometimes up to hundreds of millimetres within a short period of time. This causes localised flooding, particularly in low lying areas and around rivers.

Coastal flooding is a risk with storm surge from major storms or from tide locked river mouths.

Land slips can occur when steep slopes become waterlogged and fail. Similarly, rivers and streams when in flood can cause rapid erosion of banks and structural foundations such as bridge abutments.

#### *Unplanned Events*

A major derailment on the North Island Main Trunk (NIMT) or East Coast Main Trunk (ECMT) railways would close this essential network for some time requiring the transport of freight on the road network. This could equate to around 100 extra trucks per train cancellation.

In areas where the main road corridor runs parallel to the rail track a derailment could also impact on the road.

A serious, multiple vehicles or hazardous road crash could close a major arterial for a considerable period of time, particularly if essential infrastructure, such as a bridge, was affected.

#### *Route Security*

An assessment of risks associated with the principal infrastructure and corridors within the district indicates that there are no extreme risks to infrastructure within the region except for:

- State Highway 1 bridges over the Waikato River managed by the NZTA



- Rotowaro Branch Railway Bridge over the Waikato River at Huntly managed by KiwiRail.

Incident management and monitoring are considered an effective level of mitigation within the Asset Management Plan<sup>10</sup>.

Emergency response and disaster management is co-ordinated through the Civil Defence Emergency Management Group (CDEMG).

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<sup>10</sup> Waikato District Council Asset Management Plan 2014

## Part C - Strategic Context

This chapter integrates the strategies and goals of the key legislative and stakeholder organisations to the four identified problems and benefits. Figure 13 illustrates the key national and regional policy drivers that direct and inform the WILTS.

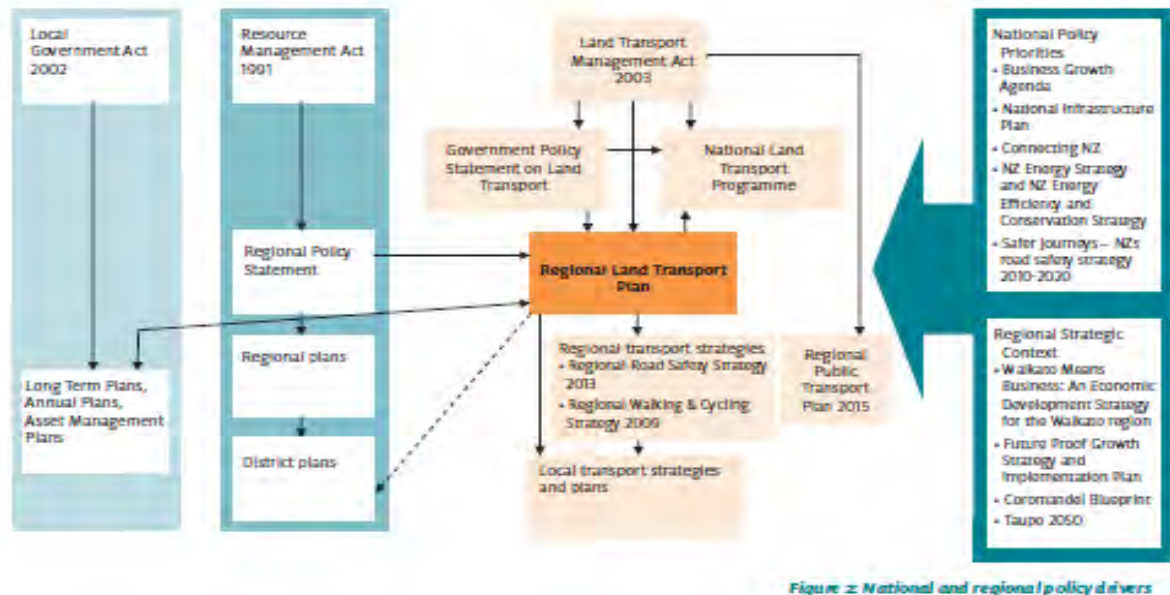


Figure 13: National and regional policy drivers

Figure 13: Key National and Regional Drivers.

### Assessing the problems and benefits in a National Context

In setting the context for the Waikato District Integrated land Transport Strategy it is important to understand the national and regional context that sets the framework for the strategy. The purpose of the Land Transport Management Act 2003 (the Act) is:

“To contribute to an effective, efficient, and safe land transport system in the public interest” with key focus areas on:

- economic growth;
- value for money; and
- road safety

To follow from that is the Government Policy Statement on Land Transport 2015/16-2024/25<sup>11</sup> (GPS) which has as its purpose a land transport system that is:

- **Effective**, where it moves people and freight where they need to go in a timely manner

<sup>11</sup> Government Policy Statement on Land Transport 2015/16 – 2024/25, 24 June 2014 New Zealand Government

- **Efficient**, where it delivers the right infrastructure and services to the right level at the best cost
- **Safe**, where it reduces the harms from land transport
- **In the public interest**, where it supports economic, social, cultural and environmental wellbeing.

In addition to the Act and the GPS, central government have published New Zealand's Road Safety Strategy<sup>12</sup> (Safer Journeys) and the State Highway Asset Management Plan 2012-2015<sup>13</sup> (SHAMP).

The vision for Safer Journeys is:

*“A safe road system increasingly free of death and serious injury”.*<sup>14</sup>

This vision is supported by a 'Safe System' approach to road safety which has identified the first actions as:

- Increasing the safety of young drivers;
- Reducing alcohol/drug impaired driving;
- Safe roads and road sides; and
- Increasing the safety of motorcycling.

It is acknowledged by the Safer Journeys strategy that all road crashes are not preventable but the number of fatalities and serious injuries can be decreased through:

- safe roads and roadsides;
- safe speeds;
- safe vehicles; and
- safe road use.

Further the two priority areas relate to high risk rural roads and high risk intersections. Accidents in these two areas have significant personal and economic costs.

All of these documents assist in guiding the four identified problems and benefits in the Waikato District Integrated Land Transport Strategy and provide a local focus for identification and treatment of high risk crashes and locations on the WDC road network.

#### 4.2 Assessing the problems and benefits in a Regional Context

The Waikato Regional Land Transport Plan 2015-2025 and the Regional Public Transport Plan 2015-2025 having recently been reviewed and submissions closed on 15 December 2014 and the hearings are scheduled for February 2015.

<sup>12</sup> Ministry of Transport “2020 Safer Journeys” New Zealand’s Road Safety Strategy 2010-2020

<sup>13</sup> NZ Transport Agency, the State Highway Asset Management Plan 2012-2015, October 2011

<sup>14</sup> Ministry of Transport “2020 Safer Journeys” New Zealand’s Road Safety Strategy 2010 - 2020

The plans build upon the strategic approach adopted in previous strategies whereby the focus is:

- strategic corridors and wider network connectivity improvements;
- road safety; and
- managing demand and transport choices.

The objectives include:

- integration and forward planning;
- facilitating economic development;
- road safety;
- affordability; and
- access and mobility; and environmental sustainability and resilience.

As an operational delivery mechanism to the Waikato Regional Land Transport Plan 2015-2025 and the Regional Public Transport Plan 2015-2025 goal for public transport is:

*“A growing and affordable public transport system that contributes to the economic and social vitality of the region.”<sup>15</sup>*

As transportation demand changes, particularly in growth areas, public transport presents an opportunity to fulfil the needs of those communities. Increasingly there is an expectation from central and local government that there are improved outcomes from investment in the transport network and public transport

In the case of WDC public transport provides a valuable connection between its satellite services and Hamilton.

Assessing the problems and benefits in a Waikato District Context

Following on from the key legislative and stakeholder policies and strategies, WDC has its own Long Term Plan (LTP) the community outcomes state;

- To ensure that the district is easy and safe to get around and alternative transport options are available
- To ensure that transport infrastructure is planned at a rate to consider growth and demand in a cost effective manner.
- To ensure that the network is well maintained and negative environmental effects are mitigated.

The implementation for the LTP is through the Activity Management Plan<sup>16</sup> to provide a level of service where:

<sup>15</sup> Regional Public Transport Plan 2015-2025

<sup>16</sup> Waikato Council Infrastructure Strategy 2015 - 2025

- the district is safe and easy to get around and opportunities for the use of public transport are provided;
- transport infrastructure is developed at a rate to keep pace with growth and, demand and opportunities; and
- the road network is well maintained and helps protect the environment.<sup>17</sup>

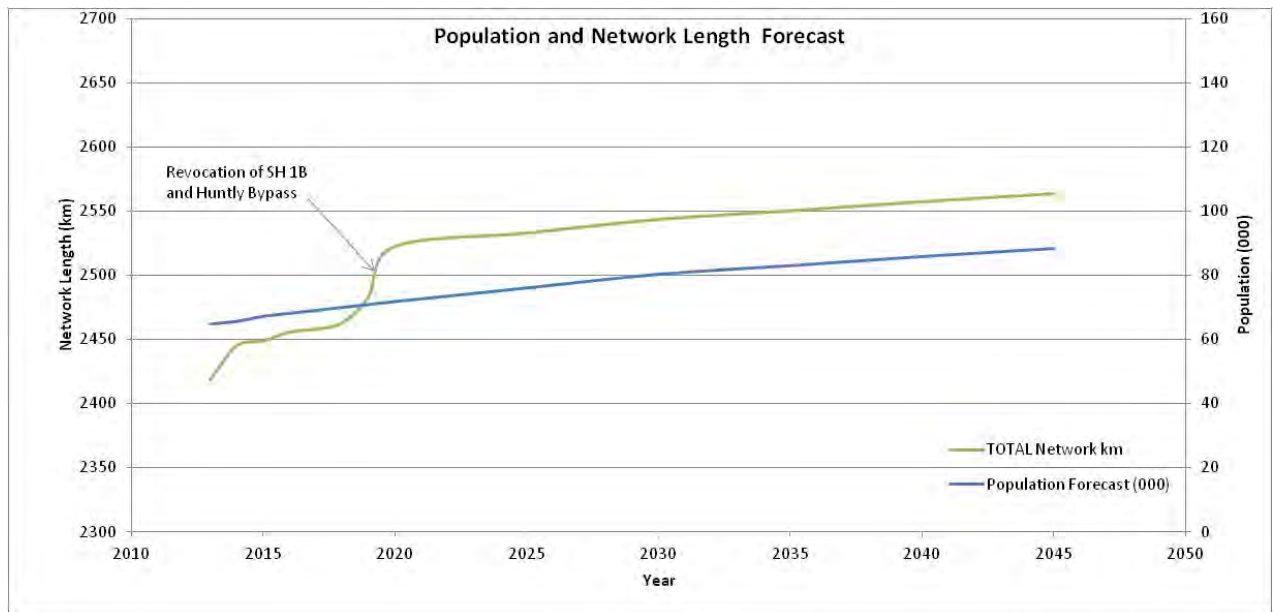


Figure 14 shows the forecasted network growth - 2015-2045<sup>18</sup>

The WDC have adopted a corporate level risk management framework using the AS/NZS 4360: Risk Management as a basis. Key risks that have been identified for transport and that are being actively managed are:

- Crashes with road factors as contributory cause
- Structural failures due to inadequate maintenance or natural hazard;
- Asset damage by third parties;
- Decrease in funding from NZ Transport Agency;
- Loss of services due to system failure; and
- Lack of internal skilled resources.

Future Proof and the District Plan both encourage compact residential areas. This will constrain the length of new roads required to service residential growth areas. The walking and cycling strategy will increase the number of short trips by active modes, but the demographic shift to an aging population will counteract that somewhat. The newly introduced 50MAX and HPMV heavy vehicle categories will help to restrict the numbers of

<sup>17</sup> Page 2 and 3, Executive Summary – Transport AMP Version September 2014

<sup>18</sup> Page 6, Executive Summary - Transport AMP Version September 2014

trucks using the roads and the rail turnaround plan will encourage modal shift for freight. Capacity to cope with volumes of traffic may become an issue in urban areas and will be responded to by upgrading intersections. Volume capacity is very unlikely to be a problem on the rural network.

Finally, growth in the residential areas will require new roads, most of which will be provided by developers but Council will have to construct or contribute towards collector and arterial roads. The timing of this expenditure will depend on actual development programme. A programme of minor improvement works of about \$3m per year is forecast to continue. These works will include improvements at renewal sites and district wide safety improvements.

An additional amount of \$25 million has been allowed for in 2041-2045 to strengthen or replace the Tuakau Bridge.

## Strategic Response

**Problem one: A combination of challenging road and roadside environment, driver behaviours and errors which results in a high number of fatal and serious injury crashes. (50%)**

The Waikato District Council recognises safety as it's number one priority on the road network. The response to this issue involves planning, road engineering and driver education. This captures the issues associated with the road environment and driver behaviour.

Council has undertaken a significant planning exercise in order to prioritise safety expenditure on its road network. As part of that planning, we have identified the routes with the highest risk of serious crashes and adopted a also method of assessing and prioritising intersections for risk.

As a result of that work, Council has developed programmes of safety improvements to the high risk routes and, beginning in 2015, has started implementing those improvements on an annual basis.

Council has increased its driver education programme budget and is intensifying its efforts in young driver training and in driver awareness around key issues, such as fatigue. Council regularly attends public events to and has an ongoing school education programme to reach young drivers with it's safer driving message.

Safety in design is a routine part of our road design philosophy. New roads undergo a series of safety audits and rehabilitated roads take into consideration safety improvements on existing roads.

Council holds a substantial and accurate database of its road assets that makes significant contributions to the safe management of the road network. Planning and delivering the renewal and upgrade of safety related infrastructure depends on this information. Council is implementing a higher standard of data collection that will allow a better accuracy in forward planning and will also provide improved information on road defects which affect safety.

District Plan Review. Council currently operates under 2 set of design standards, as a result of the amalgamation of the ex-Franklin and Waikato districts. The ongoing District Plan Review process presents an opportunity to integrate the most appropriate sections of the codes and also to review the specifics of the design and development guideline standards to bring them in line with best practice. The District Plan review also presents an opportunity to stipulate planning requirements for safety strategy.

**Problem two: The impact of planned and unplanned growth leads to a reduced level of service on the transport network. (35%)**

Council have identified the areas where there are gains to be made in the management of the high growth areas. The principal issues are high levels of reactive maintenance, as a result of high levels of construction traffic and the risk of road corridors that are unsuitable for a sudden substantial increase in traffic volumes.

The structure planning process presents an opportunity for consideration of future infrastructure requirements to meet new development aspirations. The required infrastructure is stipulated in the LTP.

Council is working on the production of a planning tool to assist in the management of road maintenance issues associated with the high growth areas. The proposal is to coordinate projects between the various infrastructure

Council has also increased its internal resources in order to manage the accelerated growth in the district. This ensures that there is a robust assessment of applications, including engineering standards, and monitoring of ongoing works. While council will promote growth in the district it is also required to protect the interests of the districts residents as a whole. Negotiations with major developers are therefore done with the support of all the relevant branches of Council.

**Problem three: The completion of the Waikato Expressway leads to increased lengths of road in the Waikato District resulting in higher management and maintenance costs. (10%)**

When sections of the ex-state highway are assigned to Council's roading network, there is a revocation process that considers the new form and function of the road and also ensures that the road is delivered in good physical condition. This reduces the need for any substantial early maintenance and the associated cost. In addition, the road is in a form that will serve its new function in the road network. It will have reduced traffic and new consideration around the use of the road for local access (previously not possible) for possible residential and commercial development is considered.

Maintenance funding for additional sections of road are included in the Long Term Planning process as part of the growth to the district. This often necessitates a corresponding increase in cost to the rate payer, however by ensuring that the future network funding requirements are catered for early, there is a reduced financial impact.

**Problem four: Road closures caused by natural or unplanned events results in loss of access and delays for the movement of people and goods. (5%)**

Council have an in-house emergency response unit that is continuously trained for major unplanned events that have significant impacts on the community, particularly the threat to life and property. The unit has good resources for undertaking emergency planning works and regularly coordinates with internal and external contractors and emergency works services to foster a close working relationship.

Council have a procedure in place to deal with the loss of road access as a result of an unplanned event, such as a flood or land slip. The effect of the event and the proposal for re-instatement of access is considered based on effect and associated cost. There is often a compromise in this regard as certain events, such as major land slips, have very high costs for repair.

Council has an emergency works budget that is reviewed every 3 years during LTP planning.



APPENDIX A

# One network road classification - functional classification

ROAD & STREET CATEGORIES/CRITERIA	FUNCTIONAL CRITERIA AND THRESHOLDS									
	MOVEMENT OF PEOPLE & GOODS					ECONOMIC AND SOCIAL				
	LINK		PLACE			LINK		PLACE		
	TYPICAL DAILY TRAFFIC (AADT) <sup>1</sup>	HEAVY COMMERCIAL VEHICLES <sup>2</sup> (daily flows)	BUSES (urban peak) <sup>3</sup>	ACTIVE MODES <sup>4</sup>	LINKING PLACES	CONNECTIVITY	FREIGHT - INLAND PORTS/PORTS (per annum)	AIRPORT PASSENGER NUMBERS (per annum) <sup>5</sup>	TOURISM <sup>6</sup>	HOSPITALS
<b>NATIONAL</b> Meet 3 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses & 1 economic or social)	U <sup>1</sup> : > 25,000 R: > 15,000	>800	> 40 buses or 2000 people per hour		>100,000 population <sup>8</sup>		>2 million tonnes (or >\$3 billion) <sup>9</sup>	>3 million <sup>6</sup>		
<b>(HIGH VOLUME)</b> Meet at least 1 high volume (Typical Daily Traffic or HCV)	U: > 35,000 R: > 20,000	>1200								
<b>REGIONAL</b> Meet 2 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses & 1 economic or social)	U: > 15,000 R: > 10,000	>400	> 40 buses or 2000 people per hour		>30,000 population <sup>8</sup>	Linking remote regions (regional councils) or sole connectivity in urban areas	>1 million tonnes <sup>9</sup>	>500,000 <sup>5</sup>	Top 5 tourist destinations	Access to tertiary hospitals
<b>ARTERIAL</b> Meet 2 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	U: > 5,000 R: > 3,000	>300	> 15 buses or 750 people per hour		>10,000 population <sup>8</sup>	Critical Connectivity (no alternative routes)		>250,000 <sup>5</sup>		Access to regional hospitals
<b>PRIMARY COLLECTOR</b> Meet 1 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	U: > 3,000 R: > 1,000	>150	> 6 buses or 300 people per hour	Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network.	>2,000 population				Regionally or locally significant tourist destinations or significant scenic routes	
<b>SECONDARY COLLECTOR</b> Meet 1 criteria (incl. at least 1 of Typical Daily Traffic or HCV)	U: > 1,000 R: > 200	>25			>250 population		< 1 million tonnes	<250,000		
<b>ACCESS</b> All other roads	U: < 1,000 R: < 200	<25			<250 population					
<b>(LOW VOLUME)</b> Meet low volume Typical Daily Traffic	U: < 200 R: < 50									

**Functional Classification**

There are criteria and thresholds for each category, based on the functions the road performs within the network. To be included in a particular category a road must meet the agreed criteria and thresholds, including at least one of either - typical daily traffic (AADT), heavy commercial vehicles (HCV), or bus (urban peak) as appropriate.

**The six functional categories are:**

- National:** These are roads that make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports and have high volumes of heavy commercial vehicles or general traffic. They must meet the thresholds for 3 criteria, including at least one of the following movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses, Urban Peak) and at least one of the economic and social criteria (i.e. 3 in total). To be included in the high volume subset a road must meet one of the high volume criteria for typical daily traffic or HCVs.
- Regional:** These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports or airports. They are also major connectors between regions and in urban areas may have substantial passenger transport movements. As well as meeting at least one of the following movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles

or Buses, Urban Peak) these roads need to meet at least one of the economic and social criteria (i.e. 2 in total).

- Arterial:** These roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports and may be the only route available to some places within the region (i.e. they may perform a significant lifeline function). In urban areas they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road. As well as meeting at least one of the following movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak) they also need to meet at least 1 other criteria (i.e. 2 in total). The other criteria should then be considered to provide a local 'ground truthing' check, and in some instances by considering these this may result in a road moving up or down a category to reflect the function of the road.
- Primary Collector:** These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they may have moderate passenger transport movements and numbers of cyclists and pedestrians using the road. These roads need to meet at least one of the movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak - (i.e. 1 in total). The other

criteria are then be considered to provide a local 'ground truthing' check, and in some instance by considering these criteria, this may result in a road moving up or down a category to reflect the function of the road.

- Secondary Collector:** These are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some places within this local area. These roads need to meet at least one of the movement criteria (Typical Daily Traffic or Heavy Commercial Vehicles - i.e. 1 in total). The other criteria are then be considered to provide a local 'ground truthing' check, and in some instance by considering these criteria, this may result in a road moving up or down a category to reflect the function of the road.
- Access:** These are all other roads. Low volume roads within this category will fall into the low volume subset.

In the Primary/Secondary Collector and Access road categories we propose that the criteria other than the Typical Daily Traffic, Heavy Commercial Vehicles, Bus Urban Peak can be used to move a road up a category on the basis of local knowledge. For example, an Access road may provide critical connectivity or provide access to a regionally or locally significant tourist destination warranting it moving up a category to Secondary Collector even though it does not conform to the movement criteria for that category.

- Proxy for traffic generators with both economic and social dimensions such as employment, shopping areas and schools/tertiary institutions
- Proxy for economic productivity - connecting major industrial/commercial and distribution centres to markets
- Proxy for bus link and density of 'teachings' place function
- Proxy for density of 'teachings' place function
- Proxy for economic productivity
- Proxy for economic productivity
- U - Urban, R - Rural
- Top 7 cities as defined in the Transport Agency Planning Policy and Funding Manual - Auckland, Hamilton, Tauranga, Napier/Hastings, Wellington, Christchurch, Dunedin.
- Top 8 ports - Tauranga, Auckland, Christchurch, New Plymouth, Marsden, Dunedin, Wellington, Napier plus Auckland International Airport. Break point in tonnage/values
- Top 3 airports - Auckland, Wellington, Christchurch. Break points in data.
- Statistics NZ definition of main urban area
- Next 3 ports - Picton, Nelson, Bluff
- Next 2 airports - Queenstown, Nelson
- Statistics NZ definition - secondary urban area
- Next 5 airports - Dunedin, Palmerston North, Hamilton, Rotorua, Napier



### *Open Meeting*

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	22 February 2016
<b>Prepared By</b>	R Marshall Reserves Planner
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1462780
<b>Report Title</b>	<b>Neighbourhood Parks Reserve Management Plan</b>

#### 1. Executive Summary

Council has drafted a Neighbourhood Parks Reserve Management Plan (the plan) under the Reserves Act 1977 (the Act). The drafting process of the plan has been assisted by preliminary feedback received from key stakeholders and members of the public as to what to include within the plan. The Act requires Council to publicly notify the plan and to seek submissions.

The purpose of this report is to seek Council approval to undertake public engagement on the draft plan for a period of two months.

#### 2. Recommendation

**THAT the report of the General Manager Service Delivery – Neighbourhood Parks Reserve Management Plan be received;**

**AND THAT the Infrastructure Committee receives the Draft Neighbourhood Parks Reserve Management Plan and notes that this will be released (with any amendments) for public submission in April 2016;**

**AND FURTHER THAT Council reappoint the hearings panel comprising of Cr Fulton, Cr Gibb and Cr Smith and invite representation from Waikato-Tainui to join the panel to hear any submissions received on the Neighbourhood Parks Reserve Management Plan.**

#### 3. Background

##### Management Plans

Management plans are mandatory under the Reserves Act 1977 for certain classes of reserve land. Management plans are helpful in that they identify appropriate uses of each reserve and outline development and management of parks into the future. The plans are developed through a formal community consultation and hearings process.

In June 2014, Council adopted a position on the process for development of management plans. This position involves the production of grouped plans by reserve type and individual plans for key reserves. Council's Parks Strategy 2014 identifies the various reserve types. Reserve Management Plans fit within the Parks Strategic Work Programme (Attachment Three).

The Sports Park Management Plan and General Policies Reserve Management Plan are the first plans that have been created in this process. These were adopted by Council in June 2015.

Neighbourhood parks are passive spaces primarily used by local communities for casual recreation, play, relaxation, community activity, links to other areas, or quiet open space. They often include walkways and a playground.

In early October 2015 public notices were placed in newspapers districtwide and on Council's website calling for suggestions as to what should be included within the Neighbourhood Parks Reserve Management Plan. Feedback was received from 23 parties and this feedback has been collated and included in Attachment Two.

#### Hearings Panel

In order that any such submissions and/or objections may be considered, a hearings panel (representing the administering authority) is to be formed to hear all submissions, summarise and recommend changes. Council has been delegated the authority to appoint a hearings panel to consider submissions received on management plans, and make a recommendation to Council on the final plan. Council is the ultimate decision maker and makes the final determination as to the incorporation of amendments and robustness of process.

Cr Fulton, Cr Gibb and Cr Smith and a representative from Waikato-Tainui made up the hearings panel for the Sports Park Management Plan and General Policies Reserve Management Plan. This report proposes the same panel is reappointed.

## 4. Options

There are two options for this report:

### **Option I: Do nothing (not recommended)**

Decline to receive the draft Neighbourhood Parks Reserve Management Plan.

#### Pros

- Minor financial savings involved with the public notification of the plan

#### Cons

- Neighbourhood Parks Reserve Management Plan unable to be released for public consultation. This would continue a lack of clarity around use and development of some of these parks

**Option 2: Adopt the recommendations of this report (recommended)**

This involves receiving the draft Neighbourhood Parks Reserve Management Plan, including approval to release the plan for public consultation.

Pros

- The draft Neighbourhood Parks Reserve Management Plan would be able to be released for public consultation and should it be adopted as operative will assist in decision making and inform as to the use and development of Waikato District neighbourhood parks.

Cons

- Minor costs associated with advertising of management plan

**5.0 Considerations****5.1 Financial**

Minor costs will be incurred through the advertising and administration tasks associated with the management plan consultation process. These are budgeted for.

**5.2 Legal**Joint Management Agreement

Waikato District Council has entered into a Joint Management Agreement (JMA) with Waikato-Tainui Te Kauhanganui Incorporated in its capacity as trustee of the Waikato River Trust. In Schedule D to the Joint Management Agreement, the parties agree that early engagement and enhanced discussion in matters relating to land management, acquisition and disposal of land would be of benefit to the parties and the community.

It is important to remember that certain parks will be derived from the Crown and subject to a right of first refusal (RFR) to Waikato-Tainui. The schedule of land which is Crown derived and in Council ownership or possession and to which a RFR would apply was provided to the Joint Management Committee in October 2014.

Where any parcel of land would be subject to a RFR, this will not interfere with the current identified use in the Reserve Management Plan. Where land is subject to the Reserves Act 1977 only upon the formal revocation of the reserve status would the land become Crown land, and for Waikato-Tainui any land that lies within the Claim area, the Right of First Refusal (RFR) would apply only in the event that the land is to be disposed of by the Crown.

Schedule E to the JMA (Authorised Customary Activities – Reserves, Lakes and Streams) sets out how Council will engage with Waikato-Tainui in respect of the management plan process. Prior to drafting of the plan a meeting was held with a

representative of Waikato Tainui to discuss the project and initiate engagement with iwi.

### Reserves Act 1977

The Reserves Act governs the management of reserves and the development of the Neighbourhood Parks Reserve Management Plan will follow the clauses of Section 41 of the Act.

## **5.3 Assessment of Significance**

The Significance and Engagement Policy provides at Schedule 1 a list of Waikato District Council's strategic assets, which identifies reserves listed and managed under the Reserves Act 1977 as strategic assets.

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

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

The draft plan includes reserve land managed under the Reserves Act 1977. The Act outlines the special consultative procedure required to be undertaken in regard to public engagement for the plans.

## **5.4 Consultation**

Suggestions have been received from the public indicating what they would like to see included in a draft Neighbourhood Parks Reserve Management Plan. These suggestions have been taken into account in the drafting of the plan and are appended as Attachment Two in this report.

Should the recommendations of this report be adopted, the draft plan will be publicly notified in April 2016.

Notification will occur through direct letters to stakeholders, user groups and initial suggestion makers as well as via notices in all major local papers. The draft plan will be publically available on Council's website and in hardcopy at Council offices. The notification period will last for two months as per Section 41 of the Reserves Act 1977.

**6. Conclusion**

Council has drafted a Neighbourhood Parks Reserve Management Plan under the Reserves Act 1977. The plan will be released for a two month public submission period in April 2016.

**7. Attachments**

- Attachment 1 – Draft Neighbourhood Parks Reserve Management Plan
- Attachment 2 – Spreadsheet of Suggestions
- Attachment 3 – Strategic Work Programme

# Draft Waikato District Neighbourhood Parks Reserve Management Plan



Draft February 2016

This Reserves Management Plan has been prepared by Waikato District Council (the Council) under the provisions of the Reserves Act 1977 Section 41.

**Adopted on** TBC

**Process timeline**

Call for suggestions	October 2015
Draft Management Plan released for submissions	TBC
Submissions closed	TBC
Hearing	TBC
<b>Management plan adopted</b>	<b>TBC</b>



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## **1.0 Purpose of this plan**

Reserve management plans provide direction for the day-to-day management of reserves.

Determining community preferences and establishing the best means to provide for them are essential ingredients of good management planning. A management plan provides the community with certainty about the function and management of each reserve that is managed by Council. It also helps ensure that management decisions are consistent with the principles of the Reserves Act 1977.

This plan will provide for consistent approach to the management of reserves in the Waikato district.

### **1.1 Reserve management plan requirements**

The Waikato District Council (the Council) has a responsibility as an administering body under the Reserves Act 1977, Section 41, to prepare management plans for the reserves and parks that it manages.

These management plans should "... provide for and ensure the use, enjoyment, maintenance, protection, and preservation ... and, ... the development, as appropriate, of the reserve for the purpose for which it is classified".

Open space is recognised as an important component of the urban environment, providing opportunities for recreation and leisure. This management plan provides a framework within which managers can develop a balanced response to current opportunities and address future pressures.

The management plan identifies clear objectives and establishes directions for planning, resource management and maintenance of public open space. It clarifies and establishes policy and direction for both Council staff and the public.

When adopted, this management plan and the General Policies Management Plan 2015 will replace any previously prepared reserve management plan for reserves included in this plan.

This management plan will be kept under continuous review to ensure that the policies are appropriate and relevant for the communities within the Waikato district. It is intended that a comprehensive review will take place every five years.

### **1.2 Relationship with general policies**

This management plan is to be read in conjunction with the General Policies Reserve Management Plan. The general policies will apply to all reserves within the Waikato district. Where there is a conflict between the specific policies contained within this plan and the general policies contained within the General Policies Reserve Management Plan, the specific policies in this plan will take precedence.

### **1.3 Relationship with strategies**

Council has other strategies that impact neighbourhood parks, including the Playground Strategy, Signage Strategy and Toilet Strategy. Whereby these strategies have identified policies for neighbourhood parks it is the intention that these will be implemented. These policies may relate to issues such as maintaining and upgrading playgrounds, installing park signage and upgrading public toilets. To avoid repetition these policies have not been repeated in this document.

### **1.4 Waikato-Tainui Joint Management Agreement**

Council and Waikato-Tainui have entered into a Joint Management Agreement in accordance with the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010. The agreement acknowledges that Council has rights and responsibilities with regard to management of reserves under Reserves Act 1977.

The agreement also acknowledges that Council has a requirement to consult to determine appropriate management of Crown land under Council control and to consider how management decisions that may impact on future return of the land to Waikato-Tainui.

In accordance with the Waikato Raupatu Claims Settlement Act 1995, Council has informed the Waikato Raupatu River Trust of its intention to prepare a reserve management plan and has discussed the scope of the reserve management plan. The Waikato Raupatu River Trust will provide Council with feedback on how the draft plan and submissions received may affect customary activities on the Waikato River.

The Council is the administrator of many reserves where the underlying ownership resides with the Crown. In accordance with the Waikato Raupatu Claims Settlement Act 1995, Waikato-Tainui will be offered first right of refusal where Crown land is to be disposed of. Where reserves are subject to first right of refusal provisions, this is identified in the property summary for each reserve.

Where the land was derived from the Crown, and therefore subject to the Waikato-Tainui Treaty Settlement, this is shown as a "Subject to WTTS".

### **1.5 Structure of this plan**

The reserves covered by this management plan are presented on a ward-by-ward basis. Each reserve is described with respect to its classification and legal description and the authority under which the Council manages it.

Council's authority to administer the reserve may either come from:

1. Ownership (in such cases the land will have been "declared" reserve under Section 14 of the Reserves Act or "vested" on subdivision under the Resource management Act or Local Government Act)
2. A "vesting" from the Crown, or

### 3. "An appointment to control and manage" from the Crown

Where the land was derived from the Crown, and therefore subject to the Waikato-Tainui Treaty Settlement, this is shown as a "Subject to WTTS".

The current formal occupation and use of the reserve is described and the specific issues and policies that apply to the reserve are outlined. A plan showing the boundaries of the reserve is included and where required a more detailed concept plan is included showing future development.

A number of properties are not reserve or are not yet classified in accordance with the Reserves Act 1977. The treatment of these properties is described in Section 3.

## 1.6 Council and delegations

The Minister of Conservation has delegated a number of procedural and decision-making responsibilities to Council under the Reserves Act 1977. These delegations are made to "Council as a whole" and cannot be delegated to committees of Council or staff. Such decisions that must be made by a meeting of the full Council (Council as a whole) include adoption of reserve management plans, classification of reserves and granting of leases.

Other decisions, such as approval for events, removal of trees, issuing of permits etc. can be delegated from the Council to the Chief Executive and to the Parks and Facilities staff. As delegations change from time to time, the term Council is used throughout the document. Staff should refer to the Delegations Manual to determine if they have the authority to make decisions in accordance with the policies in this management plan.

## 1.7 Implementation

This management plan provides objectives and policies that determine the appropriate use, protection and development of the reserves administered by the Council. Decisions relating to the funding and priority for works described in this plan will be undertaken within Council's Long Term Plan and Annual Plan. Inclusion of any project within this management plan does not indicate Council funding will be available for such works as works may be funded and delivered by parties other than Council.

## 1.8 Public suggestions

Suggestions from members of the public have been incorporated in to the individual management plans within this document. However, in some cases suggestions have been made that relate to multiple neighbourhood parks. These suggestions are supported and are discussed below.

### Whaingaroa Environment Centre – fruit trees

The Whaingaroa Environment Centre has been involved in assisting the Raglan community with their aspiration to see more free food available in public places. Having fruit trees in Raglan's neighbourhood reserves was an idea brought forward from the community, and

supported by the community through the donation of fruit trees, compost and mulch and through the planting of the trees.

The Centre approached the Waikato District Council who has supported this community initiative, providing access to mulch and identifying suitable areas for fruit trees. The Centre would like to see the community aspiration for fruit trees in public spaces formally catered for in the Neighbourhood Parks Reserve Management Plan. This has also been allowed for in Council's Tree Policy.

#### Smoke free parks

There were a number of suggestions advocating smoke free parks. Council already has a policy within its General Policies Reserve Management Plan that all reserves shall be smoke free. Council will consider initiatives to further promote this such as signage at reserves and communication plans.

#### Heritage studies

Heritage New Zealand advocates a historic heritage study of each reserve as a helpful way to achieve an understanding of the historic heritage values. Council has a policy within its General Policies Reserve Management Plan to recognise and retain heritage features.

#### Transpower National Grid transmission lines

Transpower seeks that the Management Plan recognises Transpower's existing assets within the reserves *and* enables the ongoing operation, maintenance, development and upgrade of the National Grid transmission lines within the proposed reserves. Council has a policy within its General Policies Reserve Management Plan to enable this.

## 2.0 The reserves

### 2.1 Awaroa ki Tuakau Ward

#### 2.1.1 Centennial Park, Tuakau



Reserve Classification	Recreation Reserve	Area	1.1720 ha
Location	Bollard Road and Park Ave, Tuakau	Legal description	Part Lot 1 DP 13796, Lots 9-12 and Part Lot 13 DP 16549 and DP 25648
Authority	Declared	Subject to WTTS	No

#### Background

This large neighbourhood park includes a playground, established trees, picnic tables, park benches and a large grass area on a gradual slope. Bollards and chains surround the road entrances and the reserve is allocated as a dog exercise area. The Kairoa stream passes through the Eastern portion of the reserve. There are a variety of trees and gardens around the stream, as well as a walking path.

A bridge over the Kairoa stream at the Eastern edge of the reserve was officially opened by His Worship the Mayor Allan Sanson in 2014 and sponsored by the Graham family.

There are plaques by the Western entrance that state: “1840 – 1940 Erected by the people of Tuakau and the surrounding district and in honour dedicated to the memory of those pioneer men and women who having endured dangers and great hardship won for us our heritage”.

Access is given through the reserve for maintenance of the main network lines.

**Reserve Issues**

- Ensure that consideration is given to railway safety. This can occur with options such as the use of fencing and/or landscaping buffers, and locating buildings away from the rail boundary, as potential means of managing the risk associated with the rail network adjoining public open space.
- Ensure trees are kept away from railway line.
- Whilst there is signage by the carpark, it is not easily viewable.

**Reserve Management Policy**

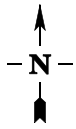
- I. Consider urban design principles to further buffer the railway line from the reserve.

**Proposed Development**

No specific development is anticipated.







Centennial Park



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### 2.1.2 Mark Ball Drive Reserve, Pokeno



Reserve Classification	Recreation Reserve	Area	0.1275 ha
Location	Mark Ball Drive, Pokeno	Legal description	Lot 804 Deposited Plan 446854
Authority	Vested	Subject to WTTS	No

#### Background

This recently developed neighbourhood park is located amongst a new development in Pokeno. It is accessible from Mark Ball Drive and McNeish Place. The reserve includes a children's playground which was installed in 2013, concrete path, park seats and a grassed area running down a slight slope. Young trees have been planted and gardens are located along the North and South boundaries.

#### Reserve Issues

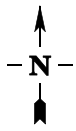
- None identified.

#### Reserve Management Policy

- I. None identified.

#### Proposed Development

No specific development is anticipated.



Mark Ball Drive Reserve



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### 2.1.3 Martindale Lane Reserve, Tuakau



Reserve Classification	Recreation Reserve	Area	0.1495 ha
Location	9 Martindale Lane, Tuakau	Legal description	Lot 45 DP 416113
Authority	Vested	Subject to WTTS	No

#### Background

This neighbourhood park includes a children's playground and a grassed area for informal sporting activities. Gardens are located by the playground along with numerous ornamental rocks and park seats. There are also a small number of trees on the reserve.

#### Reserve Issues

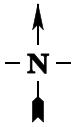
- None identified.

#### Reserve Management Policy

- None identified.

#### Proposed Development

No specific development is anticipated.



Martindale Lane Reserve



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### 2.1.4 Mercer Playground, Mercer



Reserve Classification	Recreation Reserve	Area	0.1553 ha
Location	Koheroa Road, Mercer	Legal description	Section 40 Suburb of Mercer
Authority	Declared	Subject to WTTS	No

#### Background

This neighbourhood park has been converted from two former tennis courts. As a result the surface is mainly concrete. The reserve includes a playground with lighting, one basketball hoop, a picnic table, netting around the former tennis courts and gardens around the border of the reserve. Skate ramps were installed in 2016.

#### Reserve Issues

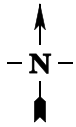
- Lack of signage to identify the reserve as a public asset.
- Concrete surface makes it unsuitable for some informal sports.
- Utilisation of reserve.

#### Reserve Management Policy

1. Additional skateboarding facilities should be investigated if there is future demand to utilise the concrete surface.
2. Improve landscaping/gardens.

#### Proposed Development

- Re-establish one tennis court if there is future demand.
- Provide additional skateboarding facilities.



Mercer Playground



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### 2.1.5 Village Place Park, Tuakau



Reserve Classification	Recreation Reserve	Area	0.607 ha
Location	Village Place, Tuakau	Legal description	Lot 6 DP 147900
Authority	Vested	Subject to WTTS	No

#### Background

This small neighbourhood park is located on a gradual slope. It mainly consists of mown grass and includes a small selection of trees.

#### Reserve Issues

- Lack of signage to identify the reserve as a public asset.
- Utilisation of reserve.

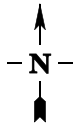
#### Reserve Management Policy

- I. Undertake landscaping to improve amenity value of reserve.

#### Proposed Development

- Consider reserve as a venue for a playground.





Village Place Park



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## 2.2 Eureka Ward

### 2.2.1 Good Street Reserve, Matangi



Reserve Classification	Recreation Reserve	Area	0.1226 ha
Location	9 Good Street, Matangi	Legal description	Lot 25 DPS 50562
Authority	Vested	Subject to WTTS	No

#### Background

This neighbourhood park is primarily comprised of a children's playground and a flat grass area suitable for informal sporting activity. In addition there is a park seat, picnic table and a small selection of trees. Signage has recently been installed. There is also a pump station on the reserve.

#### Reserve Issues

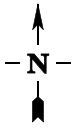
- Visual amenity of reserve.

#### Reserve Management Policy

1. Undertake landscaping to improve amenity value of reserve.

#### Proposed Development

Consider disposal of the reserve and relocation of the playground to Jack Foster Park. This is subject to a surplus land assessment.



Good Street Reserve



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## 2.3 Huntly Ward

### 2.3.1 Bailey Street Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	0.1383 ha
Location	Rosser Street and Bailey Street, Huntly	Legal description	Lot 324 DPS 25983
Authority	Vested in the Crown, Administered by Council	Subject to WTTS	Yes

#### Background

Bailey Street Reserve contains a children's playground and a concrete pedestrian linkage between Bailey Street and Rosser Street. Both entrances are bollarded to prevent vehicle access.

#### Reserve Issues

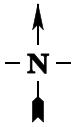
- None identified.

#### Reserve Management Policy

1. Undertake landscaping to improve visual amenity.

#### Proposed Development

Install seating near playground.



Bailey Street Reserve



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### 2.3.2 Bond/Hall Street Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	0.4740 ha
Location	Caesar Roose Place and O'Leary Place, Huntly	Legal description	Lot 258 DPS26056
Authority	Vested	Subject to WTTS	No

#### Background

This reserve has established trees, boundary bollarding and a concrete path providing a linkage between the three access points.

The land parcel adjoining Bond Street is not owned by Council (it is owned by Her Majesty the Queen) and therefore excluded from this management plan; however it is also grassed with a concrete path and has been incorporated in to the Council owned reserve.

#### Reserve Issues

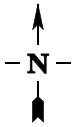
- Lack of signage to identify the reserve as a public asset.
- Vehicles accessing the reserve.
- Land not owned by Council has been incorporated in to the reserve.

#### Reserve Management Policy

- I. Investigate purchase of the neighbouring land parcel that has been incorporated in to the reserve.

#### Proposed Development

Improvements to bollarding and reserve access.



Bond/Hall Street Reserve



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### 2.3.3 Brownlie Crescent Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	0.3860 ha
Location	Brownlie Crescent, Huntly	Legal description	Lot 287 DPS 24504
Authority	Vested	Subject to WTTS	No

#### Background

This flat reserve is located at the end of Brownlie Crescent and is bordered on all sides by the road. It contains a small number of large trees as well as a basketball hoop and small concrete pad.

#### Reserve Issues

- Proximity to road (safety).
- Rubbish on the reserve.
- Visual amenity of reserve.

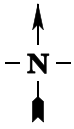
#### Reserve Management Policy

1. Undertake landscaping to improve visual amenity.
2. Allow the site to be utilised for a community garden.

#### Proposed Development

- Install seating near the basketball hoop.
- Extend the concrete pad under the basketball hoop.





Brownlie Crescent Reserve



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### 2.3.4 Caesar Roose Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	1.2863 Hectares
Location	Hall Street, Huntly	Legal description	Lot 257 DPS 27892, Lot 273 DPS 27894
Authority	Vested	Subject to WTTS	No

#### Background

This large reserve serves as a pedestrian linkage network, with entrances from five different streets and numerous concrete paths. There is bollarding at the entrance points and a selection of established trees. The topography is generally flat with a couple of built up areas, and the visibility is generally good.

#### Reserve Issues

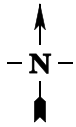
- Dumping of rubbish in the reserve.
- Vehicles accessing reserve.
- A large number of fences in poor condition adjoining private properties.

#### Reserve Management Policy

None identified.

#### Proposed Development

- Improve bollarding and reserve access.
- Create a fitness trail within the reserve.



Caesar Roose Reserve



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### 2.3.5 Gavin Place Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	0.3886 ha
Location	Gavin Place, Huntly	Legal description	Lot 60 DPS 24501
Authority	Vested	Subject to WTTS	No

#### Background

This is a flat park that provides a good open space for informal sporting activities as well as a linkage between three roads. It includes concrete paths for pedestrians and established trees.

#### Reserve Issues

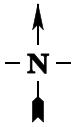
- Vehicles accessing the reserve.
- Rubbish on reserve.

#### Reserve Management Policy

- I. Undertake landscaping to improve amenity.

#### Proposed Development

- Install picnic tables and seating.
- Improve bollarding and reserve access.



Gavin Place Reserve



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### 2.3.6 Huntly West Domain, Huntly



Reserve Classification	Recreation Reserve Except Lot 3 DPSI9370 which is General Land	Area	2.1067 ha
Location	Semple Street and Fraser Street, Huntly	Legal description	Lot 40 DPS858, Lots 1 and 8 DPS316, Pt Lot 9 DPS316, Lot 3 DPSI9370
Authority	Declared	Subject to WTTS	Yes Except lot 3 DPSI9370

#### Background

This is a large neighbourhood park that has four access points and is located adjacent to the railway line. It contains a playground, picnic table and park seat, established trees and a basketball court. There is a Maori Wardens building and a bowling club's clubrooms on the reserve.

#### Reserve Issues

- Ensure that consideration is given to railway safety. This can occur with options such as the use of fencing and/or landscaping buffers, and locating buildings away from the rail boundary, as potential means of managing the risk associated with the rail network adjoining public open space.
- Vehicles accessing the reserve.
- Graffiti.
- Condition of basketball court and car park.
- Security of buildings.

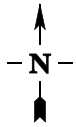
#### Reserve Management Policy

- I. Formalise lease arrangements for buildings for Bowling and Maori Wardens.

2. Allow additional community buildings to be established on the site.

**Proposed Development**

- Improving the condition of the basketball court.
- Upgrade bollarding and reserve access.
- Consider disposal of this reserve, subject to a surplus land assessment.



Huntly West Domain



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### 2.3.7 McDiarmid Crescent Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	0.3659 ha
Location	McDiarmid Crescent, Huntly	Legal description	Lot 116 DPS 27896 and Lot 117 DPS 27895
Authority	Vested	Subject to WTTS	No

#### Background

This reserve has established trees, boundary bollarding and a concrete path providing a linkage between the two access points. There is good visibility across the reserve.

#### Reserve Issues

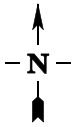
- Motorcycles accessing the reserve.
- Graffiti.
- Dumping of rubbish and lawn clippings.
- A large number of fences in poor condition adjoining private properties.

#### Reserve Management Policy

None identified.

#### Proposed Development

Improve bollarding and reserve access.



McDiarmid Crescent Reserve



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### 2.3.8 Meadows Lane Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	1.0514 ha
Location	Rosser Street and Meadows Lane, Huntly	Legal description	Lot 256 DPS 24502
Authority	Vested	Subject to WTTS	No

#### Background

This is a large park with an undulating surface and established trees along the boundary.

#### Reserve Issues

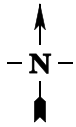
- Poor drainage.

#### Reserve Management Policy

1. Undertake landscaping to improve visual amenity.

#### Proposed Development

- Install seating.
- Consider disposal of this reserve, subject to a surplus land assessment.



Meadows Lane Reserve



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### 2.3.9 Parry Street Reserve, Huntly



Reserve Classification	Sanitary Purposes Reserve and Local Purpose (Recreation) Reserve	Area	0.8314 ha
Location	Parry Street, Huntly	Legal description	Lot 1 DPS 9787 and Lot 2 DPS 44246
Authority	Vested	Subject to WTTS	Yes – for Lot 1 DPS 9787

#### Background

This reserve extends from Parry Street through to the railway line. It has a grassed floodbank, a large undulating open space and established trees at the Southern end of the reserve.

#### Reserve Issues

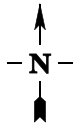
- Ensure that consideration is given to railway safety. This can occur with options such as the use of fencing and/or landscaping buffers, and locating buildings away from the rail boundary, as potential means of managing the risk associated with the rail network adjoining public open space.
- Lack of signage to identify the reserve as a public asset.
- Control of weeds in undergrowth of large trees.
- The Eastern boundary of the ground isn't identifiable.

#### Reserve Management Policy

1. Define reserve boundaries and undertake access realignment.

#### Proposed Development

Protect and enhance existing tree planting on the reserve and seek to extend ecological linkages to neighbouring waterways.



Parry Street Reserve



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### 2.3.10 Pukemiro Domain, Pukemiro



Reserve Classification	Recreation Reserve	Area	1.4505 ha
Location	Bernard Street, John Avenue, Pukemiro	Legal description	Lot 56 DP 8585
Authority	Declared	Subject to WTTS	Yes

#### Background

This large reserve in Pukemiro is somewhat hidden away between Bernard Street and John Avenue. The park is separated in to two large fields with a row of established trees acting as a divider. The Northern portion is a lower height than the South.

#### Reserve Issues

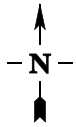
- Lack of road frontage.
- Access and security.
- Illegal grazing.
- Utilisation of reserve.
- Lack of signage to identify it as a public asset.

#### Reserve Management Policy

1. Allow and encourage the site to be utilised as a community gathering zone.

#### Proposed Development

- Establish a walking/cycling linkage between the entrances, which can also act as a travel route to the neighbouring school.
- Open up the John Avenue entranceway by installing signage, removing vegetation and improving visibility across the reserve.



Pukemiro Domain



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### 2.3.11 Rosser Street Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	4.0587 ha
Location	Rosser Street and James Henry Crescent, Huntly	Legal description	Lot 372 DPS 26576, Lot 373 DPS 26579, Lot 374 DPS 26580 and Lot 288 DPS 26581
Authority	Declared	Subject to WTTS	No

#### Background

This is a very large reserve which is largely undeveloped. There is a concrete footpath providing a pedestrian linkage between Rosser Street and James Henry Crescent.

#### Reserve Issues

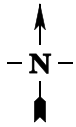
- Very poor drainage.
- Limited road access at Southern end.
- Rubbish dumping.
- Graffiti.
- Utilisation of reserve.

#### Reserve Management Policy

None identified.

#### Proposed Development

- Install bollarding and improve reserve access.
- Retain the northern land parcel and consider disposal of the remainder of the reserve, subject to a surplus land assessment.



Rosser Street Reserve



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### 2.3.12 Russell Road Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	0.3391 ha
Location	Russell Road and Burke Place, Huntly	Legal description	PT LOT 39 DP 23553 LOT 40 DPS 25279 REC RES
Authority	Vested	Subject to WTTS	No

#### Background

From the Russell Road entrance this is an attractive park that includes a playground, landscaping and established trees. A picnic table and a park bench are provided within the same area. The park runs down a slope towards the road.

Behind the playground the remainder of the reserve is disconnected, behind a row of trees and a fence line. This portion of the reserve is undeveloped with the exception of a concrete footpath that provides a linkage to Burke Place. There are good views overlooking Huntly from the top of the reserve.

#### Reserve Issues

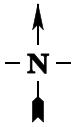
- Lack of connectivity and integration throughout the reserve. The concrete paths do not connect and a fence splits the reserve.

**Reserve Management Policy**

None identified.

**Proposed Development**

Create walking access and connectivity between the two reserve entrances.



Russell Reserve



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### 2.3.13 Smith Avenue Reserve, Huntly



Reserve Classification	Recreation Reserve	Area	0.0913 ha (Lot 98), 1.3830 ha (Part Lot 14)
Location	Smith Avenue, Webb Street and Armstrong Street, Huntly	Legal description	Part Lot 14 DPS 1010 and Lot 98 DPS 858
Authority	Declared	Subject to WTTS	Yes

#### Background

This reserve is undeveloped and provides a large area for informal sporting recreation. It has four entrance points.

#### Reserve Issues

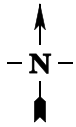
- Vehicles accessing the reserve.
- Graffiti.
- Visual amenity of reserve.
- Rubbish dumping.

#### Reserve Management Policy

None identified.

#### Proposed Development

- Upgrade bollarding.
- Consider disposal of this reserve, subject to a surplus land assessment.



Smith Avenue Reserve



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### 2.3.14 Tamihana Walkway, Huntly



Reserve Classification	Local Purpose Reserve (Accessway)	Area	0.0293 ha
Location	Tamihana Avenue, Huntly	Legal description	Lot 3 DPS 47698
Authority	Vested	Subject to WTTS	No

#### Background

This small reserve exists to provide an accessway from Tamihana Avenue to Rata Avenue. It contains a concrete path with a 7 wire fence at the edge of the neighbouring property.

#### Reserve Issues

- Encroachment from neighbouring property.
- Lack of signage to identify the reserve as a public asset.

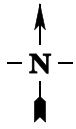
#### Reserve Management Policy

- I. Resolve the issue of encroachment by the neighbouring property.

#### Proposed Development

No specific development is anticipated.





Tamihana Walkway



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## 2.4 Ngaruawahia Ward

### 2.4.1 Barakat Walkway and Te Wiata Reserve, Ngaruawahia



Reserve Classification	Lots 45 and 49: Local Purpose (Amenity), Lot 27, 51 and 52: Local Purpose (Accessway)	Area	0.4659 ha
Location	Te Wiata Lane, Ngaruawahia	Legal description	Lots 45, 49, 51, 52 DP 372585, Lot 27 DPS 45775
Authority	Vested	Subject to WTTS	No

#### Background

This neighbourhood park has two open space areas with a creek running through the middle. There is plenty of space for informal recreational activity as well as a playground and picnic table. The creek is lined with a number of trees and shrubs and continues on the Southern side of Te Wiata Lane.

There are also pedestrian accessways on Te Wiata Lane that allow easy access to the reserve for an increased number of residents.

#### Reserve Issues

- Maintenance and enhancement of the watercourse through the reserve.
- Vehicles accessing the reserve.
- Graffiti on the fence surrounding the reserve.

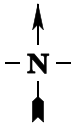
**Reserve Management Policy**

None identified.

**Proposed Development**

- Install bollards and chain around reserve to prevent vehicles.
- Placement of a barked garden with trees or shrubs a few metres in from the footpath.
- Improve the appearance/amenity value, including piping the drain for improved safety and appearance.





Barakat Walkway and Te Wiata Reserve



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## 2.4.2 Duke Street Reserve, Ngaruawahia



Reserve Classification	Recreation Reserve	Area	2.0234 ha
Location	Duke Street, Ngaruawahia	Legal description	Sec 184 Nth Newcastle Subs Blk VII
Authority	Declared	Subject to WTTS	No

### Background

This site is currently used for a community garden. There are buildings near the entrance and the majority of the land is in paddocks. It is also adjacent to a school.

### Reserve Issues

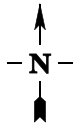
- Lack of visible road frontage.
- Lack of signage to identify the reserve as a public asset.
- Lack of lease arrangements for buildings.
- Not currently utilised as a neighbourhood park.

### Reserve Management Policy

1. Formalise lease arrangements for buildings.
2. Continue to allow the site to be used as a community garden.

### Proposed Development

- Clear site of permanent buildings.
- Utilise the reserve for sporting purposes if there is a future demand.
- Remove roadside hedge to improve visibility.



Duke Street Reserve



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### 2.4.3 North Street Reserve, Ngaruawahia



Reserve Classification	Reserve for public utility purposes	Area	0.0822 ha
Location	North Street, Ngaruawahia	Legal description	Lot 25 DPS 420
Authority	Declared	Subject to WTTS	No

#### Background

This small reserve is a flat grassed site with two entrances via narrow accessways. The wider accessway from North Street has bollards and a chain to prevent vehicle access.

#### Reserve Issues

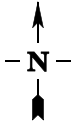
- This reserve has very limited road frontage and is not well designed from a Crime Prevention through Environmental Design perspective. The accessway to the Waikato Esplanade is very narrow.
- Lack of signage to identify the reserve as a public asset.
- There is limited recreational potential, besides as a walking linkage between two streets.
- Utilisation of reserve.

#### Reserve Management Policy

None identified.

#### Proposed Development

Consider disposal of this reserve, subject to a surplus land assessment.



North Street Reserve



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### 2.4.4 Waipa Esplanade Neighbourhood Reserve, Ngaruawahia



Reserve Classification	Local Purpose Reserve (Recreation)	Area	1.3682 ha
Location	Waipa Esplanade, Ngaruawahia	Legal description	Lot 60 DPS 48202
Authority	Vested	Subject to WTTS	No

#### Background

This is a large neighbourhood reserve that contains a playground, flat grassed area for informal sporting activities, one rugby goal post and established trees. There are bollards around the entire road exterior.

The adjoining land parcel (Section 663A Town of Newcastle South) is included in the Waikato District Sports Park Reserve Management Plan and is utilised by the Ngaruawahia Pony Club.

#### Reserve Issues

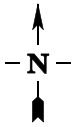
- This management plan should be considered in conjunction with the management plan for the neighbouring land parcel (see Sports Park Reserve Management Plans).
- The Playground Strategy recommends disposal of the playground due to the close proximity to the Te Wiata Lane Playground.

#### Reserve Management Policy

1. Consider disposal of playground, as identified in the Playground Strategy.

#### Proposed Development

Install picnic tables and park seating.



Waipa Esplanade Neighbourhood Reserve



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## 2.5 Onewhero-Te Akau Ward

### 2.5.1 Maraetai Bay Foreshore Reserve, Port Waikato



Reserve Classification	Foreshore Reserve	Area	4.148 ha
Location	Maunsell Road, Port Waikato	Legal description	Lot 13 DPS 1186
Authority	Vested	Subject to WTTS	No

#### Background

This large foreshore reserve has plenty of space for informal sporting activities and beach access as well as a children's playground, barbeque, public toilets and changing rooms, picnic tables and park benches (with views across the bay) and a scattering of established trees.

#### Reserve Issues

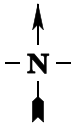
- Encroachment by a number of neighbouring properties.
- Coastal erosion.
- Motor cycles accessing the dunes through the reserve.
- Freedom camping.

#### Reserve Management Policy

1. Resolve the issue of encroachment by the neighbouring properties.
2. Any works involving digging will require an archaeological assessment to be undertaken prior.

#### Proposed Development

No specific development is anticipated.



### Maraetai Bay Foreshore Reserve



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## 2.6 Raglan Ward

### 2.6.1 Bay View Road Reserve, Raglan



Reserve Classification	Plantation Reserve	Area	0.4603 ha
Location	Bay View Road, Raglan	Legal description	Part Lot 1 Deeds Plan 982
Authority	Vested	Subject to WTTS	No

#### Background

This reserve contains a large number of trees and shrubs, a gravel driveway and wooden steps providing access to the waterfront. A drain (partially piped) runs through the reserve. There is also a pump station.

#### Reserve Issues

- Encroachment by neighbouring property.
- Limited recreational potential.
- Lack of signage to identify the reserve as a public asset.
- Summer time use of the beach is often high and rubbish is often left behind.

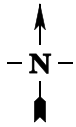
#### Reserve Management Policy

1. Investigate the potential for the site to serve a pedestrian linkage to the waterfront.
2. Resolve the issue of encroachment by the neighbouring property.
3. Assess ecological value of vegetation and improve visual amenity value.

#### Proposed Development

- Improve walking/cycling connection between the road and the waterfront.
- Provide seating and/or picnic tables with waterfront views.
- Create a storage station for kayaks.





Bay View Road Reserve



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### 2.6.2 Oram Park, Raglan



Reserve Classification	Recreation Reserve	Area	0.4855 ha
Location	Nihinihi Avenue and Taipari Avenue, Raglan	Legal description	Lot 19 DP 34392, Lot 28 DP 31560, Lot 1 DP 32533
Authority	Vested	Subject to WTTS	No

#### Background

This is a large neighbourhood park that contains a fenced playground, large open space for informal recreation, established trees and clusters of fruit trees located in 'no spray zones'.

#### Reserve Issues

- None identified.

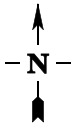
#### Reserve Management Policy

1. Continue to utilise the reserve for growing fruit trees, in collaboration with the Whaingaroa Environment Centre.
2. Investigate removal of the pool fencing around the playground.

#### Proposed Development

- Additional playground equipment and landscaping as identified in the Waikato District Council Playground Strategy.
- Install bollards and chains to prevent vehicle access.
- Remove phoenix palms.





Oram Park



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### 2.6.3 Warihi Park, Raglan



Reserve Classification	Recreation Reserve	Area	0.3364 ha
Location	Cliff Street and Wallis Street, Raglan	Legal description	Part Allotments 3 and 4 Town of Raglan
Authority	Declared	Subject to WTTS	Yes

#### Background

A sign is located at the Wallis Street entrance that states “Presented by Mr and Mrs W. Fletcher Wallis for a children’s playground 1941”. This reserve is separated in to two areas by a gate in the middle. The Wallis Street portion contains a playground, picnic table, seat, bin, established trees and a small number of fruit trees. There is also a grass area suitable for informal sporting activities. The Cliff Street entrance does not have signage and is not easily identifiable as reserve. It contains a number of buildings including a hall used as a scout den, a sandpit, swings and established trees.

#### Reserve Issues

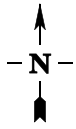
- Lack of signage and recreational opportunities on Cliff Street portion of the reserve.
- Maintenance of buildings.

#### Reserve Management Policy

- I. Formalise lease arrangements for buildings.

#### Proposed Development

Remove swings on Cliff Street portion of reserve.



Warihi Park



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### 2.6.4 Whale Bay Reserve, Raglan



Reserve Classification	Lot 39 and Lot 5: Local Purpose Reserve (Esplanade) Lot 38: Recreation Reserve Lot 41: Road Reserve	Area	0.9978 ha
Location	Calvert Road, Whale Bay	Legal description	Lot 39 DPS 7801, Lot 38 DPS 7801, Lot 41 DPS 7801, Lot 5 DPS 22469
Authority	Vested	Subject to WTTS	No

#### Background

This large neighbourhood park has entrances off Calvert Road and Tohora Close; it is easy to walk through the park along the mowed grass. There is existing signage, concreted walkways and rubbish bins at both entrances, public toilets, two swings, picnic tables, established trees and gardens, grassed areas (the lower lawn has a flat topography and is suitable for informal sports) and ocean views.

#### Reserve Issues

- Path improvements are required for safe access to public toilets.
- The reserve is muddy and slippery in places during winter and after rainfall.

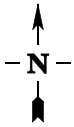
#### Reserve Management Policy

- I. Investigate opportunities to develop surf information signage in conjunction with the Point Boardriders Club.

**Proposed Development**

- Remove waterfront vegetation and relocate picnic tables to maximise ocean views.
- Consider removal of public toilets as appropriate or at the end of their current life (Manu Bay public toilets are located nearby).
- Metalled paths or alternative solutions to be investigated to address health and safety issues regarding slippery surfaces.





Whale Bay Reserve



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## 2.7 Tamahere Ward

### 2.7.1 Te Awa Reserve, Tamahere



Reserve Classification	Parts Allotment 10 Tamahere Parish and Lot 1 DPS 13314: Recreation Reserve  Part Lot 8 DP 9747 and Closed Road adjoining Parts Allotment 10 Tamahere Parish: Esplanade Reserve	Area	1.3284 ha
Location	Te Awa Road, Tamahere	Legal description	Parts Allotment 10 Tamahere Parish, Part Lot 8 DP 9747, Lot 1 DPS 13314, Closed Road adjoining Parts Allotment 10 Tamahere Parish
Authority	Vested	Subject to WTTS	Yes (Pts Allotment 10 and Lot 1)

#### Background

This is a scenic and peaceful reserve with a large flat grass area, playground and established trees on the upper level. The reserve is well signed, has a gravel carpark and bollards to prevent cars accessing the grass. At the back of the reserve a walkway provides access down the river bank. The walkway extends along the river edge amongst established trees where a variety of birds can be heard.

#### Reserve Issues

- The use of motorcycles in this area is dangerous to both those using the area and the motor cyclists, as well as discouraging wild life.
- Antisocial behaviour.
- It is not easy to identify that there is a walking track down the river bank.

### **Reserve Management Policy**

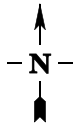
1. The walk along the river should be maintained as a beautiful “wilderness” walk.
2. The walkway could be extended and more trees planted to further encourage bird life.
3. Maintain playground in accordance with Playground Strategy. This includes adding senior playground equipment such as a flying fox, and an access ramp to the playground.
4. Promote the walking track through signage or by extending it closer to the entrance.
5. Support the restoration of the riparian margin of the Waikato River.

### **Proposed Development**

- Install chains to prevent access by motorcyclists.
- Install picnic tables and seating.
- Look to expand the walkway through acquiring additional land through future subdivisions.







Te Awa Reserve



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## 2.8 Whangamarino Ward

### 2.8.1 Blunt Road and Awanui Avenue Reserves, Te Kauwhata



Reserve Classification	Lot 113, 115: Local Purpose Drainage, Lot 119, 120, 59: Local Purpose Accessway	Area	0.6738 ha
Location	Blunt Road and Awanui Avenue, Te Kauwhata	Legal description	Lot 113 DP 391858, Lot 115 DP 474509, Lot 119 DP 391858, Lot 120 DP 391858, LOT 59 DP 474569
Authority	Vested	Subject to WTTS	No

#### Background

Lot 113 is an established reserve which features trees and shrubs, a path and a drainage pond.

Lot 115 has recently been planted with flaxes to assist with drainage as this site can become swampy in winter.

Lot 59 is currently undeveloped and is solely covered in grass.

#### Reserve Issues

- Drainage pond is stagnant at certain times of the year (smell, mosquitoes).
- Maintenance and enhancement of the watercourse through the reserve.

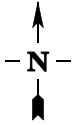
#### Reserve Management Policy

None identified.

**Proposed Development**

- Create a pedestrian/cycleway linkage across the reserves.
- Resolve issues regarding the stagnant drainage pond.





Blunt Road and Awanui Avenue Reserves



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## 2.8.2 Meremere Reserve, Meremere



Reserve Classification	Recreation Reserve	Area	1.6050 ha
Location	Te Wheoro Crescent, Meremere	Legal description	Lot 255 DPS 47627
Authority	Vested	Subject to WTTS	No

### Background

This is a large neighbourhood park with limited road frontage. A skate park and a basketball hoop are located near the centre. The park has a number of established trees, picnic tables, park seats and a concrete path throughout it.

### Reserve Issues

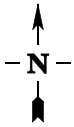
- Graffiti and rubbish.
- Lack of road frontage.
- Poor visibility in some areas due to trees and topography.
- Crime Prevention Through Environmental Design (CPTED) issues.

### Reserve Management Policy

1. Undertake a CPTED study to identify opportunities to improve safety, visibility and general appearance of the reserve.
2. Maintain the neighbourhood skate park as identified in the Parks Strategy.

### Proposed Development

- Undertake improvements to the skate park.
- Establish a BBQ area and picnic tables.
- Allow sculptures or Maori carving to be placed in the reserve.
- Establish fruit trees.
- Improve linkage to public library.



Meremere Reserve



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### **3.0 Land other than reserve**

The following properties are managed for neighbourhood park purposes by the Council but have either not been declared reserve or have not been classified under the Reserves Act 1977.

The Reserves Act 1977 requires that an administering authority (the Council) classify all reserves prior to public notification of a reserve management plan.

As such the following properties do not form part of this reserve management plan. The Council has instead elected to include them outside of the reserve management plan for completeness. It is the Council's intention that it will apply the policies outlined below in its decision-making under the Local Government Act 2003 when considering the management and development of these properties.

It is the Council's intention that it will declare the following properties reserve and classify them in the future. They will then be included within the General Policies and Neighbourhood Reserves Management Plan in subsequent reviews of those management plans.

### 3.1 Awaroa ki Tuakau Ward

#### 3.1.1 Central Park, Tuakau



Reserve Classification	Not Reserve	Area	0.2099 ha
Location	George Street, Tuakau	Legal description	Lot 10 and 11 DP 9268
Authority	Freehold	Subject to WTTS	No

#### Background

There is a plaque on a monument on the site that states: “This park was provided by the citizens of Tuakau to commemorate the existence of the Tuakau Borough Council formed from the Tuakau Town Board 1955 amalgamated with the Franklin District 1989”.

There is also a Sir Edmund Hillary monument erected by Rotary Club of Tuakau. It notes he attended Tuakau Primary School from 1924 – 1931.

The site has seating, paths, gardens and established trees. It is a flat well maintained site in a central town location. Bollards and chains block vehicle access from the road.

#### Reserve Issues

- None identified.

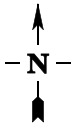
#### Reserve Management Policy

- Retain as a passive reserve and do not allow a playground or public toilets to be built.

#### Proposed Development

No specific development is anticipated.





Central Park



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### 3.1.2 Kowhai Street Reserve, Tuakau



Reserve Classification	Lots 70 and 71 DP 78424: Recreation reserve , Lots 1, 2 and 4 DP 89067: Local Purpose (esplanade) reserve, Lot 5 DP 89067: Council freehold land Lot 2 DP 329355: Local Purpose (esplanade) reserve	Area	1.4158 ha
Location	Kowhai Street, Matipo Drive, and George Street, Tuakau	Legal description	Lots 70 and 71 DP 78424, Lots 1, 2, 4 and 5 DP 89067, Lot 2 DP 329355
Authority	Vested	Subject to WTTS	No

#### Background

The South-West end of this site is adjacent to a stream and is currently undeveloped. There is potential to create a track in the future past the established trees through to the North-East portion of the reserve which contains a larger grass area (mowed to a higher standard). The North-East portion is a capped landfill and includes a pump station.

The site can be accessed from three points.

#### Reserve Issues

- Lack of signage to identify the site as a public asset.
- Lack of access through the site.
- Maintenance and enhancement of the watercourse through the site.

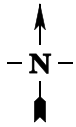
**Reserve Management Policy**

- I. Acquire additional land to support the development of a walkway through the site.

**Proposed Development**

- Develop a walkway/cycleway linkage through the site.
- Undertake Riparian plantings and ecological enhancement.





Kowhai Street Reserve



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## 3.2 Eureka Ward

### 3.2.1 Jack Foster Park, Matangi



Reserve Classification	Not Reserve	Area	0.6952 ha
Location	Matangi Road, Matangi	Legal description	Section 1 SO 392694
Authority	No Crown Residual Interest. The Land was originally Private Land that was acquired by Waikato District Council in 2007 vide NZ Gazette 2007 p3567 for Community Purposes (Public Work.)	Subject to WTTS	No

#### Background

There is signage on the site acknowledging Jack Foster, after whom the site is named. It notes that Jack Foster epitomised the commitment the people of Matangi have to each other and the future. It also states that “Jack was born in Yorkshire, England and served in World War II in India and Burma with the Royal Army Veterinary Corps. He said that the war confirmed to him the value of community. Jack was Matangi’s veterinarian for 45 years and he was a dedicated community man. He could be found helping at every community event, often with a tobacco pipe in hand”.

Jack Foster Park has a flat topography and is mostly a grassed site. The site includes a selection of very established trees and also some more recent plantings.

A gravel accessway runs through a portion of the site and the exterior is fenced. It neighbours a local school and a church.

**Reserve Issues**

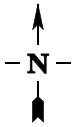
- High vehicle usage of the site to access school.

**Reserve Management Policy**

- I. The Matangi Community Plan identified a desire to provide youth facilities and these could be considered at this site.

**Proposed Development**

- Install picnic tables.
- Relocate the Good Street Reserve playground to Jack Foster Park.
- Fence the reserve boundary around the church.



Jack Foster Park



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### 3.3 Hukanui-Waerenga Ward

#### 3.3.1 Hukanui Park and Hall Site, Gordonton



#### Hukanui Park

Reserve Classification	Sections 6,7 Block VI Kornakorau Survey District: Local Purpose Reserve (Community Use)	Area	Section 7: 0.7621 ha Section 6: 0.2077 ha
Location	1020 State Highway 1B, Gordonton	Legal description	Sections 6,7 Block VI Kornakorau Survey District
Authority	Declared	Subject to WTTS	Section 7: Yes Section 6: No

#### Hukanui Hall Site

Reserve Classification	Allotment 275: Not reserve Allotment 272: Not reserve Pt NZ Loan: Workmans Cottage Site Lots 7-10: Public Works Land	Area	Allotment 275: .0809 ha Allotment 272: .0397 ha Pt NZ Loan: 0.2028 ha Lots 7-10: 0.4047 ha
Location	State Highway 1B and Garfield Street, Gordonton	Legal description	LOTS 7-10 DP 284, ALLOT 272 275 Komakorau Parish, Pt NZ Loan & Mercantile Agency Company Ltd Land
Authority	Public Works Declared Reserve	Subject to WTTS	No



**Background**

This large site includes grassed areas and a number of buildings, including the Hukanui Hall, a house that is rented and an old school building currently used as a day care centre. The park also contains a swing set, a war memorial monument and flag pole, public toilets, picnic tables and open space. There is a carpark by the edge of the state highway and there are established trees across the whole site.

There is also a walking path through the site which links with a path to the nearby shops.

A market is held on the site on the second Saturday of every month and a street vendor has consent to operate from the car park.

**Reserve Issues**

- Lack of lease arrangements.
- Utilisation of site for private purposes.

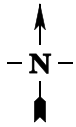
**Reserve Management Policy**

1. Formalise lease arrangements for buildings.
2. Continue to allow the Market to operate on the reserve.

**Proposed Development**

Install additional play equipment on the site.





Hukanui Park and Hall



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### 3.4 Huntly Ward

#### 3.4.1 Blundell Place Reserve, Huntly



Reserve Classification	Not Reserve	Area	Approx. 0.0730 ha
Location	Blundell Place, Huntly	Legal description	Part of road
Authority	Unformed Legal Road	Subject to WTTS	No

#### Background

This small neighbourhood park is located on legal road. The playground takes up a large portion of the site and the reserve is not currently landscaped.

#### Reserve Issues

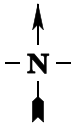
- Lack of landscaping/opportunity to improve amenity.

#### Reserve Management Policy

None identified.

#### Proposed Development

- Relocate playground and dispose park.



Blundell Place Reserve



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### 3.4.2 Fairfield Park, Huntly



Reserve Classification	Sec 2 Land Act 1948	Area	4.3371 ha
Location	Fairfield Avenue, Huntly	Legal description	Part Allotments 43, 44 Pepepe Parish
Authority	Uncompleted Public Work Transaction – Appointment to Control and Manage	Subject to WTTS	Yes

#### Background

This well utilised site provides open space for a number of properties and is easily accessible with a large amount of road frontage. The surface is flat to undulating and the site is bordered by a number of established trees. There are footpath linkages crossing the site.

There is a playground, skate park, basketball hoop and fenced off dog exercise area at the Northern section of the site.

#### Reserve Issues

- Poor drainage.
- Vehicles accessing the site. Some of the boundary is bollarded, but other sections aren't.
- Graffiti at the skate park.
- High voltage overhead powerlines by skate park need to be considered during any developments.

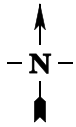
#### Reserve Management Policy

None identified.

#### Proposed Development

- Extend bollarding around reserve.





Fairfield Park



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### 3.4.3 Rayner Road Reserve, Huntly



Reserve Classification	Not Reserve	Area	Approx. 0.2400 ha
Location	Rayner Road, Huntly	Legal description	Part of road
Authority	Unformed Legal Road	Subject to WTTS	Not Known

#### Background

This neighbourhood park is located on legal road. It includes a playground and the reserve is not currently landscaped. It is on a slope running downhill from East to West.

#### Reserve Issues

- Lack of landscaping/opportunity to improve amenity.
- Safety/proximity to road.
- Poor drainage.

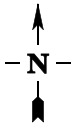
#### Reserve Management Policy

None identified.

#### Proposed Development

1. Undertake landscaping.
2. Install seating.





Rayner Road Reserve



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### 3.4.4 Riverview Road Reserve, Huntly



Reserve Classification	Not Reserve	Area	0.1609 ha
Location	64 Riverview Road, Huntly	Legal description	Lot 2 DP 28811
Authority	The Land was originally Freehold Land that was transferred to the Huntly Borough Council	Subject to WTTS	No

#### Background

This attractive park includes a children's playground and a picnic table. From within the site there are scenic views of the Waikato River.

#### Reserve Issues

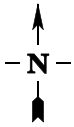
- None identified.

#### Reserve Management Policy

- None identified.

#### Proposed Development

No specific development is anticipated.



Riverview Road Reserve



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### 3.4.5 Tainui Bridge Road Reserve, Huntly



Reserve Classification	Not Reserve	Area	0.1541 ha
Location	Tainui Bridge Road, Huntly	Legal description	Allotment 860 Taupiri Parish
Authority	Originally Private Land that was acquired by the Crown for Better Utilisation in 1965. Transferred to the Huntly Borough Council in 1984.	Subject to WTTS	No

#### Background

This undeveloped site is located in a central location and includes one large tree.

#### Reserve Issues

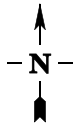
- Lack of signage to identify the site as a public asset.
- Lack of landscaping/opportunity to improve amenity.
- Dominance of advertising signs.
- Safety/proximity to road.

#### Reserve Management Policy

- I. Undertake landscaping and improve amenity value of site.

#### Proposed Development

Consider disposal of this reserve, subject to a surplus land assessment.



Tainui Bridge Road Reserve



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## 3.5 Ngaruawahia Ward

### 3.5.1 AFFCO Park, Horotiu



Reserve Classification	Not Reserve	Area	Reserve area is approx. 3.4250 ha
Location	State Highway 1 and Horotiu Road, Horotiu	Legal description	Lot 1 DP 422843
Authority	Leased	Subject to WTTS	N/A to Council – Leased

#### Background

This park is leased by Council off AFFCO Ltd. There is a gravel carpark with bollards off Horotiu Road. Adjacent to the carpark is a playground and a skateboard half pipe. A large dog exercise area is fenced off from the play area. There are a number of large established trees throughout the site.

#### Reserve Issues

- This is not a Council owned reserve – it is leased.
- Reserve signage is hidden from view under a tree and behind bushes.
- There is no signage to promote the dog exercise area.
- The Playground Strategy identifies a desire to relocate the playground to an alternative site closer to residents or a site of activity.

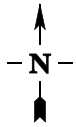
#### Reserve Management Policy

1. Consider relocation of playground in future decision making, as identified in the Waikato District Council Playground Strategy.
2. Consider opportunities to establish a new reserve nearby if the opportunity arises, rather than continuing to lease land.

**Proposed Development**

- Improve site signage.
- Install picnic tables.





AFFCO Park



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### 3.5.2 Bob Byrne Memorial Park, Taupiri



Reserve Classification	Not reserve Legal Road (State Highway No 1)	Area	Approx. 0.5080 ha
Location	Great South Road, Taupiri	Legal description	Part State Highway No 1
Authority	Land is Part of State Highway No 1 Core Land that is unformed and a buffer between carriageway and river. Not Waikato District Council Land.	Subject to WTTS	No

#### Background

This attractive neighbourhood park is located between Great South Road and the Waikato River in Taupiri. It has a large number of established trees, bushes and gardens. A gravel driveway and carpark allows vehicle entry in to the site, with bollards around its edges. A public toilet is located on the reserve and there is also a basic playground and some picnic tables.

#### Reserve Issues

- Proximity to main road. Trees and shrubs are acting as a barrier to separate the site from the road.

#### Reserve Management Policy

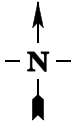
None identified.

#### Proposed Development

- Disestablish the playground, in accordance with the Playground Strategy.

- Improve visibility of river and locate picnic tables and seating in locations with scenic views.





Bob Byrne Memorial Park



SCALE 1:700	Cadastre sourced from Land Information New Zealand under CC-BY. Copyright @ Waikato District Council	Projection: New Zealand Transverse Mercator Datum: New Zealand Geodetic Datum 2000	Print Date: 22/12/2015	A4
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### 3.5.3 Durham Street Reserve, Ngaruawahia



Reserve Classification	Not Reserve (freehold)	Area	0.1309 ha
Location	Durham Street and Newton Street, Ngaruawahia	Legal description	Lot 46 DPS 29152
Authority	Vested	Subject to WTTS	No

#### Background

This land parcel runs down a gradual slope towards the road edge. The site is mostly a grassed area that also contains a small selection of trees. A gravel driveway encroaches the site and a skinny accessway provides a linkage to Prendergast Place.

#### Reserve Issues

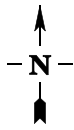
- Site encroachment by a gravel driveway and a private property.
- Limited recreational potential.
- Property boundaries are not defined – difficult to identify public versus private land.
- Lack of signage to identify the reserve as a public asset.
- The accessway is poor from a Crime Prevention through Environmental Design perspective.

#### Reserve Management Policy

1. Address encroachment issues.
2. Consider disposal of this site subject to a surplus land assessment, but retain a walkway.

**Proposed Development**

No specific development is anticipated.



Durham Street Reserve



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### 3.5.4 Galileo Street Reserve, Ngaruawahia



Reserve Classification	Unknown	Area	Unknown
Location	Galileo Street and SH1, Ngaruawahia	Legal description	Part Allots 187 190 TN OF Newcastle
Authority	Unknown	Subject to WTTS	Unknown

#### Background

This site consists of a flat mowed grass site and a few trees between the main road and Galileo Street. As shown in the aerial photo the land parcel only incorporates a small portion of the grassed area, with the majority being unformed legal road. There is a metal fence acting as a safety barrier alongside the main road. There are footpaths across the site providing pedestrian linkages.

#### Reserve Issues

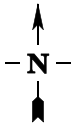
- Lack of signage to identify the site as a public asset.
- The majority of the site is located on an unformed legal road.
- Safety issues associated with proximity to busy roads, e.g. unsuitable for informal sporting activity.
- Limited recreational potential.

#### Reserve Management Policy

1. Stop the unformed legal road and incorporate it in to the reserve or declare the reserve to be road and maintain as a berm.

#### Proposed Development

No specific development is anticipated.



Galileo Street Reserve



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### 3.5.5 Ngaruawahia Highway South Reserve, Ngaruawahia



Reserve Classification	Not Reserve Recreation Purposes (Public Work)	Area	5.1986 ha
Location	Great South Road, Ngaruawahia	Legal description	Section 1 SO 305281
Authority	Vested	Subject to WTTS	No

#### Background

This large site is located between Great South Road and the railway line within Ngaruawahia. It is a former dump site and vents were removed from the surface in late 2015. The site is relatively flat with some established trees at the North-West end of the site. A fenced off dog exercise area is also located in the North-West portion.

#### Reserve Issues

- Ensure that consideration is given to railway safety. This can occur with options such as the use of fencing and/or landscaping buffers, and locating buildings away from the rail boundary, as potential means of managing the risk associated with the rail network adjoining public open space.
- Development potential is impacted due to former use as a dump site.
- Lack of signage to identify the site as a public asset.

#### Reserve Management Policy

1. Consider urban design principles to further buffer the railway line from the site.

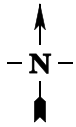


2. Allow this site to be used by the Dog Kennel Club as an alternative to The Point.
3. Produce a landscape plan for the site to be implemented.

**Proposed Development**

- No specific development is anticipated. Development potential is impacted due to former use as a dump site.





Ngaruawahia Highway South Reserve



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### 3.5.6 Penny Crescent Reserve, Hopuhopu



Reserve Classification	Not reserve Held for water supply purposes	Area	0.2857 ha
Location	Penny Crescent, Hopuhopu	Legal description	Section I SO 58672
Authority	Public Work	Subject to WTTS	Yes

#### Background

This site is located on a land parcel that also includes a water treatment plant. The site area includes a playground, grass area and some trees adjacent to the Waikato River.

#### Reserve Issues

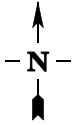
- Opportunity to improve visual amenity.

#### Reserve Management Policy

None identified.

#### Proposed Development

- Improve the visual amenity overlooking the river and install seating.



Penny Crescent Reserve



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### 3.5.7 Taupiri War Memorial Hall Reserve, Taupiri



Reserve Classification	Not Reserve Fee Simple	Area	0.2034 ha
Location	Greenlane Road, Taupiri	Legal description	Lot 3 DP 31023 and Lot 4 DP 31023
Authority	Owned in Fee Simple	Subject to WTTS	No

#### Background

This is the site of the Taupiri War Memorial Hall. The remainder of the land is flat mown grass, with the portion behind the hall being fenced and gated off.

#### Reserve Issues

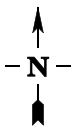
- The site is located next to a school, which provides more suitable space for informal sporting recreation and also includes a children's playground.
- Lack of signage to identify the site as a public asset.
- Limited recreational potential.
- Encroachment by neighbouring property.

#### Reserve Management Policy

1. Address encroachment issue.

#### Proposed Development

If the hall is identified as excess to requirements in the future then dispose of the property.



Taupiri War Memorial Hall Reserve



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### 3.5.8 Westgate Street Reserve, Ngaruawahia



Reserve Classification	Not Reserve	Area	0.0468 ha
Location	Westgate Street and Herschel Street, Ngaruawahia	Legal description	Allotment 694 Newcastle Township
Authority	Vested	Subject to WTTS	No

#### Background

This open space extends beyond the land parcel and also incorporates a portion of the legal road. The site is mown and has not been developed, with the exception of a public footpath and a couple of established trees.

#### Reserve Issues

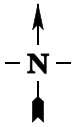
- Lack of signage to identify the site as a public asset.
- Most of the site area is actually outside of the land parcel (on the legal road).

#### Reserve Management Policy

1. Consider amending property boundary if a need is identified in the future.

#### Proposed Development

Consider disposal of this reserve, subject to a surplus land assessment.



Westgate Street Reserve



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### 3.6 Raglan Ward

#### 3.6.1 Puriri Street Reserve, Raglan



Reserve Classification	Overwide unformed legal road	Area	0.1105 ha subject to survey
Location	Puriri Street, Raglan	Legal description	Unformed Legal Road
Authority	Unformed Legal Road	Subject to WTTS	Unknown

#### Background

This site is located on legal road. It contains play equipment, picnic tables, established trees and bollards by the road entrance. Public toilets are located at the edge of the site.

#### Reserve Issues

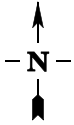
- Erosion and sea level rise.

#### Reserve Management Policy

1. Retain playground at present but note proximity to the Warihi Park Playground in future decision making, as identified in the Waikato District Council Playground Strategy.

#### Proposed Development

No specific development is anticipated.



Puriri Street Reserve



SCALE 1:250

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Projection: New Zealand Transverse Mercator Datum: New Zealand Geodetic Datum 2000

Print Date: 22/12/2015

A4

### 3.7 Whangamarino Ward

#### 3.7.1 Te Kauwhata Railway Reserve and Village Green, Te Kauwhata



Reserve Classification	Lot 6 DPS 76080: General Land Section I: Recreation Purposes (Public Works Act 1981)	Area	Lot 6: 0.8547 ha, Section I SO 306019: 0.0596 ha, Section I SO 305346: 0.5521 ha
Location	Te Kauwhata Road and Saleyard Road, Te Kauwhata	Legal description	Lot 6 DPS 76080, Section I SO 306019, Section I SO 305346
Authority	Lot 6: Transferred Section I: Vested	Subject to WTTS	No

Reserve Classification	Local Purpose Community Use	Area	0.0843 ha
Location	14 Te Kauwhata Road, Te Kauwhata	Legal description	Section I SO 381034
Authority	Public Work	Subject to WTTS	Unknown

#### Background

These four land parcels are adjacent to the railway line in Te Kauwhata. Lot 6 DPS 76080 includes a soldiers memorial that was established in 2015 and a skate park. Section I SO 305346 includes a childrens playground, barbeque, picnic table and gravel carpark. There are also established trees, gardens and grass areas for informal sporting recreation within the site. The railway is largely separated from the site by plantings.

The smaller land parcels on the West of the railway line are grassed site, with a pedestrian linkage from the Northern one to the site on the other side of the railway.

**Reserve Issues**

- Ensure that consideration is given to railway safety. This can occur with options such as the use of fencing and/or landscaping buffers, and locating buildings away from the rail boundary, as potential means of managing the risk associated with the rail network adjoining public open space.
- Connectivity between land parcels.

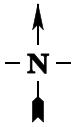
**Reserve Management Policy**

None identified.

**Proposed Development**

- Establish adult exercising equipment alongside the children's play area and an assault course aimed towards teenagers.
- Consider urban design principles to further buffer the railway line from the site.
- Look to increase walkway opportunities by acquiring land to the North of the site.
- Improvements and expansion to skate park.



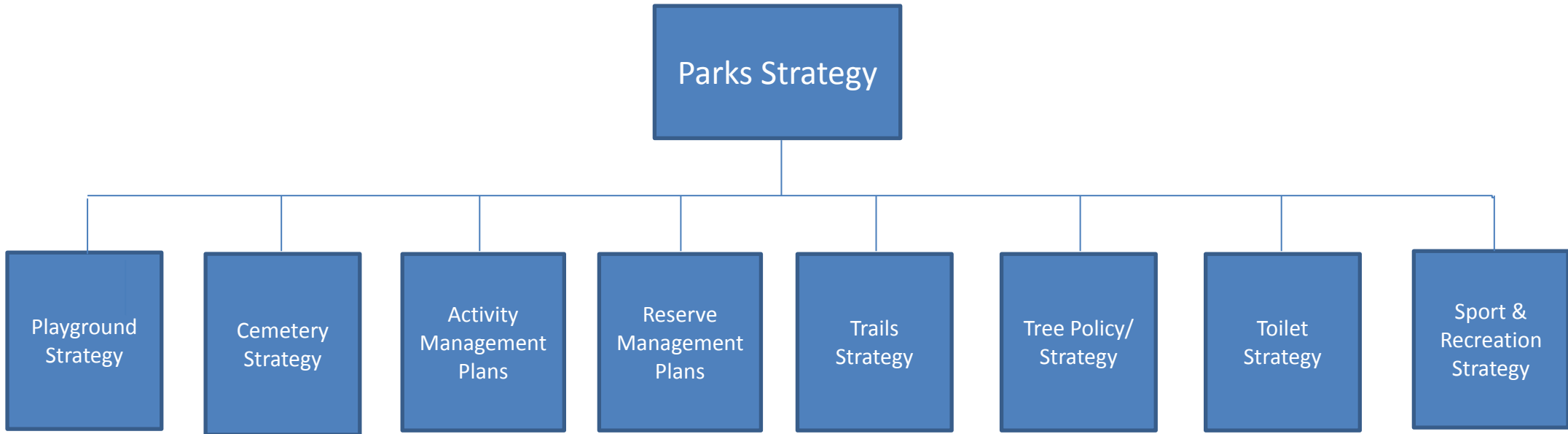


Te Kauwhata Railway Reserve and Village Green



SCALE 1:1550	Cadastre sourced from Land Information New Zealand under CC-BY. Copyright @ Waikato District Council	Projection: New Zealand Transverse Mercator Datum: New Zealand Geodetic Datum 2000	Print Date: 22/12/2015	A4
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Strategic Work Programme



<b>Category: Tell us what you think</b>		<b>No. of Submissions: 23</b>
<b>Submitter No</b>	<b>Submitter Name</b>	<b>Organisation/On Behalf Of</b>
1	Janene Koppers	
<b>Submission</b>		<b>Staff Comment</b>
The park is great for the area however there really is a need for more swings and more structures for younger children eg small slide etc. my park is of course Waipa Esplanade		
<b>Submitter No</b>	<b>Submitter Name</b>	<b>Organisation/On Behalf Of</b>
2	Rachel Hill	
<b>Submission</b>		<b>Staff Comment</b>
Whatever goes ahead in Te Kauwhata it should be something that caters to all ages & abilities, challenging & not dumbed down. I would especially like to see adult exercising equipment alongside the children's play areas and an assault course aimed towards teenagers. A freedom or expression swing would be awesome. A boardwalk around the wetlands, that would cater for bikes & wheelchair access too.		
<b>Submitter No</b>	<b>Submitter Name</b>	<b>Organisation/On Behalf Of</b>
3	Rodger Gallagher	Me
<b>Submission</b>		<b>Staff Comment</b>
I would like to see the Bayview Road Access Reserve tidied up a bit and 2 picnic tables added. It would also be good to create a storage or securing station place for up to 10 kayaks. These are currently padlocked to the stairs. The Whale Bay Reserve is a bit muddy in places. Perhaps some drainage is required with paths being metalled.		
<b>Submitter No</b>	<b>Submitter Name</b>	<b>Organisation/On Behalf Of</b>
4	Chayse Painting	
<b>Submission</b>		<b>Staff Comment</b>
I would like to see a BBQ area and picnic tables, drinking fountain, petanque area and a large sculpture or maori carving and/or water feature. A circular gazebo area would also be nice to sit in. Public toilets and rubbish bin also. Have a fruit tree planted too - that would be nice.		
<b>Submitter No</b>	<b>Submitter Name</b>	<b>Organisation/On Behalf Of</b>
5	Phil McCabe	Solscape
<b>Submission</b>		<b>Staff Comment</b>
I'm writing about my neighbourhood parks/reserves, Whale Bay and Manu Bay Reserves.		
Firstly, I'd recommend that you include Manu Bay Reserve into the list. It is a heavily used reserve and while much has been done over the years, improvements could be made.		

If you include Manu Bay then I would recommend installing a small playground or swings and more shaded areas/ tree planting would be good. The upper car park area is pretty rough and muddy through the winter months. A potable water supply would also be a good advancement.

In relation to the Whale Bay Reserve, the area to the left of the bottom of the stairs is dangerously slippery after rain. While I don't think that concrete is appropriate it seems that a solution needs to be found before a serious injury occurs. I regularly see fit grown ups slipping over in the mud.

At both Reserves there should be Surf Info signage designed in conjunction with the Point Boardriders Club. Among other things this could include the level of surfing required, surf etiquette & safety guidelines.

I would be interested to know whether any research has been done into visitor numbers and demographics for these reserves? If this hasn't been done I would suggest it be done to establish both whether facilities are sufficient and also the social/cultural and economic values of these special places.

Submitter No	Submitter Name	Organisation/On Behalf Of
6	Unknown -	

Submission	Staff Comment
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Your feedback: Connect all public areas with walking/cycling ways. Connect each towns walk/cycle ways with the Te Aro Aro walkway. Te Aro Aro walkway needs to be continuous with accommodation every 6-9 hours of walking time so people can stay on it from beginning to end to have an experience of NZ in nature with out traffic and can take a break out easily by detouring into a town without leaving the track.

Submitter No	Submitter Name	Organisation/On Behalf Of
7	Rebecca Beals	KiwiRail Holdings Limited

Submission	Staff Comment
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KiwiRail Holdings Limited (KiwiRail) is the State Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail has as part of its core function, a safety management and awareness role.

KiwiRail note that at least two of the Reserves to be included in the Neighbourhood Parks Reserve Management Plan adjoin the rail corridor, namely Centennial Park and Parry Street Reserve, and are aware that there could be others that adjoin the rail corridor as well. In this regard, KiwiRail raise the issue of public safety and wish to remind Council that the rail corridor is not available for public access.

KiwiRail support Council in providing public reserves and preparing Management Plans for these areas, however KiwiRail wish to ensure that consideration is given to safety. This can occur with options such as the use of fencing and/or landscaping buffers, and locating buildings away from the rail boundary, as potential means of managing the risk associated with the rail network adjoining public open space. KiwiRail accept that in some instances suitable mitigation of the risk can occur through the use of urban design principles rather than specific actions along the corridor boundary. KiwiRail are happy to assist Council as required



through the development of the Management Plans if Council wish.

If you have any queries or would like to discuss any of the points above please do not hesitate to contact either myself on (04) 498 3389.

Submitter No	Submitter Name	Organisation/On Behalf Of
8	Martin & Beryl Toop	Senior people using parks
Submission		Staff Comment
<p>I'm a resident of Hamilton and making this submission having spent a lot of time making submissions to HCC re getting a park designed with seniors/less mobile ratepayers in mind. I've been working with a group called People for Passive Parks for 6 years. We have been lead by Noeline Allen who is in her 80s. Sally Sheedy, HCC Parks can tell you about our efforts over the years. I hope the district council staff involved have exchanged ideas on parks design. People for Passive Parks have made submissions to HCC for a park to attract the less mobile re several sites over the years without success. Maybe Te Manatu Park, Rototuna is a step in the right direction. I hope your staff will look at HCC's draft plan for this site.</p> <p>What we find is that it seems that we cannot get across to planners less than 65 yrs of age what it is like to be old and retired in terms of the stress of driving to get to a green space, how much walking you can do, what you want to see in a park. Planners with children can see what children like in a park or sports needs. What seniors seek needs to involve a lengthy debate between both parties.</p> <p>Secondly all councils need to measure how successful a reserve plan turns out to be based on observation of how many people can be seen actually walking through, sitting in a park. Minogue Park, Hamilton has the highest number of visitors after the City Lake so I've read but this relates to visitors to the netball courts there. I have been walking in the green open dog park part of Minogue Park say 7 times a year for 12 years. I rarely see more than say 5 people or 3 dogs in this large park at any one time. Retired my wife and I walk for at least 30 mins every day. Driving across Hamilton to look after grand children and checking out other parks we find them all clean, tidy, with boring minimal trees/shrubs, no circular walking paths and rarely with any senior in them. Yes many are busy with sports at times and for part of a year but why not more retired folk in them weekdays. Forget the flax and cabbage trees put in some differences from park to park, more colour with exotics. Boring green natives used just because they are cheap and survive easily. Forget the dated biodiversity thinking. You'll get more NZ fauna by mixing in a few exotics that provide nectar, etc. Read the recent book on bumble bees which explains that honey bees need to be kept out of parks if you wish to increase the number of tuis, etc.</p>		
<p><b>Te Manatu Park NZ's first park designed with Seniors in mind</b></p> <p>This will be a first if it is distinctly different from most parks and we see many seniors using the park who have come from different parts of Hamilton. The % over 65 in Hamilton will double within the 10 year plan. Sports parks, dog parks, just one for seniors?</p> <p>To recognise the limitations of those whose ability to drive to enjoy enjoyable views and walk in a green space at least 5 things should stand out. There needs to be :-</p> <ol style="list-style-type: none"> <li>1. a narrow single lane driveway going right round the park.</li> </ol>		

2. at least 3 parking bays each close to different views.
3. footpaths from the parking bays to quality seating.
4. Species planted need to be really different from those seen in most Hamilton Parks.
5. There needs to be all year round colour and fragrance at times.

Hamilton may have the largest % of urban green space of any town or city in NZ. This provides many sites of visual amenity. However these spaces are all much the same and lack colour and variety. Most important of all we see few people in these parks. This is despite the health recommends of 30 minutes walking daily. Surveys of numbers in our parks are needed to emphasise this. There needs to be circular walking routes in each park and greater variety in the trees planted. No more Liquid Ambers, Titokis or Magnolia grandifolias, let alone flaxes!

Yes some parks are used but mostly at weekends for rugby and soccer. Minogue Park is busy due to its netball courts and BMX track. The much larger green space has few walkers and as a dog park maybe 6 dogs on it at weekends. There is no complete circular concrete or shingle path in Minogue Park. Circular concrete paths are absent in nearly all our parks.

Various residents have mentioned security. Noeline Allen and her husband George did police supervised nightly patrols for many years and are well aware of security issues. Te Manatu would need to be gated as are Tauhara and the drive through the City Lake park. Residents around Discovery Park can tell you incidents do occur but they are at the rate of maybe 1 -3 per year at most. If you think of the number of parks around Hamilton this is not a major problem or should we enclose all parks in high fences?

Where is the legislation that says only natives can be planted in gullies. Can the reason for this 'ruling' be debated since it makes gully walkways very unattractive for all of us to walk along with little colour. They feel unsafe for us to walk on alone as well. The Katapaki Esplanade gully walkway which will eventually run from the Waka roundabout where Resolution Drive meets Borman Road in Flagstaff is standard boring green with very few bikers/walkers on it. Biodiversity changes over time due to evolution and as climates change. Patches of exotics in some parts of some gullies would not only feed native birds and lizards but also give more people enjoyable walking experience in Hamilton

Submitter No	Submitter Name	Organisation/On Behalf Of
9	Ken Soanes	Neighbourhood
Submission		Staff Comment
<p>I refer to Cox's Bay Beach, (accessed from Daisy St and Bay View Rd) Summer time use of this beach is often 60 or more users. Rubbish left behind and dogs create problems to users. I would like to see the following: 1) Rubbish bins at each accessway. 2) Dog restrictions imposed in the form of Signage (Please pick up after your dog) and consideration of time of day restrictions. ie dogs only on leases between 10.00 and 4.00pm?? or based on the tide times and family use. Sewer overflows at times over the last year have made very unpleasant smells on the beach and a generally unhealthy environment. No signs restricting use were erected and people continued to use the beach not aware of the health dangers.</p>		
Submitter No	Submitter Name	Organisation/On Behalf Of

10	Karen Goodburn	
<b>Submission</b>		<b>Staff Comment</b>
I live out of the area, but i work in Te Awa Road. i often go over to the park to have lunch and / or do the nature walk. there are a lot of other poeple who come with their children to use the play area as well as walking their dogs. the use of motorcycles in this area is dangerous to both those using the are and the motor cyclist, not to mention the fact that if you are doing the nature walk - you willnot see or hear any nature above the sound of a motorcycle. The walkway could be extended in both directions along the river and more trees planted here and in the reserve that will provide food for tui and bell birds all year round. With so much of the river bank land developed, space and trees need to be retained for native bird habitat, as stated in the district plan.		
<b>Submitter No</b>	<b>Submitter Name</b>	<b>Organisation/On Behalf Of</b>
11	Paulina Sadowska	myself
<b>Submission</b>		<b>Staff Comment</b>
It would be nice to see more fruit trees and community gardens where we can get together and work together for everybody. It will improve the connection to the Environment, give a sense of belonging to the community and provide local produce. Local Art should be incorporated throughout.		
Thesis submitted on Cultivating Health: Community Gardening as a public health intervention		
ECM 1083966		
<b>Submitter No</b>	<b>Submitter Name</b>	<b>Organisation/On Behalf Of</b>
12	Danielle Hart	Whaingaroa Environment Centre
<b>Submission</b>		<b>Staff Comment</b>
The Whaingaroa Environment Centre has been involved in assisting our community with their aspiration to see more free food available in our public places. Having fruit trees in Raglan's neighbourhood reserves was an idea brought forward from the community, and supported by the community through the donation of fruit trees, compost and mulch and through the planting of the trees.		
The Whaingaroa Environment Centre approached the Waikato District Council who have supported this community initiative, providing access to mulch and identifying suitable areas for fruit trees. We understand the council is open to discussions on ways to more formally plan for further fruit trees in our public spaces.		
There have been instances where Council contractors have unintentionally damaged or removed these fruit trees. We would like to see the community aspiration for fruit trees in public spaces formally catered for in the neighbourhood reserve management plan.		
As a not-for-profit organisation the Whaingaroa Environment Centre has limitations facilitating adequate maintenance for these trees. We rely on volunteer labour, and while the trees have been mulched and fertilised since planting, these activities rely on volunteers, whose numbers fluctuate, and whose coordination is demanding of limited resources. We feel these trees are an		

asset to the community and that their maintenance could be included as part of reserve management plans.

We would like to see the planning, provision and maintenance of public fruit trees provided for as part of Council's Neighbourhood Management Reserves and are happy to discuss this further with the Waikato District Council.

Submitter No	Submitter Name	Organisation/On Behalf Of
13	margot gillard	
<b>Submission</b>		<b>Staff Comment</b>
<p>I am very keen for us to have edible trees and plants in the parks and reserves with locals able to harvest and tend them. Also inter active play areas like in the Stonefields playgrounds, Auckland, link below.  <a href="http://www.playgroundcentre.com/showcase/playtime-park-stonefields/">http://www.playgroundcentre.com/showcase/playtime-park-stonefields/</a> Where 'whole families' adults and children alike can enjoy creative activities. Especially the waterplay/ damming and streams formed. I am also keen to know if we are ever going to have a park/reserve area in Greenslade Road? thanks margot</p>		
Submitter No	Submitter Name	Organisation/On Behalf Of
14	David Ross	
<b>Submission</b>		<b>Staff Comment</b>
<p>Hey guys im emailing you from 112 wainui rd raglan my name is David Ross my number is 072821533 what I would like to see more of in our local parks is more native trees to chill out under more fruit trees to encourage the children to eat healthy and show them food is free and water fountains for the same idea my dream is to be able to let my child ride his bike around raglan playing in the weekend and know he wont go hungry or thirsty in our community thanks for the opportunity to voice my opinion</p>		
Submitter No	Submitter Name	Organisation/On Behalf Of
15	Dougal Greer	
<b>Submission</b>		<b>Staff Comment</b>
<p>In general reserves are great and more is better as far as I am concerned. In the last few years there have been an increasing number of fruit trees planted in public places and parks in Raglan. I think this is such a great initiative though they are not really owned or maintained by anyone and consequently the trees are not as productive as they could be. I would like to see some ownership and maintenance of these trees by the council to make the best of them.</p>		
Submitter No	Submitter Name	Organisation/On Behalf Of
16	Elizabeth Dillon	
<b>Submission</b>		<b>Staff Comment</b>
<p>Please accept this email as my submission on the use of the Te Awa Reserve.</p> <p>Te Awa Reserve has an interesting, popular playground with a lovely open space which is well used by family groups to kick and throw their balls and other throwing toys in. It would be better if this area wasn't developed further or changed to encourage older teens as there is already a problem with groups in cars coming down and drinking.</p>		

The walk along the river should be left as a beautiful "wilderness" walk. it is important to designate this area as an off-leash dog walk as 95 % of the people who use this park regularly drive or walk their dogs down to this track daily. This area is not suitable for mountain bikes or motorcross bikes as there will be a tragedy if the path is combined with the large numbers of walkers who are on the walkway.

The walkway could be extended in both directions along the river and more trees planted here and in the reserve that will provide food for tui and bell birds all year round. With so much of the river bank land developed, space and trees need to be retained for native bird habitat, as stated in the district plan.

Submitter No	Submitter Name	Organisation/On Behalf Of
17	Melanie Desmarais	Cancer Society
Submission		Staff Comment
<p>The Waikato Bay of Plenty Cancer Society would like to thank South Waikato District Council for the opportunity to submit on the Neighbourhood Park Reserves Management Plan.</p> <p>We would like to propose a smokefree educational policy for Waikato District Council's parks, sportsgrounds and reserves.</p> <p>The submitter provided some background to the non-profit organisation. Refer to original submission.</p> <p>As the largest, single preventable cause of cancer I, smoking is a key area of work for the Cancer Society. We are committed to promoting a smokefree Aotearoa / New Zealand in line with the national Smokefree 2025 goal through continued policy advocacy dedicated to protecting children from exposure to tobacco (<a href="http://www.cantobacco.org.nz">www.cantobacco.org.nz</a>). Smokefree Outdoor Policies play an important role by helping to de-normalise smoking around young people and contribute to the overall smokefree goal in a number of ways (refer to original submission for further detail and statistics).</p> <p>According to recent statistics from the 2013 census and the DHBI I Huntly and Ngaruawahia have some of the highest smoking statistics in the region (29% total smokers in Ngaruawahia, compared to 17% for the Waikato). In addition, a large proportion (almost half in Ngaruawahia)are Maori).</p> <p>It is important to note that nationally, over 85% of New Zealanders are non-smokers 12 and the majority of smokers would like to quit. There is also strong and growing support for smokefree outdoor policies nationally, with evidence that the more areas become smokefree, the more acceptance and appreciation of smokefree outdoor policies increases. Nationally, there are very few areas without a smokefree policy, Waikato</p> <p>District Council is one of the last remaining Councils to introduce a smokefree outdoor areas policy. With the exception of Auckland and Whanganui , allthe policies have been educational (as opposed to by-laws) . Which is an appropriate and very cost-effective way of introducing the concept to communities.</p> <p>The Waikato Bay of Plenty Cancer Society would support council in the introduction of the policy and signage at parks, sportsgrounds and reserves. A Smokefree Outdoor Policy would link to a number of Waikato District Council's Community Outcomes, including:</p>		

- A healthy Waikato (reduced hospital admissions and smoking-related illness)
- Sustainable Waikato (reducing environmental impact of tobacco litter and fires)

In addition, a clean and healthy town would add to the future outcomes identified in the ten year vision of an "healthy, safe and engaged community".

It is likely that the parks, sports grounds and reserves would have strong support for being smokefree, with their emphasis on healthy recreational activities. Based on previous research, the public are very supportive of smokefree outdoor policies, particularly those in parks and recreation areas I6. Recent research supports the view that there is increasing support for smokefree outdoor policies, and that by increasing and expanding the smokefree areas, acceptance and appreciation of the policies actually increases.

Submitter No	Submitter Name	Organisation/On Behalf Of
18	Kay Kristensen	Waikato District Health Board
Submission		Staff Comment
<p>The Waikato District Health Board (Waikato DHB) serves a population of more than 360,270 people within 10 territorial authorities and two regional councils, stretching from the northern tip of Coromandel Peninsula to south of National Park and from Raglan and Awakino in the west to Waihi in the east.</p> <p>The Waikato DHB has five hospitals and two continuing care facilities; community services, older persons and rehabilitation service, population health service and mental health and addiction services, employing more than 6000 doctors, nurses, allied health professionals and support staff.</p> <p>The Waikato DHB also funds and monitors (through contracts) a large number of other health and disability services that are delivered by independent providers such as GPs and practice nurses, rest homes, community laboratories, dentists, iwi health services, Pacific peoples' health services, and many other non-government organisations and agencies.</p> <p>The Waikato DHB is extensively engaged in providing services in the region both directly through the provider wing of the organisation and indirectly through other providers. These include personal health services and public health or population based health services</p> <p>Waikato DHB Population Health is focused on providing early intervention services that improve, promote and protect the health of population groups within the Waikato DHB region.</p> <p>The following submission represents the views of Population Health Waikato DHB. Population Health is focused on providing early intervention and prevention services that improve, promote and protect the health of population groups within the Waikato DHB region. It works to help ensure all people in the Waikato have opportunities to access services and make choices that enable them to live long and healthy lives.</p> <p>Population Health congratulates Council for providing an extensive and impressive number of parks and reserves across its district accommodating a diverse range of activities and uses from ball sports to scouts and Pony Club. Open spaces are important for health and wellbeing. Local government has the great ability to influence the future wellbeing of the population it</p>		

serves and this is evident in the extent of health and wellbeing considerations and opportunities embedded throughout the General Policies Reserve Management Plan and the Sports Parks Reserve Management Plan.

1. Population Health has considered the future use, management and development of parks and reserves and offers the following comments for consideration.

### Submission

1. Population Health continues to advocate for healthy open spaces. In particular our service supports:
  - Spaces that are readily accessible for people of all ages and levels of mobility
  - Spaces that provide a variety of functions including opportunities for physical activity, recreation, play, relaxation and social capital
  - Parks and reserves that are Smokefree
  - Compliance with Waikato District Council Public Places Liquor Control Bylaw 2009 and Franklin District Council Liquor Control Bylaw 2008, as an essential component of ensuring public spaces are safe for those using them
  - Spaces that are functional through provision of well-maintained seating, shading, lighting, planting, rubbish disposal bins, amenities, changing facilities for infants, bike lock-ups
  - A strong focus on safety and security
  - Provision of BBQ and picnic areas
  - Designated safe parking areas
  - Development in partnership with community
2. Population Health advocates for future uses to include:
  - Urban green spaces that are defined, distinct and attuned to the local values and cultural aspects of the area including bi-lingual signage
  - Opportunities for green exercise (physical activity undertaken in natural environments) and exercise equipment
  - A focus on areas in most need of open space improvement such as some economically- deprived areas and areas with existing poor quality open space
  - Edible feature gardens

### Key points

Despite more than half of New Zealand's landmass being in agriculture and forestry and a further third in native forest and conservation land, New Zealand is one of the most urbanised countries in the world<sup>1</sup>. Seventy two percent of the population lives in 16 main urban centres and nearly 87% live in 138 recognised urban centres with populations from around 1000 to more than a million people<sup>2</sup>.

1. Globally, a dramatic shift towards urbanisation is occurring. Increasing urbanisation may result in more people living in residential areas with fewer green resources. Open spaces are important for people's general health and wellbeing.
2. A key public health goal is to create and maintain quality open and green spaces that are relevant to and utilised by all sections of the community. People with good access to large attractive green spaces are more likely to use it. The condition of the features and facilities provided is also important to use. Poorly maintained spaces and facilities are less

likely to be used due to a perceived sense of a lack of safety<sup>3</sup>.

3. The provision of quality green space and access to natural environments encourages physical activity such as walking and cycling, informal play, active recreation and sport, and in general makes it easier for people to engage in physical activity on a daily basis.
4. Physical inactivity is a global public health issue and is recognised as the fourth-leading cause of death. New Zealand is one of the least active countries in the world. We rate 27th out of 122 most inactive countries with nearly 50% of New Zealand adult being physically inactive. Australia fares better and is rated 52nd with 38% of its population inactive. In 2010, the total cost of physical inactivity in New Zealand was \$1.3 billion; just less than 1% of New Zealand's GDP. This is paid for in part by New Zealand taxpayers through the health system. In the same year, the cost to the Waikato region was around \$106 million<sup>4</sup>.
5. Population Health encourages all councils to develop a formal Smoke-free Environment Policy. Smokefree Councils promote playgrounds, swimming pools, parks, and events as smoke-free. Such policies are of particular benefit in parks with children's playgrounds. Smokefree parks and playgrounds provide opportunities to reduce smoking being modelled to children as normal behaviour and help reduce smoking uptake rates<sup>5</sup>. Such policies have been adopted in many districts within New Zealand and internationally, and evaluation reports have been positive. Smokefree policies have the additional benefit of reducing tobacco litter, fire risk and exposure to second hand smoke. Policies also align and contribute to the New Zealand Government's commitment to making New Zealand smoke-free by 2025.

Submitter No	Submitter Name	Organisation/On Behalf Of
19	Emily Kerr	Chances
Submission		Staff Comment
<p><b>We are proposing an expansion of the Smokefree Outdoor Policy to include playgrounds, sports grounds and parks.</b></p> <p>CHANCES is a non-profit coalition which aims to minimise the incidence and impact of smoking in our community. The forums purpose is to unite those who work in the area of Tobacco Control/Auahi Kore/Smokefree/Aukati Kai Paipa (AKP) to collaborate on projects, discuss issues and share information and resources, while working towards Smokefree Aotearoa 2025</p> <p><b>Introduction</b></p> <p>CHANCES are committed to promoting a smokefree Aotearoa/New Zealand in line with the national Smokefree 2025 goal through continued policy advocacy and AKP programmes.</p> <p>Smokefree Outdoor Policies play an important role to de-normalise smoking around children and young people and contribute to the overall smokefree goal in a number of ways, including:</p> <p>Reducing the visibility of smoking around children and young people, thereby making smoking less 'normal' to young people and encouraging a healthier environment</p>		



- Encouraging further quit attempts by current smokers in the community, as the areas they are permitted to smoke start to dwindle
- Create more acceptance for smoke-free areas in our communities generally
- Support non-smokers to request smokers refrain from smoking in designated places

In addition, smokefree spaces play a key role in keeping areas litter free, reducing fire risk and cleaning costs associated with unsightly cigarette litter, as well as reducing the environmental impact of toxic cigarette ends which invariably end up in our waterways and damage flora and fauna.

Our forum strongly recommends:

- Making all locations where children and young people are present smokefree (recreational areas including playgrounds, sports fields and parks)

It is important to note that nationally, over 85% of New Zealanders are non-smokers<sup>2</sup> and the majority of smokers would like to quit. There is also strong and growing support for smokefree outdoor policies nationally, with evidence that the more areas become smokefree, the more acceptance and appreciation of smokefree outdoor policies increases.<sup>34</sup>

CHANCES would like to congratulate South Waikato District Council for its innovative stance in making reserves smokefree this year. CHANCES completely support the natural expansion of smokefree areas in the Waikato District Council area to include **playgrounds, sports fields and parks with appropriate signage and communication plan.**

People living in the Waikato District Council area potentially has a lot to gain from such a policy, (healthier communities with less cancer, cleaner parks, reserves and sports grounds) and little to lose. The Smokefree Outdoor Policy expansion would link to a number of Waikato District Council's Community Outcomes, including, a safe and healthy community, a sustainable and well managed environment

In addition, a clean and healthy town would add to the future outcomes identified in the ten year vision of an attractive and thriving town.

### Surveys

If public opinion surveys would help to provide evidence of community support of expansion of smokefree outdoor areas to include playgrounds, parks and sport grounds. CHANCES are happy to work with Waikato District Council to create, complete and collate surveys in its main townships.

Submitter No	Submitter Name	Organisation/On Behalf Of
20	Jan Dawson	none
Submission		Staff Comment
I often visit family in Te Awe Rd and use the park and the river walk. The walk along the river is very pretty in its natural state and it would be great if it could be extended. The addition of flowering trees such as kowhai or puriri would assist in increasing the bird life in the area. The grassed area and the playground appear to be popular with family groups and I would support the		

park being left as natural as possible to encourage families with small children. Although not a park issue - it would be sensible to have a road hump at either end of the park to ensure the traffic is slowed while travelling past the playground

Submitter No	Submitter Name	Organisation/On Behalf Of
21	Carolyn McAlley	Heritage New Zealand
Submission		Staff Comment
<p>Heritage New Zealand Pouhere Taonga is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead historic heritage agency.</p> <p>Heritage New Zealand notes that Waikato District Council has recently developed the "Waikato District Council General Policies Reserve Management Plan". These general policies are applicable to all categories of park and therefore will be applicable to parks covered by the proposed Neighbourhood Parks Reserve Management Plan. Heritage New Zealand notes that the Waikato District Council General Policies Reserve Management Plan" contains:</p> <p>1.3 Relationship with Other Council Documents (pg 2), advice that there are also provisions from other documents which are applicable to the management of parks such as the District Plan.</p> <ul style="list-style-type: none"> <li>9.2 Heritage Conservation (pg. 39), advice with regard archaeology and the protection afforded under legislation for both recorded and unrecorded sites. A reference is made to the Councils heritage strategy and objectives and policies are also included regarding the preservation of sites of heritage significance.</li> </ul> <p>Heritage New Zealand notes that the" Waikato District Council General Policies Reserve Management Plan" has incorrectly referenced the New Zealand Historic Place Act 1993. This piece of legislation was superseded in 2014 by the Heritage New Zealand Pouhere Toanga Act 2014.</p> <p><u>Heritage New Zealand response</u></p> <p>While Heritage New Zealand appreciates the use of the Waikato District Council General Policies Reserve Management Plan" being applicable to all parks and the proposed over-arching Neighbourhood Parks Reserve Management Plan, Heritage New Zealand is concerned as to how the individual nature of each park is understood and provided for including any historic heritage elements it may have. Each of the Reserves has its own character and values and merits a management or conservation plan for each of them. A historic heritage study of each reserve would be a helpful way to achieve an understanding of the historic heritage values.</p> <p>The management plan should state the preparation of a management/conservation plan for each reserve that includes (but not limited to) the following requirements:</p> <p>consultation with relevant iwi/hapu,</p> <ol style="list-style-type: none"> <li>preparation of a Cultural Heritage report/lwi management plan,</li> </ol>		

2. preparation of an archaeological report,
3. preparation of a built heritage/historic report,
4. other values, eg fauna/flora, ecological

In addition Iwi/hapu could be commissioned to undertake a study of each reserve in order to provide a traditional Maori place/tupuna names to each of the Reserves. This would help to restore the ancestral landscape of Waikato. The current names do not promote the increasing Waikato-Tainui presence. An example is the Mercer Playground - there are many important Maori names associated with Mercer that need to be reinstated which iwi/hapu could allocate to the reserve.

It is also to be noted that a lot of the reserves were created at the time the promotion of exotic trees was to the fore. The management plan should provide for removal of exotic trees and the extensive native planting of the reserves.

The reasons for Heritage New Zealand's position are as follows:

Heritage New Zealand Pouhere Taonga Act is the key legislation to promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. It is important to acknowledge the requirements for obtaining archaeological authorities to modify or destroy archaeological sites as these may be present on the Neighbourhood Parks.

Heritage New Zealand seeks that the matters raised in this letter of advice are considered and actioned as part of the development of the Waikato District Council Neighbourhood Parks Reserve Management Plan. Heritage New Zealand looks forward to ongoing involvement in the future development of the Waikato District Council Neighbourhood Parks Reserve Management Plan.

Submitter No	Submitter Name	Organisation/On Behalf Of
22	Juleen Alphors	
Submission		Staff Comment
<p>I would like consideration given to the following in regard to the reserve in Te Wiata Lane, Ngaruawahia.</p> <ol style="list-style-type: none"> <li>1. Small bollards and chain around reserve that will restrict cars and motorbikes from driving or riding in the reserve. Currently there are tracks that indicate most recent activity. I also have a photograph of a bike that has come over the bridge and ridden on grass area.</li> <li>2. Placement of a barked garden with trees or shrubs a few metres in from the footpath.</li> <li>3. Either pipe the creek or bark the banks on either side as this area is not regularly maintained and is mostly overgrown with grass and weeds.</li> <li>4. Paint the fencing surrounding the reserve, currently it has a patch of brown and green to cover previous graffiti.</li> </ol> <p>In addition, could consideration be given to re-planting of shrubs and grasses to entrance and end of Solomon Drive, as currently</p>		

it is not as it was when the street was first developed. It would be nice if it could now be made to look similar to that of neighbouring street Pharo Place. The Rock and palm tree in that garden looks good.

Submitter No	Submitter Name	Organisation/On Behalf Of
23	Kelly Parekowhai	Transpower New Zealand
Submission		Staff Comment
<p>Transpower New Zealand Limited (Transpower) understands Waikato District Council (the Council) is intending to prepare a Neighbourhood Parks Reserve Management Plan (the Management Plan) which will outline the future use, management and development of the neighbourhood parks it administers across the District. Transpower understands the Management Plan follows on from the Sports Parks Reserve Management Plan and General Reserve Policies Management Plan adopted by Council earlier this year, which Transpower submitted on.</p> <p>In summary, Transpower sought the following relief within the previous Sports Parks Reserve Management Plan and General Reserve Policies Management Plans:</p> <ul style="list-style-type: none"> <li>• recognition of the existing National Grid transmission lines where they traverse the reserves;</li> <li>• a specific policy to provide for the operation, maintenance, development and upgrade of the National Grid in the reserves traversed by the transmission lines; and</li> <li>• to permit vehicle access associated with the ongoing operation, maintenance, development and upgrade of the National Grid.</li> </ul> <p>Transpower understands the Council is seeking comments on the neighbourhood parks and ideas for their future use, management and development. We appreciate this feedback will be considered for inclusion in the draft Management Plan which will likely be made available for public submission in 2016.</p> <p>We thank the Council for providing the “Draft Waikato District Neighbourhood Parks Reserve Management Plan” by email on 5 October 2015. This was invaluable for locating the legal descriptions and boundaries of each reserve.</p> <p>Proposed reserves in the Management Plan</p> <p>Transpower has reviewed the 52 reserves which are proposed to be captured within the Management Plan. From our assessment Transpower’s transmission lines traverse four of the proposed reserves:</p> <p><b>Reserve - Legal description - Transmission line</b></p> <ol style="list-style-type: none"> <li>1. <u>Caesar Roose Reserve</u>, Lot 257 DPS 27892, Hamilton - Meremere B (HAM-MER B) 110 kV transmission line traverses the centre of the reserve (refer to <b>Appendix A</b>). No structures are located in the Reserve.</li> <li>2. <u>Smith Avenue Reserve</u>, Part Lot 14 DPS 1010 and Lot 98, DPS 858 , Hamilton - Meremere A (HAM-MER A) 110 kV transmission line traverses the western side of the reserve (refer to <b>Appendix A</b>). Poles A227 and A228 are also located in the reserve.</li> <li>3. <u>Blundell Place Reserve</u>, Road Reserve, Hamilton - Meremere B (HAM-MER B) 110 kV transmission line traverses the north-</li> </ol>		

eastern corner of the reserve (refer to **Appendix A**). No structures are located in the Reserve.

4. Fairfield Park, Part Allotment 43, 43A, 44 and 45, Pepepe Parish, Hamilton - Meremere A (HAM-MER A) 110 kV transmission line traverses the western side of the reserve (refer to **Appendix A**). Poles A235, 236, 237 and 238 are located in the reserve.

### **Transpower's Regulatory Context**

The National Policy Statement on Electricity Transmission 2008 (NPSET) and the Resource Management (National Environment Standards for Electricity Transmission Activities) Regulations 2009 (NESETA) both recognise and confirm the national significance of the National Grid. The objective of the NPSET is as follows:

*“To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:*

1. *Managing the adverse environmental effects of the network; and*
2. *Managing the adverse effects of other activities on the network”.*

The NESETA manages the effects under the RMA of the operation, maintenance, development and upgrading of the National Grid transmission lines. The provisions of the NESETA apply to all areas of the District including the four proposed reserves that the existing transmission lines traverse.

Under the Electricity Act 1992, Transpower must provide notice to landowners before entering land and actively seeks to work with landowners around the timing, and where relevant, the methods used for any scheduled work.

However, there are also instances where Transpower needs immediate access to land for emergency repairs. The Electricity Act provides Transpower with the legal right to enter land to operate and maintain the National Grid.

### **Relief sought**

Transpower seeks that the Management Plan recognises Transpower's existing assets within the reserves and enables the ongoing operation, maintenance, development and upgrade of the National Grid transmission lines within the proposed reserves. Transpower seeks that the Management Plan provides for vehicle access in the proposed reserves associated with the operation, maintenance, development and upgrade of the National Grid transmission lines.

Transpower appreciates that the Council is in the early stages of preparing the Management Plan and the proposed list of proposed reserves is yet to be finalised. Transpower is more than willing to have further discussions with the Council to assist the drafting of the Management Plan.

<b>To</b>	Infrastructure Committee
<b>From</b>	TN Harty General Manager Service Delivery
<b>Date</b>	16 February 2016
<b>Prepared By</b>	KC Bredesen Business Support Team Leader/PA
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1459231
<b>Report Title</b>	<b>Award of Contracts</b>

### 1. Executive Summary

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

### 2. Recommendation

**THAT the report of the General Manager Service Delivery – Award of Contracts - be received.**

### 3. Attachments

- Tender Evaluation Contract 15/159 – Tamahere Recreation Reserve Earthworks
- Tender Evaluation Contract 15/123 – Huntly Civic Centre Roof Replacement
- Tender Evaluation Contract 15/194 – Huntly WWTP Tertiary
- Tender Evaluation Contract 15/214 – Taupiri Access Safety Project – Professional Planning Services Consultant Commission
- Tender Evaluation Contract 15/075 – District Wide Watermain replacement 15/16

## MEMORANDUM



<b>TO</b>	General Manager	: Tim Harty
<b>FROM</b>	Project Engineer	: Adam van Niekerk
<b>SUBJECT</b>	Tender Evaluation : Contract No.15/123 : Huntly Civic Centre Roof Replacement	
<b>FILE NUMBER</b>	15/123	
<b>DATE</b>	25 November 2015	

**1.0 INTRODUCTION**

- 1.1 Contract No. 15/123 is a Measure and Value contract for Huntly Civic Centre Roof Replacement.
- 1.2 The work consists mainly of the roof replacement for the Huntly Civic Centre but also includes roof repairs work at Ngaruawahia offices, the Huntly Sports Ground pavillion as well as the replacement of the Sky Lights at the Huntly Civic Centre for efficiency purposes.
- 1.3 The contract period is 2 months with all works expected to be completed by 31 March 2015.

**2.0 PROJECT ALLOCATION AND COST**

The available budget for this project is \$489,753, which comes from the following programmes:

<b>Project Description</b>	<b>Budget Code</b>	<b>Total Budget</b>
Huntly Civic Centre Roof Replacement	<i>ICC-16010-C0-0000-0114</i>	\$ 85,007.00
	<i>ICI-10010-C0-0000-0116</i>	\$148,000.00
	<i>ICC-16010-E0-1490-0114</i>	\$ 66,746.00
Replace Sky Lights	<i>No Budget</i>	\$0.00
Roofing repair works at Ngaruawahia Council Offices	<i>ICO-10020-C0-0000-0416</i>	\$140,000.00
Roofing repair works at Huntly Sports Ground	<i>ISG-10010-C0-0000-0116</i>	\$50,000.00
<b>Sub-total</b>		<b>\$423,007.00</b>
<b>Total Available budget</b>		<b>\$489,753.00</b>

Following the tender process, the total commitment for this project is \$433,100.00, which is made up as follows:

Huntly Civic Centre Roof Replacement	\$223,100.00
Replace Sky Lights	\$ 20,000.00
Roofing repair works at Ngaruawahia Council Offices	\$140,000.00
Roofing repair works at Huntly Sports Ground	\$ 50,000.00
<b>Total Project Cost</b>	<b><u>\$433,100.00</u></b>

### 3.0 REPORT

#### 3.1 Tenders Received

The documentation has been presented to the market electronically at Local Government on-line and two tenders were received prior to the advertised closing time of 2pm on Friday 20 November 2015.

#### 3.2 Tender Evaluation

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

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

Rank	Contractor	Tendered Price	Supplier Quality Premium (SQP)	Tender price less SQP
1	ESN Construction	\$433,100.00	\$60,250.00	\$372,850.00

A tender received from Coast Central Contracting Ltd was disqualified as the tenderer did not provide any non-priced attributes to be evaluated as specified in the tender documents. The documents were returned to the tenderer without considering his priced schedule.

#### 3.3 Preferred Tenderer

3.3.1 Following tender evaluation, the preferred tenderer is ESN Construction and has completed similar work in the past to a satisfactory standard.



### **3.4 Financial**

#### **3.4.1 Credit Check**

A Credit check was not required for this contract because the contractor is well known and completed numerous contracts successfully for the Council.

#### **3.4.2 Finance Check**

Each project has sufficient budget to cover the tendered price provided by ESN Construction. Note that the Huntly Civic Centre will have excess budget to cover the Skylight replacement. The Council Office and Huntly Sports Ground do not have sufficient budget to cover any additional costs.

The Huntly Civic Centre capital budgets (ICC-16010-C0-0000-0114 and ICI-10010-C0-0000-0116) are funded through the Huntly Community Facility Replacement Fund (8494) and the Huntly Halls Targeted Rate reserve (8290) respectively. The Civic Centre operational (repairs and maintenance) budget is funded through the Council Carry Forwards Reserve (8327). These funds are available for use on projects involving Huntly Community Facilities only.

The Ngaruawahia Council office (ICO-10020-C0-0000-0416) capital budget is funded through the Property General Replacement Fund (8499). The Huntly Sports Ground (ISG-10010-C0-0000-0116) capital budget is funded through the Parks and Reserves Replacement Fund (8500).

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

### **3.5 Health & Safety**

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

3.5.2 The project partly consists of replacing the ageing Asbestos Super 6 roof at the Huntly Civic Centre and the contractor had to include the asbestos risk in his methodology. The contractor nominated Coast Central Coatings (Asbestos number 7527) as his nominated sub-contractor who is an approved licenced asbestos contractor and listed on the Worksafe Certified Removers list. His methodology includes the shutdown, covering of the asbestos, air tests, removal and further tests after removal according to all relevant legislation and Worksafe NZ Guidelines. The contractor also demonstrated to have completed similar projects with asbestos contamination risks efficiently and with great success.

### **3.6 Approved Contract Sum**

3.6.1 This is a Measure and Value Contract and as such the final payment will be determined by the actual amount of work carried out. To allow for this the Approved Contract Sum should be set at \$433,100.00

#### 4.0 RECOMMENDATION

It is recommended that:

- 4.1 The report – Tender Evaluation Contract No: 15/123 – Huntly Civic Centre Roof Replacement dated 25 November 2015 is received.
- 4.2 The tender submitted by ESN Construction in the sum of: Four Hundred and thirty three thousand, one hundred dollars (\$433,100.00), excluding GST, be approved for Contract No. 15/123 – Huntly Civic Centre Roof Replacement.

#### Recommended



**Adam van Niekerk**  
Project Engineer

#### Approved



**Josy Cooper**  
Programme Delivery Team Leader

#### Financial information reviewed by



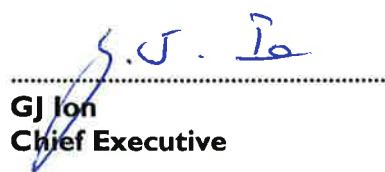
**Donna Rawlings**  
Management Accountant



**Jacki Remihana**  
Programme Delivery Manager



**Tim Harty**  
General Manager Service Delivery



**GJ Ion**  
Chief Executive



## MEMORANDUM

To General Manager Tim Harty  
 From Adam van Niekerk, Project Engineer  
 Subject **Tender Evaluation : Contract No. 15/194 : Name: Huntly WWTP Tertiary Treatment System**  
 File 15/194  
 Date 02 February 2016

### 1.0 INTRODUCTION

- 1.1 Contract No. 15/194 is a Measure and Value Consultancy Services contract for the design of the Huntly WWTP Tertiary Treatment System.
- 1.2 The contract deliverables include the concept and detailed design for the installation of an Actiflo Treatment System in the Huntly Waste Water Treatment Plant.
- 1.3 The installation is due for completion by the December 2016, as this is when Waikato District Council has to comply with the conditions as set out in the Resource Consent Number 119647.
- 1.4 **Project Allocation Budget**

The available budget for this project is \$54,915.41, which comes from IWW10610.0116.

### 2.0 REPORT

#### 2.1 Tenders Received

Proposals were invited from appropriate members of the Professional Services Panel (PSP). Three tenders were received prior to the closing time of Monday the 5<sup>th</sup> January 2016.

#### 2.2 Tender Evaluation

- 2.2.1 The tenders were assessed in accordance with New Zealand Transport Agency's Procurement Manual, using the 'Lowest Price Conforming Method' for works as detailed in the request for proposal. This procedure recommends that the tenderer with the lowest price is awarded the contract provided they have passed the evaluation of each of the non-priced attributes.

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

Rank	Contractor	Tendered Price
1	CH2M Beca Ltd	\$101,200
2	AECOM New Zealand Ltd	\$109,627
3	MWH Global	\$181,000

### 2.3 Preferred Tenderer

2.3.1 Following tender evaluation, the preferred tenderer is BECA who has completed similar work in the past.

### 2.4 Financial

#### 2.4.1 Expected Project Costs

Following the tender process, the total commitment for this project is expected to be \$101,200.00 plus a contingency of \$20,000.00 and Project Management fees of \$5,000.00.

#### 2.4.2 Budget Surplus/Deficit

There will be a budget deficit of \$71,284.59 and it is proposed that the 2016/17 budget (1WW10610.0117) of \$1,633,000 be used for this project to cover the shortfall and at the end of the year a negative carry forward is done for the spend, thus avoiding a budget change.

#### 2.4.3 Credit Check

A Credit check was not required for this contract.

#### 2.4.4 Finance Check

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

### 2.5 Health & Safety Register

All members of the Professional Services Panel (PSP) are on the Health and Safety register.

### 2.6 Contract Risk

A risk assessment previously carried out on this project identified the risk as low, due to the specific outcomes set by the Resource Consent. These risks have been addressed in the "Huntly Wastewater Treatment Plant Condition 35 Preferred Option Report" and will be used as Key Performance Indicators and Reporting requirements to monitor and measure the consultant's performance.

### 2.7 Approved Contract Sum

2.7.1 This is a Measure and Value Contract and as such the final payment will be determined by the actual amount of work carried out. The tender sum is \$101,200.00 and a contingency sum of \$20,000.00 is recommended. To cover this, the Approved Contract Sum should be set at \$126,200.00.

**3.0 RECOMMENDATION**

3.1 It is recommended that:

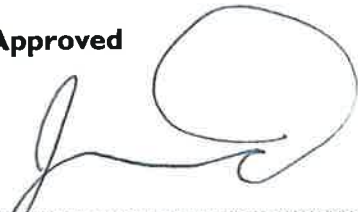
- 3.1.1 The tender submitted by BECA in the sum of: One hundred and one thousand and two hundred dollars (\$101,200), excluding GST, be approved for Contract No. 15/194: Tertiary Treatment System.
- 3.1.2 The Approved Contract Sum is set at \$121,200.00 to include a contingency for the works.
- 3.1.3 That the 2016/17 budget is used to cover the \$71,284.59 deficit and that at the end of the year a negative carry forward is completed for the spend.

**Recommended**



.....  
**Adam van Niekerk**  
**Project Engineer**

**Approved**




.....  
**Josy Cooper**  
**Programme Delivery Team Leader**

**Financial information reviewed by**



.....  
**Carole Nutt**  
**Management Accountant**



.....  
**Jacki Remihana**  
**Programme Delivery Manager**



.....  
**Tim Harty**  
**General Manager Service Delivery**

**MEMORANDUM**

To	Chief Executive - Gavin Ion ,General Manager Service Delivery - Tim Harty
From	Mark Marr Contract Engineer
Subject	<b>Tender Evaluation : Contract No. 15/075 : Name: District Wide Watermain Replacement 15/16</b>
File	15/075
Date	2 February 2016

**1.0 INTRODUCTION**

1.1.1 Contract No. 15/075 is a Measure and Value physical works contract for the district wide renewal of watermains and associated components.

A provisional item to the value of \$150,000.00 has been included within the contract to allow the installation of water and waste services required for the proposed Tuakau Animal Control Facility. As the servicing of the site involves similar type of work as this contract, the rates supplied can be utilised and there will be no extra establishment costs due to the contract containing works within the area. This provides Council financial benefits over engaging a separate contractor at a later date to undertake the works.

1.2 The contract period is 8 weeks.

1.3 The scheduled quantities tendered on include:

- 1,600m of new 250mm dia. PE100 SDR13.6 HDPE watermain installed by trenchless methods.
- 1,000m of new 150mm dia. PN12.5 PVC-O series 2 watermain installed by open trench methods.
- 160m of new 63mm dia. PN12.5 MDPE ridermain installed by open trench methods.
- Connection of new watermains to existing watermains.
- Removal of redundant valves, hydrants and bends.
- Supply and installation of new valves, prefabricated bends and concrete thrust blocks.

#### 1.4 Project Allocation Budget

The available budget for this project is \$2,354,589.25, which comes from Projects. *IWA11500.0116*, *IWA11295.0216*, and *IDO10095.0213* in the 2015/2016 Annual Plan and is made up as follows:

District Wide water supply reticulation renewals <i>IWA11500.0116</i>	\$ 917,641.75
Tuakau water supply reticulation extensions <i>IWA11295.0216</i>	\$ 786,067.50
Animal Control Facilities Tuakau <i>IDO10095.0213</i>	\$ 650,880.00
<b>Total Funds Available</b>	<b><u>\$2,354,589.25</u></b>

## 2.0 REPORT

### 2.1 Tenders Received

Tenders were invited from members of the Three Waters Reticulation Panel (Contract No. 13/008). 3 tenders were received prior to the advertised closing time of 4 pm on 29 January 2016.

### 2.2 Tender Evaluation

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

Rank	Contractor	Tendered Price
1	Allens United Drainage and Earthworks	\$742,982.00
2	Spartan Construction Ltd	\$838,130.00
3	HEB Construction Ltd	\$947,638.92

2.2.1 The tenders were assessed in accordance with New Zealand Transport Agency's Procurement Manual, using the 'Lowest Price Conforming Method' for physical works as detailed in the tender documents. This procedure recommends that the tenderer with the lowest price is awarded the contract provided they have passed the evaluation of each of the non-priced attributes.

The Engineer's Estimate for this contract was \$656,700.00.

### 2.3 Preferred Tenderer

2.3.1 Following tender evaluation, the preferred tenderer is Allens United Drainage and Earthworks who has completed similar work in the past to a satisfactory standard.

## 2.4 Financial

### 2.4.1 Expected Project Costs

Following the tender process, the total commitment for this project is expected to be \$1,007,982.00, which is made up as follows:

Project Management	<u>\$15,000.00</u>
Sub-Total – Non-contract costs	\$15,000.00
Tendered Sum (Preferred Tender for this contract)	\$742,982.00
Contingency Sum	\$100,000.00
Provisional Sum (Tuakau Animal Facility Works)	\$150,000.00
<b>Total Project Cost</b>	<b><u>\$1,007,982.00</u></b>

### 2.4.2 Budget Surplus/Deficit

The total project cost will result in a budget surplus of \$1,346,607.25 over the three projects. It is proposed that this surplus be allocated as tabled below:

Project	Available	Required	Surplus	Allocation
IWA11500.0116	\$917,641.75	\$317,255.00	\$600,386.75	Transfer to IWA11620.0116
IWA11295.0216	\$786,067.50	\$540,727.00	\$245,340.50	Remaining budget for further planned works
IDO10095.0213	\$650,880.00	\$150,000.00	\$500,880.00	Remaining budget for construction
Totals	\$2,354,589.25	\$1,007,982.00	\$1,346,607.25	

### 2.4.3 Credit Check

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

### 2.4.4 Finance Check

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

## 2.5 Health & Safety Register

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

## 2.6 Contract Risk

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



## 2.7 Approved Contract Sum

2.7.1 This is a Measure and Value Contract and as such the final payment will be determined by the actual amount of work carried out. The approved contract sum should be the tender sum plus a \$100,000.00 contingency sum and \$150,000.00 as a provisional sum. To cover this the Approved Contract Sum should be set at \$992,982.00.

## 3.0 RECOMMENDATION

3.1 It is recommended that:

3.1.1 The tender submitted by Allens United Drainage and Earthworks in the sum of: Seven Hundred and Forty Two Thousand Nine Hundred and Eighty Two Dollars (\$742,982.00), excluding GST, be approved for Contract No 15/075: District Wide Watermain Replacement 15/16

3.1.2 The approved contract sum be set at \$992,982.00 for 2015/16

3.1.3 The surplus of \$600,386.75 from IWA11500.0116 (District Wide water supply reticulation renewals) be transferred to IWA11620.0116 (Watermain Upgrades Ngaruawahia)

## Recommended

**Mark Marr**  
Contract Engineer

Financial information reviewed by



**Andrew Nimmo**  
Management Accountant

Financial information reviewed by



**Donna Rawlings**  
Management Accountant



**Jaeki Remihana**  
Manager Program Delivery



**Tim Harty**  
General Manager Service Delivery



**Gavin Ion**  
Chief Executive

**MEMORANDUM**

To	Tim Harty, General Manager Service Delivery
From	Josy Cooper, Project Manager
Subject	<b>Tender Evaluation : Contract No. 15/159: Name: Tamahere Recreation Reserve Earthworks</b>
File	15/159
Date	3 <sup>rd</sup> February 2016

**1.0 INTRODUCTION**

1.1 Contract No. 15/159 is a Measure and Value physical works contract for earthworks and drainage for the Tamahere Recreation Reserve. This work is Stage I of the development, to construct the site up to a grassed surface.

1.2 The contract period is 10 weeks, commencing on 22<sup>nd</sup> February 2016 and an end date of 22<sup>nd</sup> April 2016.

1.3 The scheduled quantities tendered on include:

Site establishment, traffic control, location and protection of existing service, major earthworks, disposal of unsuitable material, importation of fill and installation of drainage.

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

1.4 **Project Allocation Budget**

As per Council Resolution WDC1512/06/3/4 funding amounts have been brought forward from approved budgets to provide a total budget for this project in of \$810,901. The budget is from Project No ISG10046.0113.

**2.0 REPORT**

2.1 **Tenders Received**

5 tenders were received prior to the advertised closing time of 4 pm on 22<sup>nd</sup> January 2016

2.2 **Tender Evaluation**

2.2.1 The tenders were assessed in accordance with New Zealand Transport Agency's Procurement Manual, using the 'Price Quality Method' for physical works as detailed in the tender documents.

This procedure recommends that the proposal with the lowest price less supplier quality premium and less any added value premium is the preferred proposal.

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

Rank	Contractor	Tendered Price	Supplier Quality Premium (SQP)	Tender price less SQP
1	Fulton Hogan	\$626,879.35	\$203,620.40	\$423,258.95
2	Base Civil Ltd	\$626,285.90	\$123,704.87	\$502,581.03
3	Schick Construction & Cartage Ltd	\$652,433.89	\$145,599.53	\$506,834.36

Tenders were also received from Waipa Civil Ltd and Holden Earthmoving Ltd but were non-conforming/failed the evaluation of the non-price attributes and not considered further.

The Engineer's Estimate for this contract was \$788,802.00, including contingency sums.

### 2.3 Preferred Tenderer

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

### 2.4 Financial

#### 2.4.1 Expected Project Costs

Following the tender process, the total commitment for this project is expected to be \$708,879.35, which is made up as follows:

Project Management	<u>\$12,000.00</u>
Sub-Total – Non-contract costs	\$12,000.00
Tendered Sum (Preferred Tender for this contract)	\$626,879.35
Contingency	<u>\$70,000.00</u>
<b>Total Project Cost</b>	<b><u>\$708,879.35</u></b>

#### 2.4.2 Budget Surplus

The total project cost will result in a budget surplus \$102,022. It is proposed that this surplus be carried forward to the 2017/18 year where there is further budget available for the development of the Tamahere Recreation Reserve.

#### 2.4.3 Credit Check

A credit report on the Company has been received and no adverse results were found.

#### 2.4.4 Finance Check

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

## 2.5 Health & Safety Register

The preferred tenderer has been on our Approved Contractors Register for 3 years and has a good track record in health and safety on WDC contracts.

## 2.6 Contract Risk

A risk assessment previously carried out on this project identified the risk as medium, mostly around public perception. An archaeological site has since been identified at the northern portion of the site and an application to disturb has been made to Heritage NZ. This area cannot be developed until the authority has been received – it has been identified in the contract that this portion of work may be delayed and appropriate re-establishment items are included. There is a risk that the application will be declined, however to date Iwi response has been positive for the works and consultation will continue to mitigate this risk.

## 2.7 Approved Contract Sum

2.7.1 This is a Measure and Value Contract and as such the final payment will be determined by the actual amount of work carried out. The tender includes \$15,000.00 in provisional items and it is recommended that \$70,000.00 be added as a contingency. To allow for this the Approved Contract Sum should be set at \$696,879.35.


## 3.0 RECOMMENDATION

3.1 It is recommended that:

3.1.1 The tender submitted by Fulton Hogan in the sum of: six hundred and twenty six thousand, eight hundred and seventy nine dollars, thirty five cents. (\$626,879.35), excluding GST, be approved for Contract No15/159 : Tamahere Recreation Reserve Earthworks.

3.1.2 The approved contract sum be set at \$696,879.35 to include a contingency for the works.

**Recommended**



.....  
**Josy Cooper**  
**Project Manager**

**Financial information reviewed by**



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**Donna Rawlings**  
**Management Accountant**

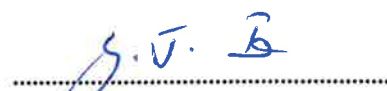
**Approved**



.....  
**Jacki Remihana**  
**Programme Delivery Manager**



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**Tim Harty**  
**General Manager Service Delivery**



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**GJ Ion**  
**Chief Executive**



## MEMORANDUM

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To	Tim Harty, General Manager Service Delivery
From	Wayne Furlong – Roading Asset Management Team Leader
Subject	<b>Tender Evaluation : Taupiri Access Safety Project – Professional Planning Services Consultant Commission Contract No. 15/214</b>
File	
Date	23 February 2016

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### 1.0 INTRODUCTION

- 1.1 Waikato District Council, KiwiRail and Waikato Raupatu Lands Trust have signed a MoU and Multi-Party funding agreement to collaborate and co-fund the safe access of the Taupiri mountain. The project estimate is \$2M, of which the co-funding partners will contribute \$1M and NZTA will subsidise the remainder, based on the business case to be developed under this professional services remit.
- 1.2 The project will be delivered by engaging a planning consultant and a design & build contractor. The tender process for the planning consultant was initiated in December last year. Tender documents have been received and evaluated.
- 1.3 Proposals were received from consultancy firms and have been evaluated using the NZTA Price (30%) Quality (70%) procedure.

### 2.0 REPORT

#### 2.1 Tenders Received

Two tenders were received prior to the advertised closing time of 5:00pm on Tuesday 02 February 2016.

#### 2.2 Tender Evaluation

- 2.2.1 The tenders were assessed in accordance with New Zealand Transport Agency's Procurement Manual, using the 'Price Quality Method' for professional services. This was nominated in the RFP documents sent out for tender. This procedure recommends that the proposal with the lowest price less supplier quality premium and less any added value premium is the preferred proposal.

The following is the result of the quality evaluation undertaken by Julian Murahidy of GHD and Wayne Furlong of WDC.

Section (weighting)	Beca Grade	Grey Matter Grade
People resources and relevant experience (20)	78	78
Methodology (35)	90	83
Project Management (15)	73	88

Tenderer	Tendered Price	NPA Score	Evaluation	Supplier Premium	Quality
Beca	\$123,000.00		58.1	\$600	
Grey Matter	\$221,400.00		57.9	\$0	

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

Rank	Consultant	Tendered Price	Supplier Quality Premium (SQP)	Tender price less SQP
1	Beca	\$ 123,000.00	\$ \$600	\$ 122,400
2	Grey Matter	\$ 221,400.00	\$ 0.00	\$ 221,400

The Engineer's Estimate for this contract was \$ 90,000. Upon evaluation of the proposals the lowest price received is accepted as indicative of the level of work to be undertaken and that the estimate was slightly low.

### 2.3 Preferred Tenderer

Following the tender evaluation, the preferred tenderer is Beca, who has completed similar work in the past on Waikato District Council Contracts to a satisfactory standard.

### 2.4 Financial

#### 2.4.1 Expected Project Costs (2014/15)

As per the signed MPFA, the combined contribution for WDC, KiwiRail, Waikato Rapatu and NZTA is \$2,000,000. The total project estimate is made up as follows:

#### Project element

Bridge design and build	\$	\$1,700,000
Prof Service Planning	\$	\$200,000
Ancillary civil works	\$	<u>100,000</u>
Total	\$	\$2,000,000

The project code is 7RE72024C0 0000 0000.

#### 2.4.2 Budget Surplus/Deficit

As this is the initial stage of the project there is no expected surplus or deficit.

#### 2.4.3 Finance Check

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

#### 2.5 Health & Safety Register

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

#### 2.6 Contract Risk

The project has been included in the RLTP, but final available funding will be known once the business case (part of the remit under this contract) has been completed and accepted by NZTA. This will inform the ultimate viability of the project, however this will only be known once this planning work is complete. The project partners have agreed to share the risk in that regard.

#### 2.7 Approved Contract Sum

2.7.1 This is a lump sum Contract and any additional work will be negotiated on an as needed basis with the Consultant.

### 3.0 RECOMMENDATION

3.1 It is recommended that:

3.1.1 The tender submitted by Beca in the sum of 123,000, excluding GST, be approved for Contract No.15/214 : Taupiri Access Safety Project.

### 3.0 BUDGET

3.1 Funding for this work is provided by a co-funding arrangement between WDC (\$500k), KiwiRail (\$400k) and Waikato Raupatu Lands Trust (\$100k), with NZTA subsidy (approx. \$1M). The total committed funds between the 3 co-funding partners is \$1M.

3.2 The estimated cost of this component of the works is \$123,000 funds. \$8,075 of expenditure has been undertaken to date on this project, therefore the funds for the planning stage are available.

## 4.0 RECOMMENDATION

4.1 It is recommended that:

4.1.1 Approval is given to award the planning professional services contract for the Taupiri Access Project Horotiu to Beca at a tendered price of \$123,000.00.



**Recommended**

**Approved**

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**Chris Clarke**  
**Roading Manager**

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**Martin Mould**  
**Acting General Manager Service Delivery**

**Financial information reviewed by**

.....  
**Erin Hawes**  
**Management Accountant**

### Open Meeting

<b>To</b>	Infrastructure Committee
<b>From</b>	GJ Ion Chief Executive
<b>Date</b>	2 February 2016
<b>Prepared by</b>	LM Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	1465594
<b>Report Title</b>	Exclusion of the Public

## 1 Executive Summary

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

## 2 Recommendation

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

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

1. Confirmation of Minutes – Tuesday 9 February 2016
2. Acquisition of Land in Te Kauwhata for the Whangamarino Walkway
3. Property at Ralph Street Huntly to be declared surplus for disposal.

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 7 of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public are as follows:

That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to:

- a) **Protect members, or officers, or employees of any local authority, or any persons to whom section 2(5) of the Local Government Official Information and Meetings Act 1987 applies, from improper pressure or harassment;Protect the privacy of natural persons, including that of deceased natural persons;**
- b) **Prevent the disclosure or use of official information for improper gain or improper advantage;**

**AND THAT the exclusion of the public from the whole or relevant part of the proceedings of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings before the local authority where a right-of-appeal lies to any Court or Tribunal against the final decision of the local authority in those proceedings**