

Agenda for a meeting of the Te Kauwhata Community Committee to be held in the St John Hall, 4 Baird Avenue, Te Kauwhata on **WEDNESDAY 3 MAY 2017** commencing at **7.00pm**.

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

- 1. APOLOGIES AND LEAVE OF ABSENCE**
- 2. CONFIRMATION OF STATUS OF AGENDA**
- 3. DISCLOSURES OF INTEREST**
- 4. CONFIRMATION OF MINUTES**
Meeting held on 1 March 2017 2
- 5. SPEAKERS**
 - Paul Blue from WEL Energy will be in attendance to update the Committee on Rapid chargers.
 - Ms K Whittle will be in attendance to discuss Agenda Item 6.2.
 - Representatives from Waikato Regional Council and NZTA will be in attendance to discuss Agenda Item 6.3.
- 6. REPORTS**
 - 6.1 Youth Engagement Update May 2017 7
 - 6.2 Wastewater Education Campaign 10
 - 6.3 Northern Waikato Integrated Growth Management 11
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 - 6.6 Councillor's Report Verbal
 - 6.7 Discretionary Fund Report to 21 April 2017 74
 - 6.8 Chairperson's Report Verbal
- 7. PROJECTS UPDATE**
 - 7.1 Wetlands Walkway Verbal
 - 7.2 Dog Park Verbal

GJ Ion
CHIEF EXECUTIVE

Open Meeting

To	Te Kauwhata Community Committee
From	Gavin Ion Chief Executive
Date	16 March 2017
Prepared by	Wanda Wright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV0509
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the minutes of the Te Kauwhata Community Committee meeting held on Wednesday 1 March 2017.

2. RECOMMENDATION

THAT the minutes of the meeting of the Te Kauwhata Community Committee held on Wednesday 1 March 2017 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

TKCC Minutes

MINUTES of a Triennial meeting of the Te Kauwhata Community Committee held at the St John Ambulance Rooms, 4 Baird Avenue, Te Kauwhata on **WEDNESDAY 1 MARCH 2017** commencing at **7.00pm**.

Present:

Ms T Grace (Chairperson)
Cr JD Sedgwick
Mrs C Berney (Secretary)
Mr J Cunningham
Mr C Howells
Mrs M Raumati
Mr B Weaver
Mr D Hardwick
Mr T Hinton

Attending:

Mr V Ramduny (Manager Strategy & Planning)
Miss Sara Hall (Youth Representative)
Miss Martine Radidi (Youth Services)
Mr Gareth Barnes (Local Police Officer)
Mr Iain Fletcher (Downers)

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Mr Weaver/Mr Cunningham)

THAT an apology be received from and leave of absence granted to Mr Dawson;

AND THAT an apology for lateness be received from Mr Hinton and Mr Hardwick.

CARRIED on the voices

TKCCI703/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (M Raumati, J Cunningham)

THAT the agenda for a meeting of the Te Kauwhata Community Committee held on **Wednesday 1 March 2017** be confirmed and all items therein be considered in open meeting;

AND THAT the following item be discussed at an appropriate time during the course of the meeting;

- **Guest speaker: Martine Radidi** [Te Runanga O Kirikiriroa/Whai Marama Youth Services]

AND FURTHER THAT all youth members present be given speaking rights for the duration of this meeting

CARRIED on the voices

TKCCI703/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

CONFIRMATION OF MINUTES

THAT the minutes of a meeting of the Te Kauwhata Community Committee held on Wednesday 1 February 2017 be confirmed as a true and correct record of that meeting.

CARRIED on the voices

TKCCI703/03

SPEAKERS

Mr Fletcher from Downers provided an update to the Board regarding the Longswamp Expressway.

Ms Martine Radidi from Te Runanga O Kirikiriroa/Whai Marama Youth Services gave a brief introduction to the services and assistance the organisation offers to the youth of the Te Kauwhata community.

Mr Gareth Barnes from the local police gave an update on what was happening in the community.

REPORTS

Te Kauwhata Works & Issues
Agenda Item 6.1

Resolved: (Cr Sedgwick/Mr Weaver)

THAT the report from the General Manager Strategy & Support be received.

CARRIED on the voices

TKCCI703/04/1

Councillor's Report
Agenda Item 6.2

Cr Sedgwick gave a verbal report and answered questions of the Committee.

Discretionary Fund Report to 15 February 2017
Agenda Item 6.3

Resolved: (Cr Sedgwick/Mr Hinton)

THAT the report from the General Manager Strategy & Support be received.

CARRIED on the voices

TKCCI703/04/2

Youth Engagement Update February 2017
Agenda Item 6.4

Resolved: (Mr Cunningham/Mrs Raumati)

THAT the report from the General Manager Strategy & Support be received;

AND THAT if there are any new issues identified in the Youth Action Group's Quarterly Report that the Committee agrees on, be added to the Committee's Works and Issues report so that progress on implementation can be monitored.

CARRIED on the voices

TKCCI703/04/3

New Youth Action Group Representatives on the Community Committee
Agenda Item 6.5

Resolved: (Mrs Berney/Ms Grace)

THAT the report from the General Manager Strategy & Support be received;

AND THAT the Youth Action Group representatives (Sara Hall, Abby Irvine and Ngahuia Falwasser) be appointed to the Te Kauwhata Community Committee.

CARRIED on the voices

TKCCI703/04/4

Community Plan Template and Identification of Long Term Plan Priority Projects
Agenda Item 6.6

Resolved: (Cr Sedgwick/Ms Grace)

THAT the report from the General Manager Strategy & Support be received;

Open Meeting

To	Te Kauwhata Community Committee
From	Tony Whittaker General Manager Strategy & Support
Date	03 April 2017
Prepared by	Shannon Kelly Youth Engagement Advisor
Chief Executive Approved	Y
Reference #	GOV0509
Report Title	Youth Engagement Update May 2017

I. EXECUTIVE SUMMARY

The purpose of this report is to provide the Te Kauwhata Community Committee with the Youth Action Group's Quarterly Report (prepared by Sarah Hall) and an update from Council's Youth Engagement Advisor.

2. RECOMMENDATION

THAT the report from the **General Manager Strategy & Support** be received.

AND THAT if there are any issues identified in the **Te Kauwhata Youth Action Group's Quarterly Report** that the **Committee** wishes to progress, that these be added to the **Committee's Works and Issues** report so that progress on implementation can be monitored.

3. GOVERN UP –YOUTH DEVELOPMENT PROGRAMME

The Govern Up programme is progressing well in Te Kauwhata and in other areas of the Waikato District.

The Te Kauwhata Youth Action group was established by Shannon Kelly in March 2017 and is being facilitated by Sarah Hall, Year 12 student at Te Kauwhata College. She is being supported by Toni Grace (Chairperson of the Community Committee) and Tim Hinton (Youth Mentor of the Te Kauwhata Community Committee).

Sarah undertook facilitation training with Shannon in mid March and facilitated her first Youth Action Group meeting held at the school. Sarah invited Shannon, Toni and Tim to this first meeting and has also liaised with the school to work on the Govern Up project during school hours and with school support.

Approximately 15 young people attended the first youth action group meeting to brainstorm potential ideas and make use of the \$1,000 budget for this project. They intend to meet on a regular basis to achieve this and work with both Toni and Tim to ensure the event is a success.

Sarah Hall has undertaken report writing training and some facilitation training with Shannon Kelly in March and has delivered the first three monthly report (attached below).

4. ATTACHMENTS

Te Kauwhata Youth Action Group report

Te Kauwhata Youth Action Group Quarterly Report as at April 2017

	Identified Issue	Projects we should do	Background into Why	Progress / Outcome / Thoughts
1	Youth aren't provided weekend activities and therefore want more things to in the weekends	<ul style="list-style-type: none"> • Open pool days for older children. • Soccer posts. 	The youth group feel that to prevent trouble things such as weekend activities are put in place will prevent trouble and it is entertainment factor whether it be a one of activity or something permanent.	Weekend entertainment and activities hold people in and draw crowds away from other things that might be going on. An activities day once in awhile will hopefully keep youth away from things that may cause trouble to Te Kauwhata
2	Not enough art around the community for young people to express themselves	<ul style="list-style-type: none"> • Murals • Dance classes as a one of basis • Choir or other singing opportunities • Chance to show drama 	Talking to young people they feel as if they are isolated and labelled as children, young people have talents and would like chances to showcase them.	We believe promoting success is the most successful way for children to strive for it and show themselves for what they can do. This will also allow people to be noticed more as the upcoming people of Te Kauwhata
3	Embracing other cultures	Making new cultural group and promoting it to allow the community to be apart not just the school.	Not enough diversity for people to express themselves and who they really are beneath their appearance	Create new groups, and allow existing ones to perform and encourage it, for example the Te Kauwhata College Kapa Haka group, and cultural group.
4	Not enough leadership opportunities for youth	Trips, camps, work experiences, other chances for College students to take part in, even a conjoined thing with the primary school	People want to source leadership skills for life and the ability to do it in a small done is not very much to allow people to come out of there shells, you will find youth more engaged in Te Kauwhata events and other things alike	Giving youth opportunities means that they can grow as people and provide support for the community as a whole

Many thanks
Sara Hall
Te Kauwhata Youth Action Group

Open Meeting

To	Huntly, Ngaruawahia, Onewhero-Tuakau, Raglan and Taupiri Community Boards and Meremere, Pokeno and Te Kauwhata Community Committees
From	Tim Harty General Manager Service Delivery
Date	18 April 2017
Prepared by	Martin Mould Waters Manager
Chief Executive Approved	Y
Reference #	HCB2017, NCB2017, OTCB2017, TCB2017, MMCC2017, PCC2017, TKCC2017
Report Title	Wastewater Education Campaign

1. EXECUTIVE SUMMARY

This report is to advise that Kay Whittle, a consultant, will be in attendance at this meeting to brief the Board on Council's Wastewater Marketing and Education campaign. She will outline the campaign concepts and collateral, explain the purpose of the campaign and discuss how the campaign material could be tailored to local needs in consultation with the Community Board.

2. RECOMMENDATION

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

3. ATTACHMENTS

N/A

Open Meeting

To	Te Kauwhata Community Committee
From	Tony Whittaker General Manager Strategy & Support
Date	03 April 2017
Prepared by	Vishal Ramduny Planning and Strategy Manager
Chief Executive Approved	Y
Reference #	GOV0509
Report Title	North Waikato Integrated Growth Management

I. EXECUTIVE SUMMARY

Significant residential and commercial growth in the north Waikato is happening now and will continue to happen in the foreseeable future. It is a well-known fact that the growth of Auckland is having an effect on the growth in the Waikato region (in general) and the north Waikato (in particular). This has major implications for settlement and infrastructure planning growth is to be accommodated in a sustainable manner.

The New Zealand Transport Agency (NZTA), Waikato District Council (WDC), Waikato Regional Council (WRC), Auckland Council (AC), Auckland Transport (AT) and Hamilton City Council (HCC) have come together to lead the development of a North Waikato Integrated Programme Business Case (NWIPBC) and agreeing to co-ordinate a number of concurrent and related activities (e.g. growth management planning; investing in transport, water and waste water infrastructure etc). The purpose of the NWIPBC is to investigate and develop a recommended programme for all partner agencies in order to address the problem statements and achieve the benefits identified in the Strategic Case for the study.

The Strategic Case has considered the issues and problems related to growth in the north Waikato and confirms that there is a strong case for partners to work together in supporting the preferred land use scenario and the necessary infrastructure required to support it. Once completed the NWIPBC will be one of the first truly integrated business cases conducted in New Zealand as it focusses on integrating land use, roading infrastructure, three waters infrastructure and social infrastructure planning.

The outputs of the NWIPBC will be used to inform the long term plans (LTPs) of the respective councils as well as help NZTA in advocating to government for transport investment funding to support the growth in the north Waikato.

The project team has come up with programme options which proposes three basic growth models for land use and transport investment. These programme options were presented

to our Council at a workshop on 04 April 2017 and a clear steer was provided with regards to a preferred settlement pattern for the north Waikato.

2. RECOMMENDATION

THAT the report from the General Manager Strategy & Support be received.

3. BACKGROUND

Context

Partners and stakeholders who provide planning and infrastructure services in the north Waikato and south Auckland have agreed that land use planning needs to be joined up and integrated to ensure that the sub-region develops in a sustainable manner. It is also acknowledged that current problems on the transport network will only worsen with growth and that solutions cannot be developed without understanding the future land use scenarios.

The purpose of the NWIPBC is to investigate and develop a recommended programme for all partner agencies to work together to addresses the problem statements and achieve the benefits identified in the Strategic Case to inform the NWIPBC. The following problem statements form the cornerstone for collaboration by the councils and agencies working across both northern Waikato and southern Auckland:

Problem 1: Ad hoc responses to growth pressure is creating communities disconnected from services, amenities and employment.

Problem 2: Current and future demand on the transport network is impacting on safety, commercial activity and service reliability.

As a result of the discussions, the business case partners have agreed that the benefits being sought relate to value for money, certainty around investment, certainty for the developer as well as ensuring that appropriate infrastructure is in place to enable sustainable development where residents can work, live and play in the north Waikato. Consequently, the following benefits have been identified to be realised through this project:

Benefit 1: Efficient use of resources.

Benefit 2: Improved economic performance.

Benefit 3: Improved community wellbeing and resilience.

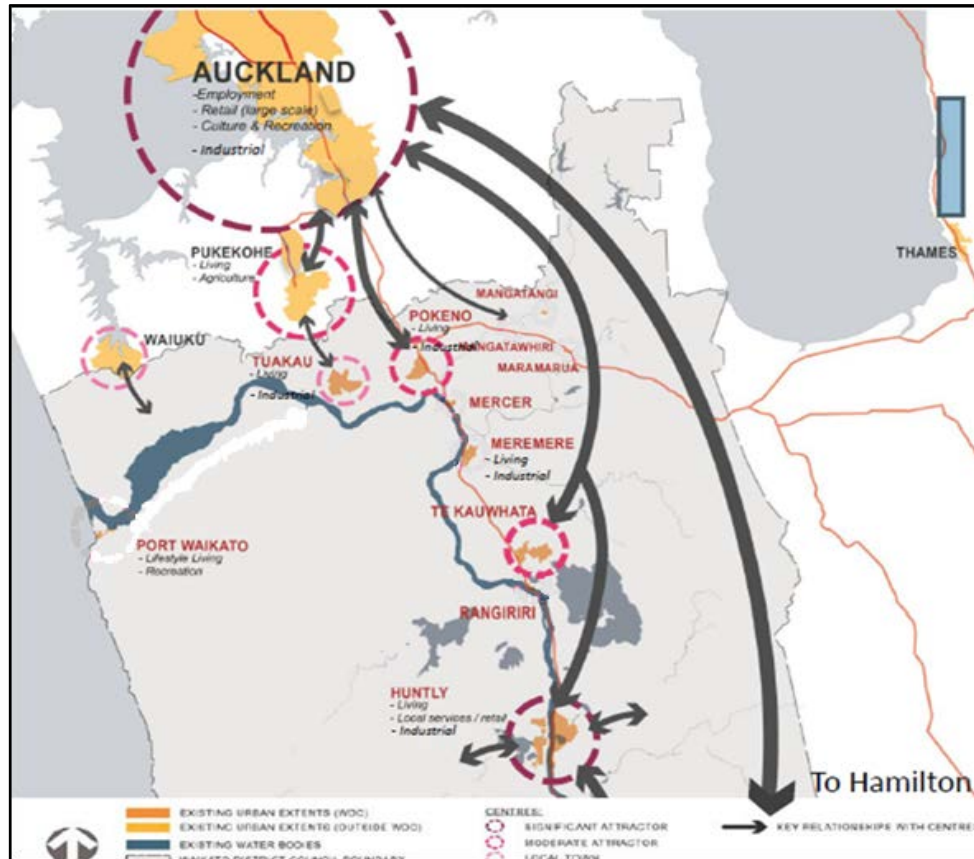
Benefit 4: Improved transport network performance.

The aims of the Programme Business Case are to:

1. Develop a technical evidence base and policy analyses that matches the scope of work undertaken for the Auckland Transport for Urban Growth (TFUG) process thereby enabling a consistent cross boundary settlement and infrastructure approach; and

2. Provide a policy and investment position for all partners to use in statutory and community processes such as district plans, long term plans and National Land Transport Programme (NLTP) funding.

Geographical scope of the Programme Business Case



4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Four workstreams have been set-up to inform the development of the NWIPBC. These are:

- Land use
- Transport infrastructure
- Three waters infrastructure and
- Social infrastructure.

Appropriate staff from all the councils/agencies are involved in these workstreams with WDC staff taking a leading role due to their institutional responsibilities and community knowledge.

Programme Options

Thus far the project team has:

1. Refined the problems and benefits from the strategic case
2. Developed a set of investment objectives
3. Developed and assessed a long list of strategic options with stakeholders for inclusion into the programme options
4. Developed, assessed and shortlisted programme options for further detailed testing.

The recommended shortlist proposes three basic growth models for land use and transport investment:

1. Do Minimum: Reactive investment to meet minimal requirements for infrastructure
2. Proactive Planning and Responses: This programme option involves proactive planning and investment responses for the North Waikato with Tuakau and Pokeno providing services, infrastructure, employment and amenities for the northern section and Huntly for the southern area including Te Kauwhata.
3. Proactive Planning and Responses with increased population in the medium to long term for Tuakau: This programme options is the same as 2) above plus an additional 2,000 – 3,000 households in Tuakau using intensification of land use to reduce impact on the surrounding arable lands and higher levels of employment self-sufficiency

Option 2 and 3 recognise that Pokeno and Te Kauwhata will grow to a certain size (approximately 8500 people by 2046). At the first WDC councillor workshop on the NWIPBC held on 06 March, Council was given a clear steer for localised employment opportunities to be enabled.

The recommended shortlist was workshopped with Council on 04 April 2017 and the preferred programme (Programme 6B – Significant growth in Tuakau, growth in Pokeno and Te Kauwhata and Huntly (the latter as a key employment node) will be included into the FutureProof Strategy for public consultation in May 2017.

The preferred programme option will be presented to the NZTA Valued Added Committee at the 02 October meeting for consideration and recommendation to the Board at their 08 December meeting for funding.

5. ATTACHMENTS

- North Waikato Integrated Programme Business Case Programme Assessment Options Summary
- North Waikato Integrated Programme Business Case Presentation

North Waikato Integrated Growth Management Programme Business Case	Programme 1A	Programme 1B	Programme 2	Programme 3	Programme 4	Programme 5A	Programme 5B	Programme 5C	Programme 6A	Programme 6B	Programme 6C
	Business as Usual - Limited Services: Growth in Pokeno, then Te Kauwhata (BaU)	Business as Usual - Limited Services: Same as 1A plus additional growth in Tuakau	Restricted growth in North Waikato: services employment accessed in South Auckland	Limited Services in North Waikato - Growth in Pokeno and Te Kauwhata plus growth in unserviced developments / rural dwellings	Do Minimum: Limited intervention with Tuakau and Huntly services and employment within North Waikato	Proactive planning, services and amenities for the North Waikato; Tuakau (north) and Huntly (south) as the areas for services and employment	Proactive planning, services and amenities for the North Waikato; shared across Pokeno and Tuakau (north) and Huntly (south) as the areas for services and employment	Proactive planning, services and amenities for the North Waikato; Pokeno (north) and Huntly (south) as the areas for services and employment.	Proactive planning, services and amenities for the North Waikato; Tuakau (north) and Huntly (south) as the areas for services and employment. Growth in Tuakau to reach a larger population level (15-20k)	Proactive planning, services and amenities for the North Waikato; shared across Pokeno and Tuakau (north) and Huntly (south) as the areas for services and employment plus increased population in Tuakau (current footprint to reduce impact on arable lands)	Proactive planning, services and amenities for the North Waikato; Tuakau (north) and Huntly (south) as the areas for services and employment plus increased population in Tuakau (current footprint to reduce impact on arable lands)
Investment Objective 1 - Intra regional	Poor access to services	Poor access to services	Poor access to services	Very poor access for unserviced growth	Varying levels of access and services	Improved access and services	Good access and services	Good access and services	Good access and services	Good access and services	Good access and services
- Access to town centres	--	-	--	---	-	+	++	++	++	++	++
- Access to services and communities	--	-	--	---	---	++	++	++	++	++	++
- Access to employment areas	--	--	--	---	---	+	++	++	++	++	++
Investment Objective 2 - Multi modal	Poor modal choices	Poor modal choices	Poor modal choices	Poor modal choices	Poor modal choices	Improved modal choices	Good modal choices	Good modal choices	Good modal choices	Very good in north, good in south	Very good in north, good in south
- Enhance efficiency and effectiveness through multi modal transport	--	--	---	---	--	+	++	++	++	+++	+++
Investment Objective 3- Inter regional	Increased congestion on key corridors	Increased congestion on key corridors	Some congestion impact	Increased congestion on key corridors	Increased congestion on key corridors	Reduced impact on congestion	Reduced impact on congestion	Reduced impact on congestion	Reduced impact on congestion	Reduced impact on congestion	Reduced impact on congestion
- Strengthen performance of the connection between Auckland and Waikato	---	--	-	---	---	+	++	++	++	++	++
- Improve connections to and from Auckland and Waikato	---	--	-	---	---	+	++	++	++	++	++
Investment Objective 4 - Strategy alignment	Low levels of alignment	Varying levels of alignment	Low levels of alignment	Low levels of alignment	Low levels of alignment	Improved levels of alignment	Improved levels of alignment	Good levels of alignment	Improved levels of alignment	Good levels of alignment	Good levels of alignment
- Plan and delivered social infrastructure for communities	--	---	--	-	-	++	+	++	++	+++	+++
- Meets the Future Proof principles by providing growth at urban nodes with access to services	-	+	-	--	+	++	++	++	+	++	++
- Transport enables land to be developed in line with the development patterns in the Future Urban Land Supply Strategy	-	-	-	-	-	+	++	++	++	++	++

Other Factors											
Effectiveness	Low - Does not address issues	Low - Does not address issues	Low - Does not address issues, continues issues of social dislocation	Low - Does not address issues, creates new issues of social dislocation	Low - Does not sufficiently address issues	Medium - some intervention to address high risk issues	High - addresses key problems	High - if delivered can achieve good outcomes	High - addresses key problems	High - addresses key problems	High - addresses key problems
Risk	Low risk of delivery	Low risk of delivery	Low risk of delivery	Low risk of delivery	Low risk of delivery	Medium risk of delivery	Medium risk of delivery	High risk and high cost	Medium risk of delivery	Medium / High - Demand for higher density in Tuakau	Medium / High - Demand for higher density in Tuakau
Public and Stakeholders	Unacceptable for existing and future community	Unacceptable for existing and future community	Low levels of acceptability for existing and future community	Unknown level of support for large levels of unserviced lots	Likely low levels of public acceptance of limited response to issues	Unknown acceptance for Tuakau or as main services area	Unknown acceptance for Tuakau or as main services area	High cost would be unacceptable relative to other programmes	Unknown acceptance for Tuakau or as main services area	Unknown acceptance levels of density increase for Tuakau or as main services area	Unknown acceptance levels of density increase for Tuakau or as main services area
Inter/dependencies	Low level	Low level	Low level	Medium	Medium	Medium	Medium	Major dependencies and intervention required with land owner	Medium	Major dependencies and intervention required to achieve density levels	Major dependencies and intervention required to achieve density levels
Feasibility	High	High	High	Medium	Medium	Medium	Medium	High level of difficulty to implement	Medium	Low / Medium	Low / Medium
Affordability	High	High	High	Medium - cost to service rural developments	Medium	Medium	Medium	Low	Medium	Medium	Medium
Costs	Low	Low	Low	Medium	Medium	Medium	Medium / high	High	Medium / high	Medium / high	Medium / high
Benefit cost ratio	Medium	Medium	Medium	Medium	Medium	Low / Medium	Low	Very Low	Low	Low / Medium	Low / Medium
Short-listed	No	No	No	No	Yes - Requirement of the business case approach to use a Do Minimum for assessments	No	Yes	No	No	Yes	No

North Waikato Integrated Growth Management

Programme Business Case

Programme Option Assessment Workshop

Presentation to Community Boards/Committees

Overview

- Project purpose
- Problem and benefit statements
- Investment Objectives
- Programme considerations
- Town assessment of opportunities & constraints, and population and employment projections
- Programme options and assessment
- Feedback
- Next Steps

Why are we doing this project?

- ❑ To have a holistic look at growth in North Waikato so we can have confidence that we can support that growth from an infrastructure perspective
- ❑ To date we have considered towns individually but not considered the connections between them.
- ❑ Other service or infrastructure providers have a role to play in helping us achieve successful growing communities
- ❑ Multi-party project – business case is gateway to investment

What will we get at the end of it

- ❑ High level plan which confirms the preferred land use pattern and supporting infrastructure
- ❑ A plan which delivers the outcomes we want but maintains flexibility & agility
- ❑ Confidence that the preferred land use pattern is robust, deliverable and affordable
- ❑ Support from partners – stronger likelihood of attracting investment
- ❑ Clarity on next steps & timings – policy changes, projects, monitoring frameworks
- ❑ Opportunity to work with developer community to ensure North Waikato grows successfully
- ❑ The preferred land use pattern will feed into the District Plan Review, FutureProof Growth Strategy Review, inform respective LTPs and the NLTP.

Problems

Problem 1

Ad hoc responses to growth pressure is creating communities disconnected from services, amenities and employment (60%)

Problem 2

Current and future demand on the transport network is impacting on safety, commercial activity and service reliability (40%)

Benefits

Benefit 1 : Efficient use of resources (10%)

Benefit 2 : Improved economic performance (30%)

Benefit 3 : Improved community wellbeing and resilience (40%)

Benefit 4 : Improved network performance (20%)

Key Principles and Outcomes

- ❑ Provide improved access (and proximity) to services, employment (within North Waikato as well as Hamilton and Auckland regions) and amenities
- ❑ Provide improved access (i.e. public transport services) for residents in North Waikato without access to private vehicles
- ❑ Achieve more localised employment opportunities, 1 job per household average, 1 per 2.5 people
- ❑ Provide a wide range of services and amenities across North Waikato
- ❑ Identify areas for development that are value for money for the provision of infrastructure as well as long term operation
- ❑ Provide safe and liveable communities for all

Investment objective 1

Improve North Waikato's liveability through increased access to, from and within urban growth nodes, including to services and amenities, employment areas, town centres

KPIs

- Increased access and proximity to services and amenities, employment areas, town centres, and public transport network
- Improve spatial coverage of walking and cycling paths

Investment objective 2

Enhance Waikato's connectivity through increased effectiveness and efficiency of the multi modal transport network to, from and within urban growth nodes

KPIs

Increased effectiveness of the transport network to, from and within urban growth nodes for all modes

(Measure—travel time reliability between X and Y)

Increased efficiency of the transport network to and within urban growth nodes

(Measure—average travel time between X and Y)

Investment objective 3

Improved national and regional economic growth through strengthening the performance of the Auckland and Waikato region connectivity and improving connections with the Waikato region

KPIs

Increased effectiveness of the transport network to, from and within urban growth nodes

Increased efficiency of the transport network to and within urban growth nodes

Increased (maintained) performance of inter and intraregional connections (across mode)

Investment objective 4

Deliver on the Future Proof principles and provide infrastructure as required and consistent with development patterns set by the Future Urban Land Supply Strategy

KPIs

Planned and delivered social infrastructure for communities

Transport enables land to be developed in line with the development patterns in the Future Urban Land Supply Strategy for the north Waikato

What do the programmes consider?

Transport infrastructure
Public transport services

Wastewater infrastructure
Water supply infrastructure

Social services
Schools and education

Parks and recreation
Environment and farming

Land use interventions and policy
Developer partnerships

Huntly

- ❑ Largest town in North Waikato at present
- ❑ Provides a wide range of services and amenities including schools
- ❑ Has reasonable employment levels and opportunities for further growth
- ❑ Opportunities for redevelopment and growth
- ❑ Needs to provide services and employment opportunities for surrounding areas including Te Kauwhata

Huntly

Year	Population	Employment
2016	7,491	2,259
2026	8,014	2,486
2036	8,310	3,500
2046	9,000	4,000

Te Kauwhata

- ❑ Currently a small town with reasonable level of services and amenities
- ❑ Two schools for all age groups, the college services Huntly as well as local areas
- ❑ Limited employment levels and or opportunities for further growth in employment
- ❑ Water supply, waste water and transport solutions are currently being investigated to accommodate growth
- ❑ Major private plan change expected for an additional 1,500 dwelling above approved structure plan, this would reach the natural limit (physical constraints) for further development

Te Kauwhata

Year	Population	Employment
2016	1,769	455
2026	4,000	1,200
2036	6,000	1,700
2046	8,500	2,500

Assumes Lakeside development commences provision of houses in 2019

Meremere

- ❑ Currently a small town with limited services and amenities
- ❑ Limited current employment levels
- ❑ Some opportunity for employment opportunities

Year	Population	Employment
2016	564	13
2026	708	25
2036	734	38
2046	711	40

Pokeno

- ❑ Fastest growing town in North Waikato at present and expected to continue in coming decades
- ❑ Provides limited services and amenities
- ❑ Has reasonable employment levels but limited opportunities to match residential growth under current structure plan
- ❑ Opportunities to meet services, amenities and employment with potential private plan change to meet the growth of the town
- ❑ Good roading connections to Auckland South employment areas and services

Pokeno

Year	Population	Employment
2016	2,132	524
2026	5,562	1,200
2036	9,000	1,800
2046	12,000	2,800

Tuakau

- ❑ Good proximity to the Auckland South employment areas
- ❑ Commercial and industrial land supply is good and can accommodate higher proportion of employment per household than Pokeno
- ❑ High school has capacity for growth and can service Pokeno and Tuakau with a combined population of up to 30,000 if required
- ❑ Tuakau has the lowest estimated unit cost for development and operation for WDC due to the proximity of the waste water treatment plant and existing capacity levels
- ❑ Existing train station could be upgraded to meet the needs of an extended services from Pukekohe in the medium term. AT advises that for the station to be feasible it would require approximately a density of 17 dwellings per hectare which is a higher intensity than currently proposed

Tuakau

Year	Population	Employment
2016	4,639	1,432
2026	7,000	2,500
2036	9,500	3,500
2046	12,200	4,800

Needs to provide services and employment opportunities for surrounding areas including Pokeno

Programme options

Programmes

Low level intervention options – Limited services

Programme 1A – Growth in Pokeno, then Te Kauwhata (BaU)

o -

Programme 1B – Growth in Tuakau with reactive response

These were considered not acceptable and recognised the need for increased levels of intervention by partner organisations

Programmes

Programme 2 – No growth in north Waikato, services accessed in Auckland

This was considered unlikely to either be achieved and that growth in North Waikato was to be promoted but also managed effectively

Programme 3 – Growth in Pokeno then in Te Kauwhata and unserviced developments

This was considered unacceptable and did not meet the FutureProof principles of increasing dwellings within urban (serviced) growth nodes, and will exacerbate social issues and disconnectedness with communities

Programmes

Programme 4 – Limited intervention to increase activity in Tuakau and Huntly

This option was short-listed as the “Do Minimum’ option but was not preferred by any of the partner organisations

Programme 5A – Proactive planning, services and amenities for Tuakau (northern) and Huntly (southern)

This programme was not short-listed as it was recommended that Pokeno and Tuakau should share the provision of services for the northern area

Programmes

Programme 5B - Proactive planning, services and amenities for Tuakau and Pokeno (northern), and Huntly (southern)

This programme was short-listed and is recommended for consideration due to high level of services provision, localised employment opportunities and amenities that can be provided

Programme 5C – Proactive planning, services and amenities for Huntly (southern) and Pokeno (northern) which would require rezoning and other changes to provide services, and amenities such as schools and sportsgrounds

This programme was not short-listed due to the cost associated with provision of infrastructure and unfeasibility of the option due to physical constraints

Programmes

These programmes are similar to the programmes 5A, 5B and 5C with a population increase within Tuakau only

Programme 6A – Growth in Tuakau to reach a larger population level (15,000 - 20,000) with the same structure plan with additional growth on the outer areas and services for the northern area shared between Tuakau and Pokeno

This programme was not short-listed due to the impact of growth on the surrounding area of Tuakau as high value arable land

Programmes

Programme 6B – Growth in Tuakau to reach a larger population level (15, 000 -20,000) with a redeveloped structure plan and/or planning changes (i.e. to reduce land use and footprint size and services for the northern area shared between Tuakau and Pokeno)

This programme was short-listed and is recommended for consideration due to high level of services provision, localised employment opportunities and amenities that can be provided due to critical mass from population levels and employment

Programme 6C – Growth in Tuakau to reach a larger population level (15, 000 -20,000) with a redeveloped structure plan and/or planning changes (i.e. to reduce land use and footprint size, services for the northern area provided for primarily in Tuakau)

This programme was not short-listed as it was recommended that Pokeno and Tuakau should share the provision of services for the northern area

Discussion and feedback from WDC councillor workshop

- ❑ WDC councillors – support for Programme 6B
- ❑ Infrastructure considerations:
 - ❑ Pokeno/Whangarata/Bucklands Road upgrade
 - ❑ Electrification of rail from Pukekohe to Tuakau (long term)
 - ❑ Public transport (buses) servicing Te Kauwhata, Pokeno and Tuakau to Park & Ride facility in Pukekohe
 - ❑ Pokeno East/West Link
 - ❑ Walkway/cycleway connection between Tuakau and Pokeno
 - ❑ Good urban design guidelines
 - ❑ Bombay to Hampton Downs Section – Significant upgrade
 - ❑ Huntly off-ramp
 - ❑ Green space in Tuakau
 - ❑ Discussions with the social service providers (MoE and MoH)
 - ❑ Review of development contributions policy
 - ❑ Shared sporting facilities with Auckland (Bombay)
- ❑ Programme team to continue to refine the short-listed programme options to support LTP engagement in coming months and inform other investments (i.e. SH1, wastewater infrastructure)

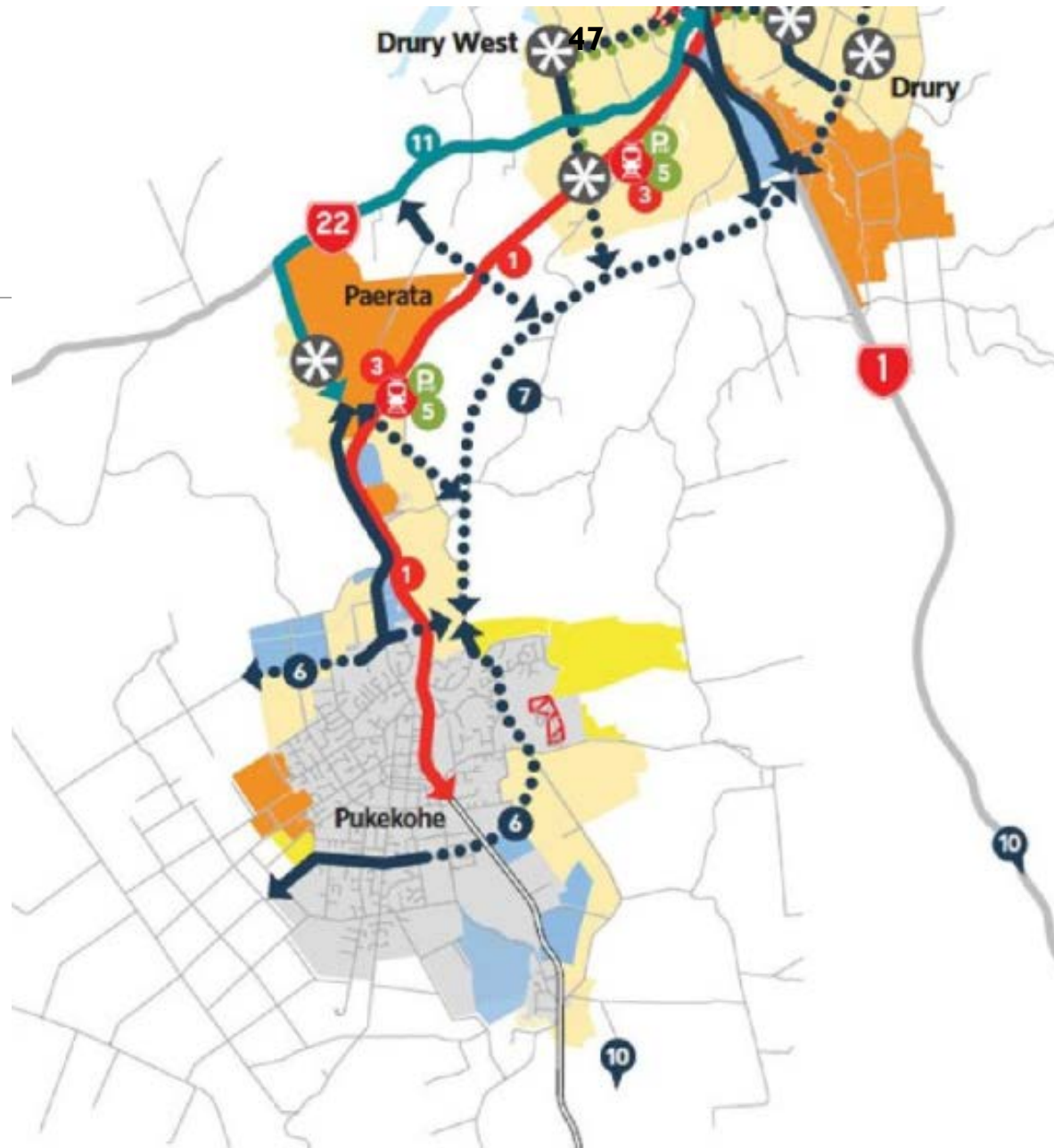
Summary – Preferred settlement pattern

- ❑ Grow Tuakau to a town of between 15000-20000 people
- ❑ Grow Pokeno to cater for additional growth taking into consideration geographical/ecological constraints
- ❑ Grow Te Kauwhata to a size provided for by the existing structure plan + acknowledging that a private plan change for Lakeside development is about to be lodged for Council to consider.
- ❑ Investigate unlocking the potential for employment in Meremere.
- ❑ Grow Huntly as a key employment node to support residential growth (albeit limited) within itself but Te Kauwhata as well. This will entrench Huntly as a key service town. The Huntly concept plan to provide for the rezoning of industrial and residential land where appropriate so that the town can grow to a size of about 9000-10000 people.

Next Steps

- ❑ Presentation to FutureProof – today
- ❑ NZTA update to the National Land Transport Plan advisory group – Thursday
- ❑ Refinement of the short-listed programme options and detailed assessments

Transport for Urban Growth
South Auckland



SAFETY IMPROVEMENTS

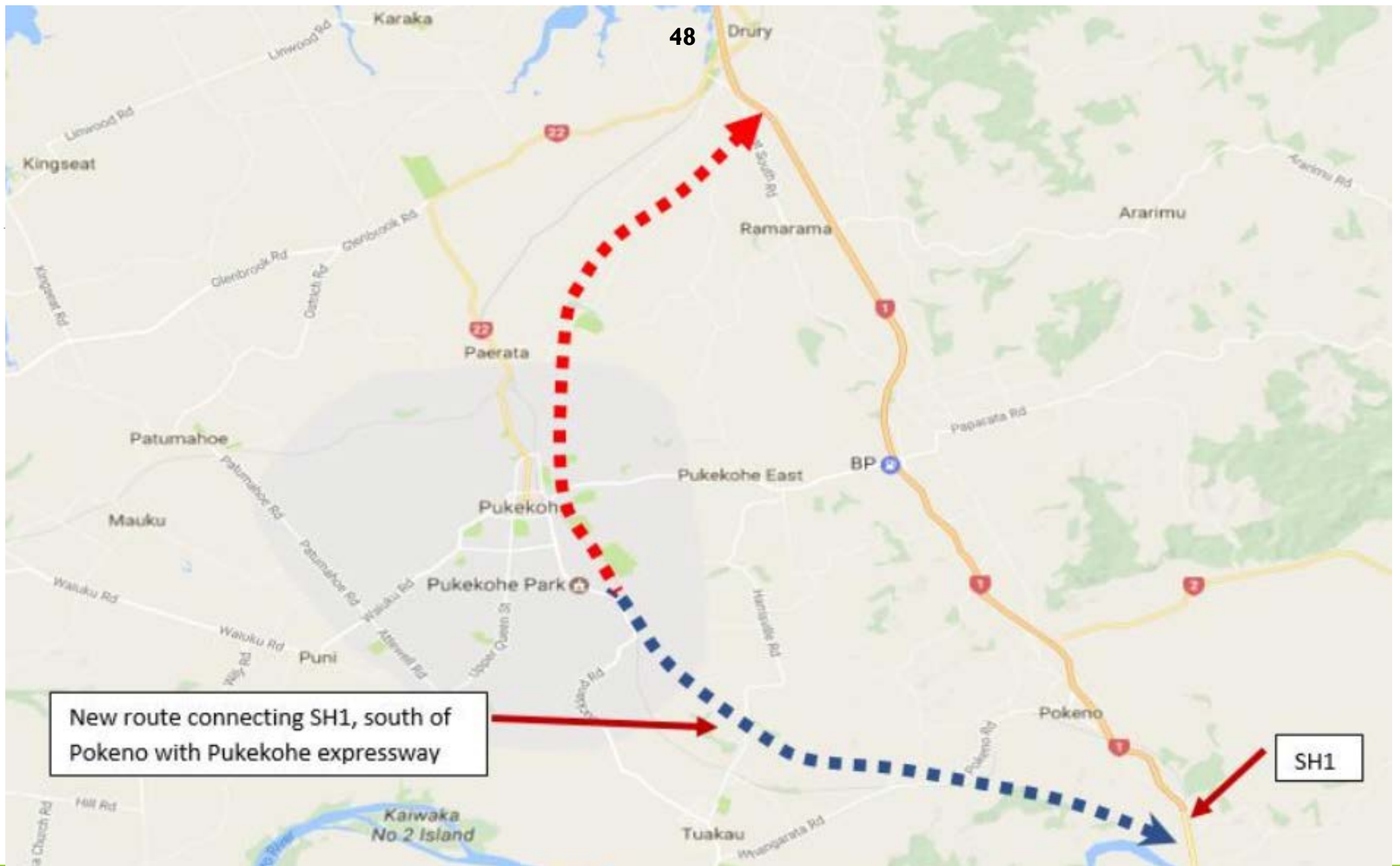
11. Safety improvements on State Highway 22

CYCLING AND WALKING

- Implement cycle network

LEGEND

- July 2016 Future Urban Zone (Potential Business)
- July 2016 Future Urban Zone (Potential Residential & Other Urban Uses)
- Live Zoned
- Future Urban Zone added as a result of Council decisions on the Unitary Plan
- Special Housing Area
- Existing Urban Area
- New park and ride
- Indicative Potential New Centre
- Road closures at rail level crossing
- State Highway
- Existing rail corridor
- Improved rail corridor
- New rail corridor
- Improved public transport corridor
- New public transport corridor
- Improved road corridor
- New road corridor
- Safety Improvements



New route connecting SH1, south of Pokeno with Pukekohe expressway

SH1

Open Meeting

To	Te Kauwhata Community Committee
From	Tony Whittaker General Manager Strategy & Support
Date	26 April 2017
Prepared by	Sharlene Jenkins PA to General Manager Strategy & Support
Chief Executive Approved	Y
DWS Document Set #	GOV0507
Report Title	Te Kauwhata Works & Issues Report: May 2017

1. EXECUTIVE SUMMARY

To update the Committee on issues arising from the previous meeting.

2. RECOMMENDATION

THAT the report from the General Manager Strategy & Support be received.

3. ATTACHMENTS

Te Kauwhata Works & Issues Report: May 2017

**TE KAUWHATA COMMUNITY COMMITTEE
WORKS & ISSUES REGISTER – 2017**

	Issue	Area	Action	Comments
1.	Rapid Charger	Strategy & Support	Paul Blue from WEL has been contacted by Council staff to attend the TKCC meeting to discuss the need for a second rapid charger in the town.	Paul Blue has confirmed that he will be attending the TKCC 03 May meeting.
2.	Te Kauwhata Community Plan	Strategy & Support	The Community Committee to finalise its community plan for submitting to Council's Corporate Planner by 31 March 2017.	COMPLETED: This has been submitted to Melissa Russo, Council's Corporate Planner.

3.	Multi-purpose swing for kids (0-8 years old)	Service Delivery (Parks & Facilities)	<p>The TKCC has confirmed that this is the swing seat (http://www.parksupplies.co.nz/shop/disabled/Infant+Disabled+High+Back+Swing+Seat.html) that it would like to see installed at the kids playground.</p> <p>The Committee is of the view that this particular swing can be positioned next to the existing swing and will not need additional playground space to be created. The Committee would like Council to provide them with the cost of frame and the cost of installation for this particular swing (the swing seat on its own (i.e. without the frame) cost \$800).</p> <p>Vishal Ramduny re-communicated this to Duncan McDougall (Technical Support Officer in the Parks & Facilities team) on 02 March 2017 (the day after the TKCC meeting) requesting him to ascertain the cost of this.</p> <p>The Parks and Facilities team previously noted that if this is to be a standalone asset that it would need to be at the cost of the Community Committee as there was no Council budget available until 2020.</p>	COMPLETED: A compromise solution was arrived at where one of the swings was removed and replaced with the multi-purpose swing. The multi-purpose swing can be used by both disabled and abled kids.
4.	Dog exercise area	Service Delivery (Parks & Facilities)	<p>The Community Committee would like some seating to be provided in the dog exercise area. The Community Committee is willing to put in some simple posts and plank seats x 3 but would like to understand what Council's approved design for such.</p>	<p>Fell Group Timber / Steel Street Furniture is used by Council. See examples of typical benches at: http://www.streetfurniture.co.nz/furniture/benches-seats/seat-timber/</p> <p>All benches need to have a concrete pad to simplify mowing and maintenance.</p>
5.	Excessive flooding from tap outside of the toilet area at the Rugby Club.	Service Delivery (Parks & Facilities)	<p>The Community Committee would like a push tap (timer tap) to be installed with a stainless steel tub that drains into the toilet.</p>	<p>More information is required. Council does not own the Rugby Club building.</p>

6.	Basketball backboard and pole + concrete slab	Service Delivery (Parks & Facilities)	The Community Committee has requested specifications for this from Council.	The specifications have been sent to the Cr Sedgwick as requested.
7.	Trucks parking on centre median on Main Street obstructing pedestrian and oncoming driver view. The Community Committee would like to know if bollards can be installed to provide a greater distance between the pedestrian crossing and where trucks park. They note that the trucks support the businesses on the street. This matter has been raised by Cr Sedgwick with Council's Safety Engineer, Nathan Hancock.	Service Delivery (Roading)	Council's Safety Engineer, Nathan Hancock, has been out to site (02 March 2017) and measured up where the bollards can be placed such that they do not obstruct vehicle movements in and out of nearby accesses. A mark-up (see attached) has been sent to the Roading Alliance, who will undertake the works. The design has altered slightly to have two knock down bollards at each location. This will provide a greater ease of identification for road users. The Alliance has indicated that the work will be completed as soon as a unit can attend site.	One bollard has been installed on either side already. Another one will be installed either side once more stock arrives.

Open Meeting

To	Te Kauwhata Community Committee
From	Tim Harty General Manager Service Delivery
Date	26 April 2017
Prepared by	Annetta Purdy Asset Engineer, Parks & Facilities
Chief Executive Approved	Y
Reference #	TKCC2017 (03/05/2017)
Report Title	Te Kauwhata Walkway & Cycleways

I. EXECUTIVE SUMMARY

This report is to update the Committee on Walkway and Cycling routes proposed in Te Kauwhata.

The attached report provides a high level assessment and explores the feasibility of a number of walking and cycling routes within a larger network including the Te Kauwhata town centre and the wider region as agreed by the Te Kauwhata Walkway Committee and in conjunction with the Trails Strategy.

The attached report identifies seven primary routes that will provide a framework for the development of the wider network. These routes have been assessed to identify which sections should be developed and in what order to provide the most value as the network develops.

The indicative construction timeline in the report will be dependent on full costs and budgets allocated and subject to Council confirmation.

2. RECOMMENDATION

THAT the report from the General Manager Service Delivery – Te Kauwhata Walkway & Cycleways - be received.

3. ATTACHMENTS

- Te Kauwhata Walkway & Cycling – Route Assessment Report January 2017

SUMMARY

This report provides a high level assessment and explores the feasibility of a number of walking and cycling routes within a larger network including Te Kauwhata town centre and the wider region.

The report identifies 7 primary routes that will provide a framework for the development of the wider network. These routes have been assessed to identify which path sections should be developed and in what order to provide the most value as the network develops.

OBJECTIVES

The following opportunities are identified as potential outcomes of the proposed walkway network:

- Improved public access throughout the town centre and surrounds
- Facilitating observation and enjoyment of wildlife habitat
- Encouraging good management of public spaces for the enjoyment of all
- Fostering community pride and ownership of an amenity that is used and shared by the community
- Providing a catalyst for further development of community assets
- Providing alternative options for commuting and recreation

This report has considered the proposed network with the following objectives in mind:

- Provision of a safe walking and cycling network suitable for locals and visitors
- Provision of high quality, accessible recreational networks that integrate with existing public spaces
- Protection and enhancement of environmental and wildlife values
- Provision of a durable walking and cycling network with low life-cycle maintenance cost that offers high quality year round use
- Minimise damage or disturbance to historic, cultural or natural features in the area
- Incorporate public art where opportunities exist

RECOMMENDED DESIGN PARAMETERS

A shared path width of 2.5m is proposed as a consistent standard throughout the network. 2.5m provides sufficient width to allow side by side cycle riding and passing while remaining visually consistent with the scale and grain of the predominantly rural landscape. A 2.5m width also follows previous feasibility work produced for the TKCC shared path.

More detailed assessment during developed/detailed design may identify areas where a shared path width of 3 metres is more appropriate.

In keeping with the rural character, compacted aggregate is proposed as the predominant path surface material for paths outside urban areas. In urban areas an exposed aggregate concrete surface is proposed to better reflect the more urban character.

2.5m wide timber boardwalks are proposed in areas immediately adjacent to or traversing soft ground and wetlands. Given the significantly higher cost of this treatment it is expected that the length of boardwalk installed will be minimised wherever possible and used as a means of highlighting areas of particular interest or value. It is expected this level of detail will be developed in later design stages.

Painted road marking and surfacing is proposed in some areas as a cost effective means of encouraging cycle use in low traffic environments.

It is recommended that provision of walking and cycling infrastructure is carefully considered and built into all future development to ensure connectivity and accessibility are maintained.



Te Kauwhata Main Street



Public toilets

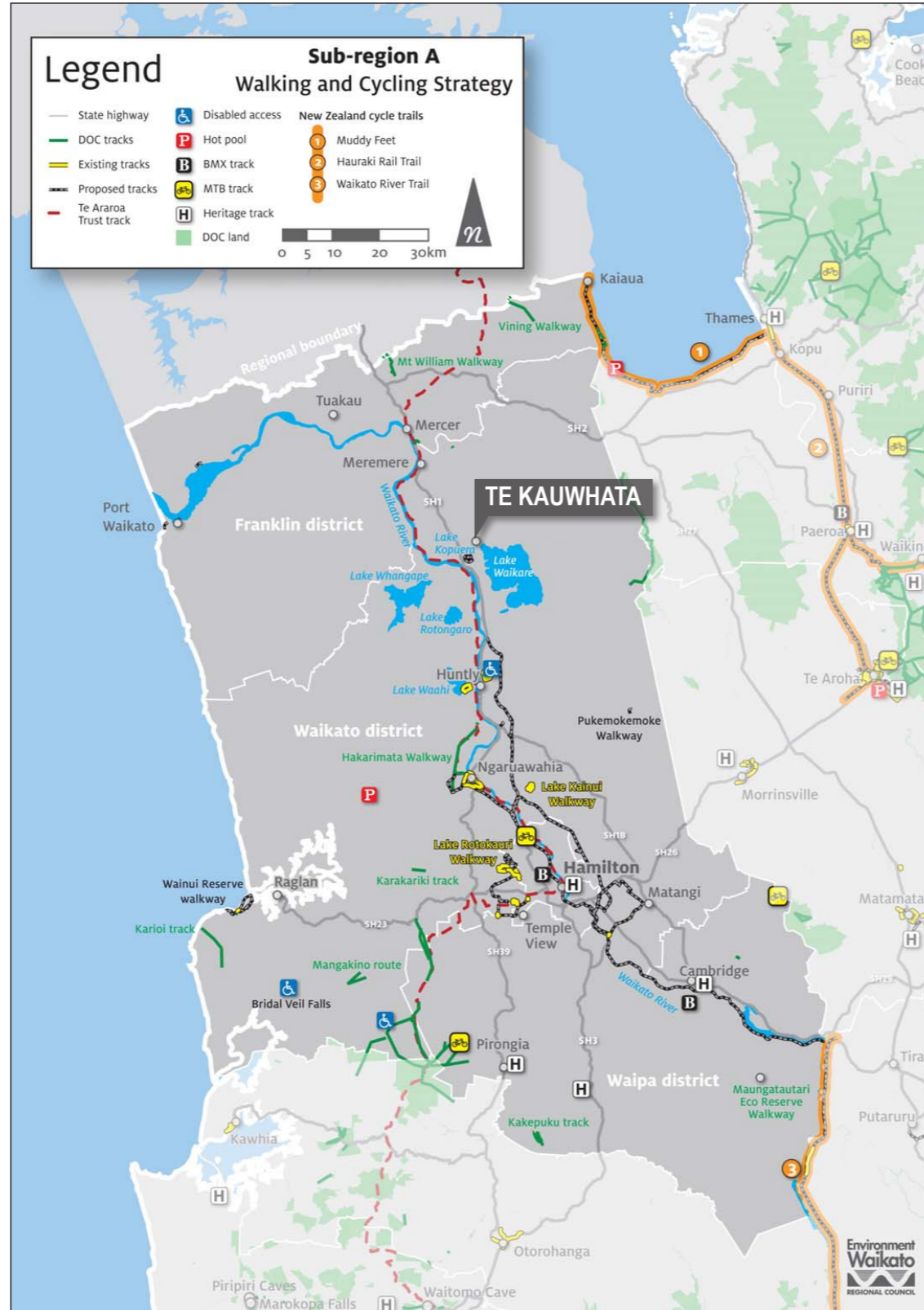


Te Kauwhata library

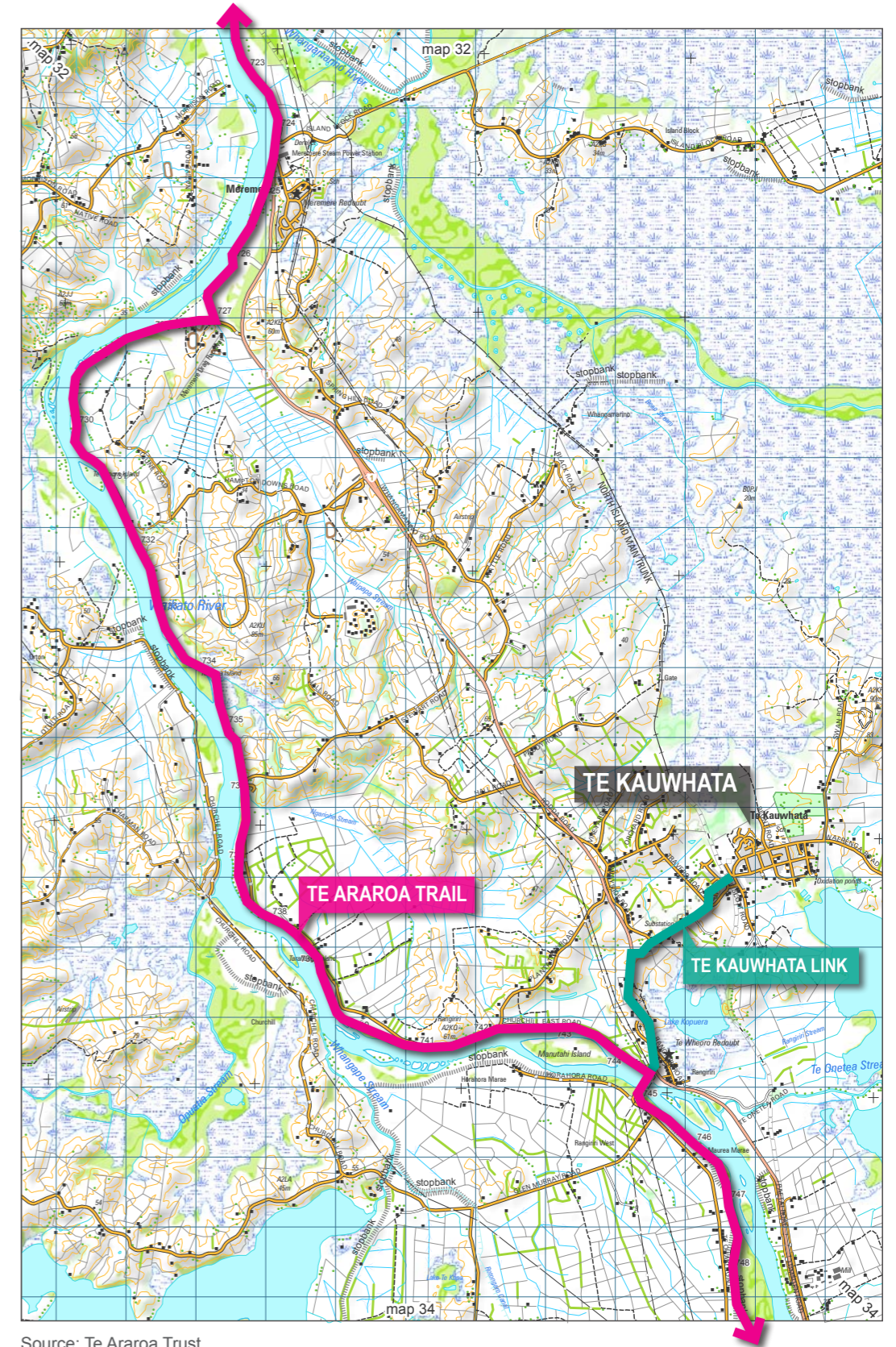
REGIONAL CONTEXT

The development of a walking/cycling network in and around Te Kauwhata creates an opportunity to connect to a wider regional cycling and walking network.

A future connection to the Te Araroa River trail will provide a link for river trail users to access Te Kauwhata encouraging visitors into the town centre and raising the profile of the area.



Source: Environment Waikato Walking and Cycling Strategy



Source: Te Araroa Trust

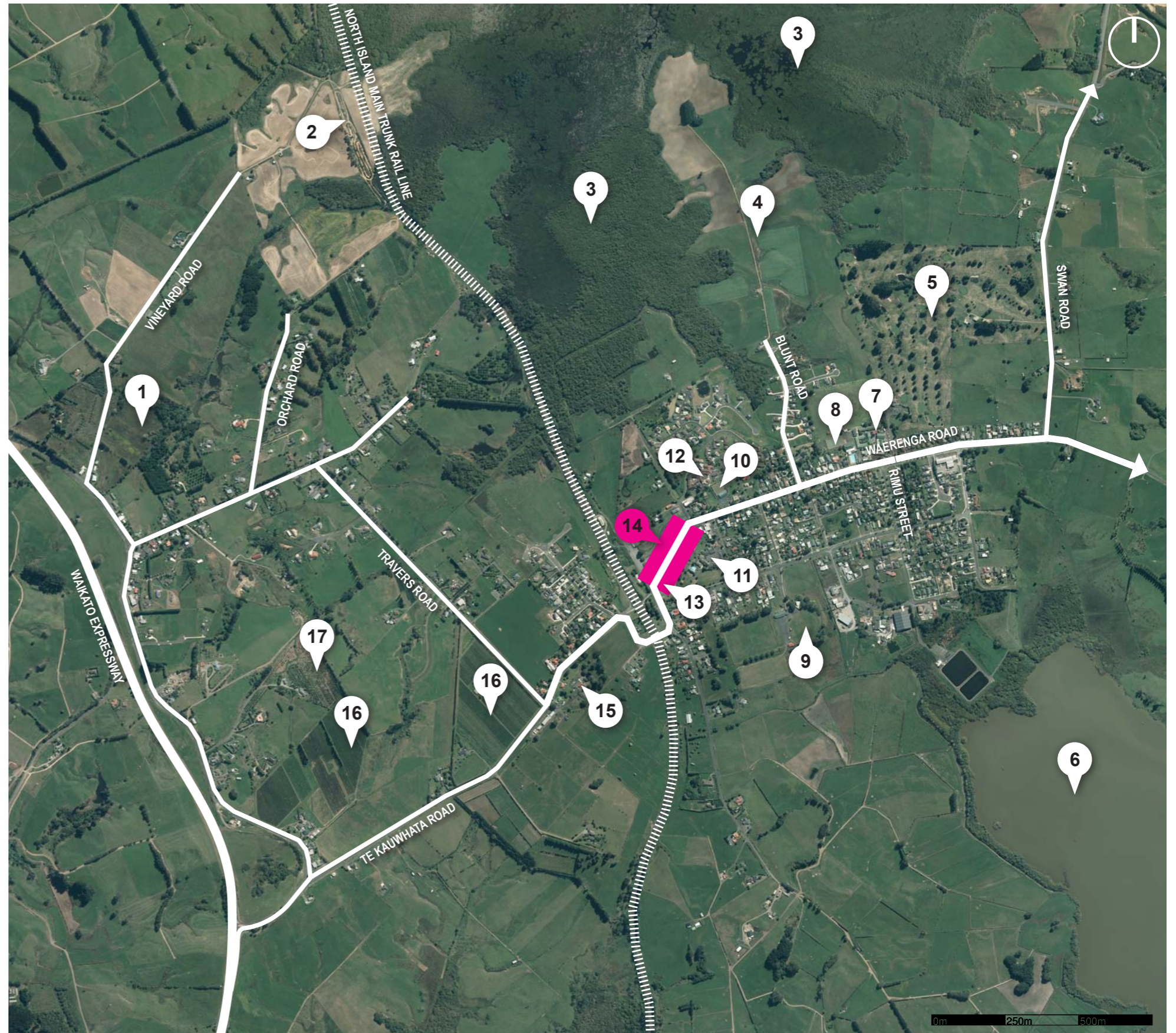
LOCAL CONTEXT

Te Kauwhata is the site of a diverse range of farms, including dairy and dry stock, as well as extensive horticulture. The town is bordered by Whangamarino Swamp - the largest wetland in the Southern Hemisphere.

Te Kauwhata lies at the centre of one of New Zealand's smaller wine-producing regions, stretching from Pukekohe to Thames and Paeoa at the foot of the Coromandel Peninsula. The region is known for its Cabernet Sauvignon, Chardonnay and Sauvignon blanc wines.

The development of a walking and cycling network will assist in raising the profile of local businesses and attractions through more effective access. Building awareness of the new network can be assisted through provision of information boards and maps that highlight the different walking and cycling trails, attractions, and other information of interest. This information should be centrally located and easily accessible at a logical location within the town centre such as the library, village green or near the toilets. This should be further supported by clear and effective way finding signage throughout the network.

- 1 Vineyard
- 2 BMX track
- 3 Whangamarino Wetland Reserve
- 4 Future development
- 5 Waikare Golf Course
- 6 Waikare Lake
- 7 Te Kauwhata College
- 8 Te Kauwhata Community Fitness Centre
- 9 Memorial Domain/Squash Club
- 10 Te Kauwhata Bowling Club
- 11 Te Kauwhata Primary School
- 12 Aparangi Village
- 13 Te Kauwhata Library
- 14 Town Centre/Main Street
- 15 Invivo Wines
- 16 Vineyard
- 17 Olive Grove Estate



PROPOSED WALKING AND CYCLING NETWORK






The following 7 routes have been identified as key paths in developing a walking and cycling network.

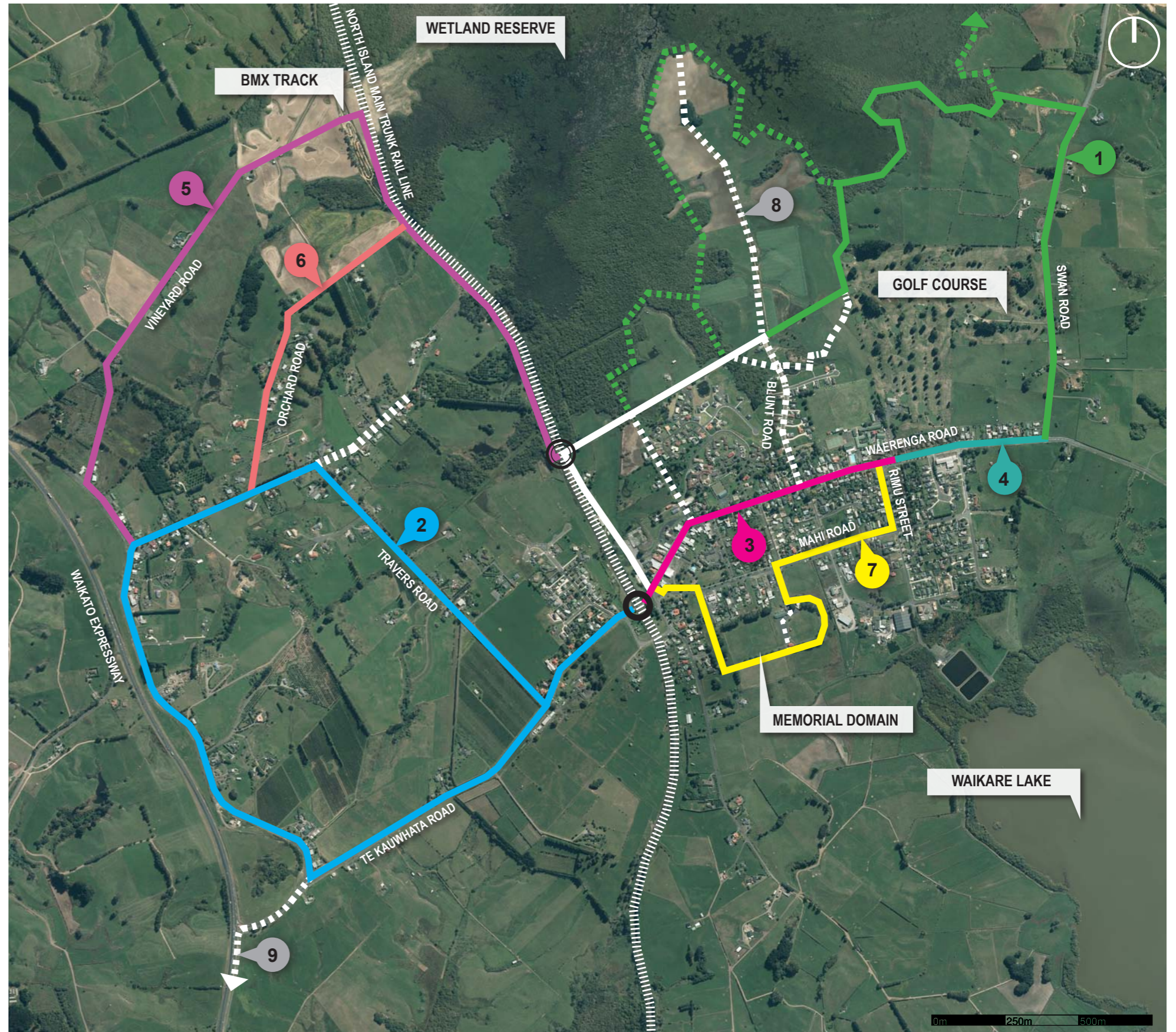
PRIMARY ROUTES

- 1 Extension of the Te Kauwhata Community Committee(TKCC) shared path from Blunt Road towards the east and connecting with Swan Road.
- 2 Te Kauwhata Rd, Wayside Road and Travers Road loop and connection to the village.
- 3 Corner of Rimu Street down Waerenga Road and Main Road terminating at the Village Green.
- 4 Waerenga Road improvements from Swan Rd to Rimu Street to link routes 1 and 3.
- 5 Cycling route/wine trail - extending route 2 along Wayside Road to Vineyard Road, bypassing the BMX track along the western side railway line and crossing the railway to connect with the TK Community Committee (TKCC) shared path.
- 6 Orchard Road cycling route/wine trail connection - as per route 5 but adding a link along Orchard Road between Wayside Road and the railway line track.
- 7 Rimu Street, Mahi Road loop connection - connecting Te Kauwhata Domain to town centre.

POTENTIAL FUTURE CONNECTIONS

- 8 Extension of Blunt Road shared path through future residential development to connect to wetland walkway.
- 9 Potential future connection to Te Araroa River Trail







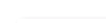


-  TKCC SHARED PATH
-  POTENTIAL FUTURE NETWORK CONNECTIONS
-  POTENTIAL FUTURE WETLAND PATH
-  EXISTING RAIL CROSSING
-  POTENTIAL RAIL CROSSING

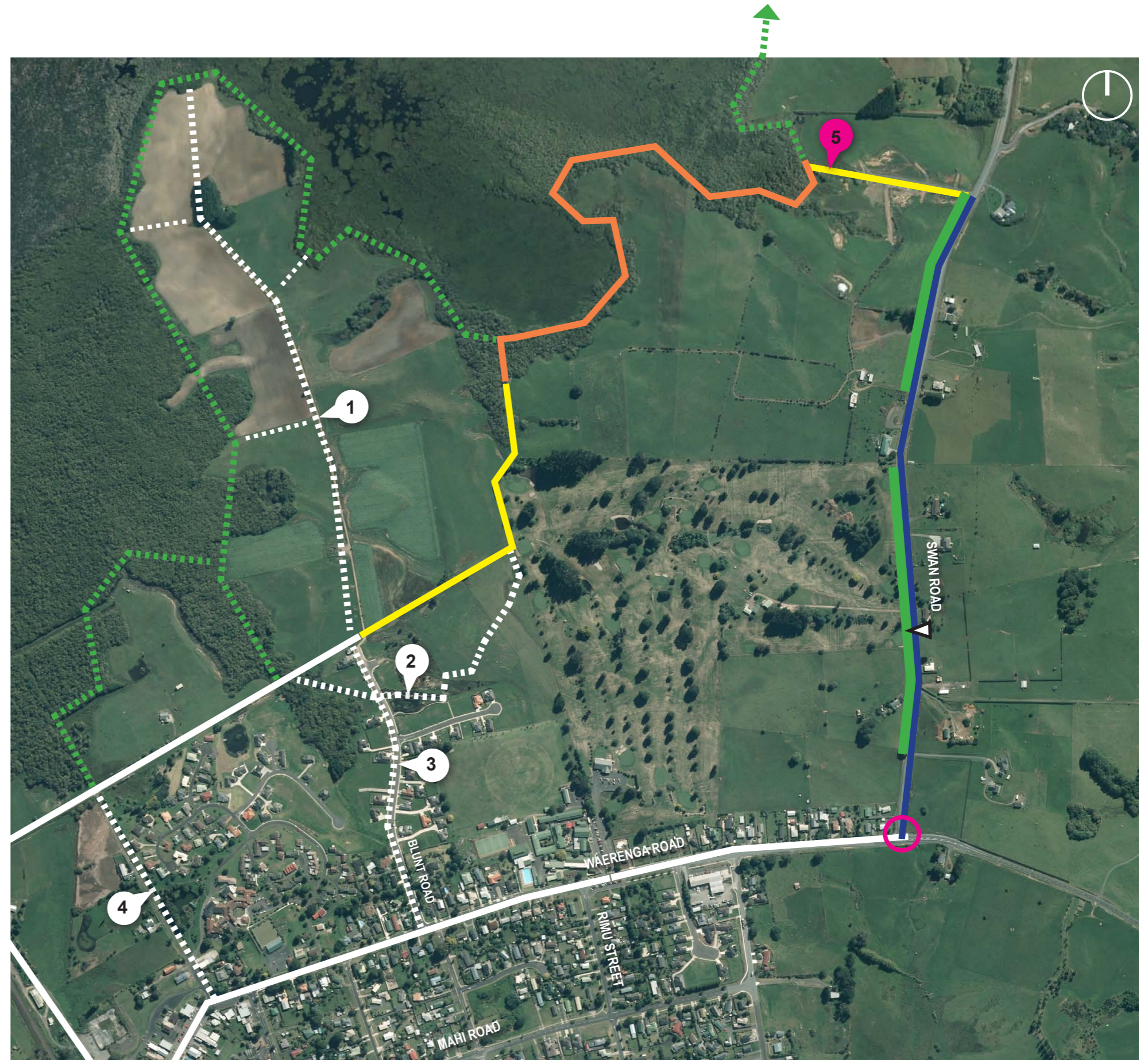


ROUTE 1 PLAN

APPROX. LENGTH: 3,230M

- 1** Extension of Blunt Road shared path through future residential development to connect to wetland walkway. Opportunity to strengthen connection from town to wetland via Blunt Road and extending through developing land. Enhancing walking and cycling facilities on sections 1 and 3 and provides a robust axis from town to wetland. This would also create opportunities for additional wetland walkway connections perpendicular to the main spine improving accessibility and connectivity.
- 2** Existing suburban wetland walkway - This route is likely to be less used by cyclists given the sharp and abrupt changes in path direction. As a consequence this section provides an opportunity for a more pedestrian focused experience. This should include identifying opportunities to enhance functionality and safety through - particularly through more effective vegetation engagement to improve sight lines across the wetland.
- 3** Opportunity to enhance Blunt Road through road narrowing and widening of shared path facilities. This treatment could then be extended out into the area of new development as described above.
- 4** Opportunity for secondary shared path route utilising existing paper road connection.
- 5** Steep topography in this area will make a cycling connection challenging.

-  PROPOSED COMPACTED AGGREGATE PATH - 2.5M WIDE
-  TIMBER BOARDWALK - 2.5M WIDE
-  COMPACTED AGGREGATE SHARED PATH (ROAD SIDE - WESTERN BERM) - 2.5M WIDE
-  INTERSECTION UPGRADE - TRAFFIC CALMING, PEDESTRIAN REFUGES, ETC - DESIGN TO BE CONFIRMED
-  POTENTIAL EARTHWORKS (CUT/FILL) AND RETAINING WALLS REQUIRED + STORMWATER DRAINAGE UPGRADES TO SUIT
-  RELOCATED LIGHT/TELEPHONE POLE
-  NETWORK CONNECTIONS
-  POTENTIAL FUTURE CONNECTIONS
-  POTENTIAL FUTURE WETLAND PATH



ROUTE 1

APPROX. LENGTH: 3,230M

ROUTE DESCRIPTION:

Extension of the Te Kauwhata Community Committee(TKCC) shared path from Blunt Road eastward to connect to Waerenga Road via Swan Road.

EXPECTED USER GROUPS:

Walkers and Cyclists - local recreation and visitors.

CONSTRAINTS

- Limited space on edges of Swan Road to provide a separated shared path. Traffic on Swan Road also includes a significant amount of heavy vehicles which make a widened shoulder/on-road path a less desirable solution (a fully separated path is preferred).
- The shared path along Swan Road will require retaining structures to provide a level surface and will also require additional works to manage stormwater.
- The shared path connection from Swan Road to the wetland path traverses steep topography which would require dismounting for less physical cyclists (see arrow 5 on previous page).
- A number of sections of this route will require buy-in/support of landowners.
- Geotechnical assessment will be required to determine ultimate feasibility of route.
- Potential removal of telephone/power pole.

OPPORTUNITIES

VIEWS:

- Vantage point from top of the ridge on Swan Road provides 360° views of surrounding rural and wetland landscapes.

HERITAGE AND CULTURE:

- Opportunity to provide interpretive signage in sections of the path adjacent to the wetland - information on wetland ecology and conservation/re-vegetation efforts. This could be further enhanced through interpretive sculptural elements referencing local flora and fauna and or ecological processes.

ENVIRONMENT:

- Construction of new path/boardwalk along edge of wetland provides opportunity to enhance/rehabilitate wetland margins through additional planting and maintenance. Sections of the path that skirt the edges of the wetland also provide an opportunity to improve public awareness of the value and importance of wetland areas.
- Work in the wetland sections of the route provide the opportunity to cost share with DoC.

ESTIMATED CONSTRUCTION COST

2.5m wide compacted aggregate path	2050m	\$246,000
2.5m timber boardwalk	1180m	\$2,350,000
Contingency 15%		\$390,000
TOTAL		\$2,986,000*

*Exclusions apply (refer page 20)



View north on Swan Road depicting space available for shared path



View to Whangamarino Wetland from end of new access road off Swan Road (see location as indicated by arrow 5 on previous page)

TYPICAL PATH TREATMENT



TIMBER BOARDWALK - 2.5M











COMPACTED AGGREGATE PATH (OFF ROAD) - 2.5M

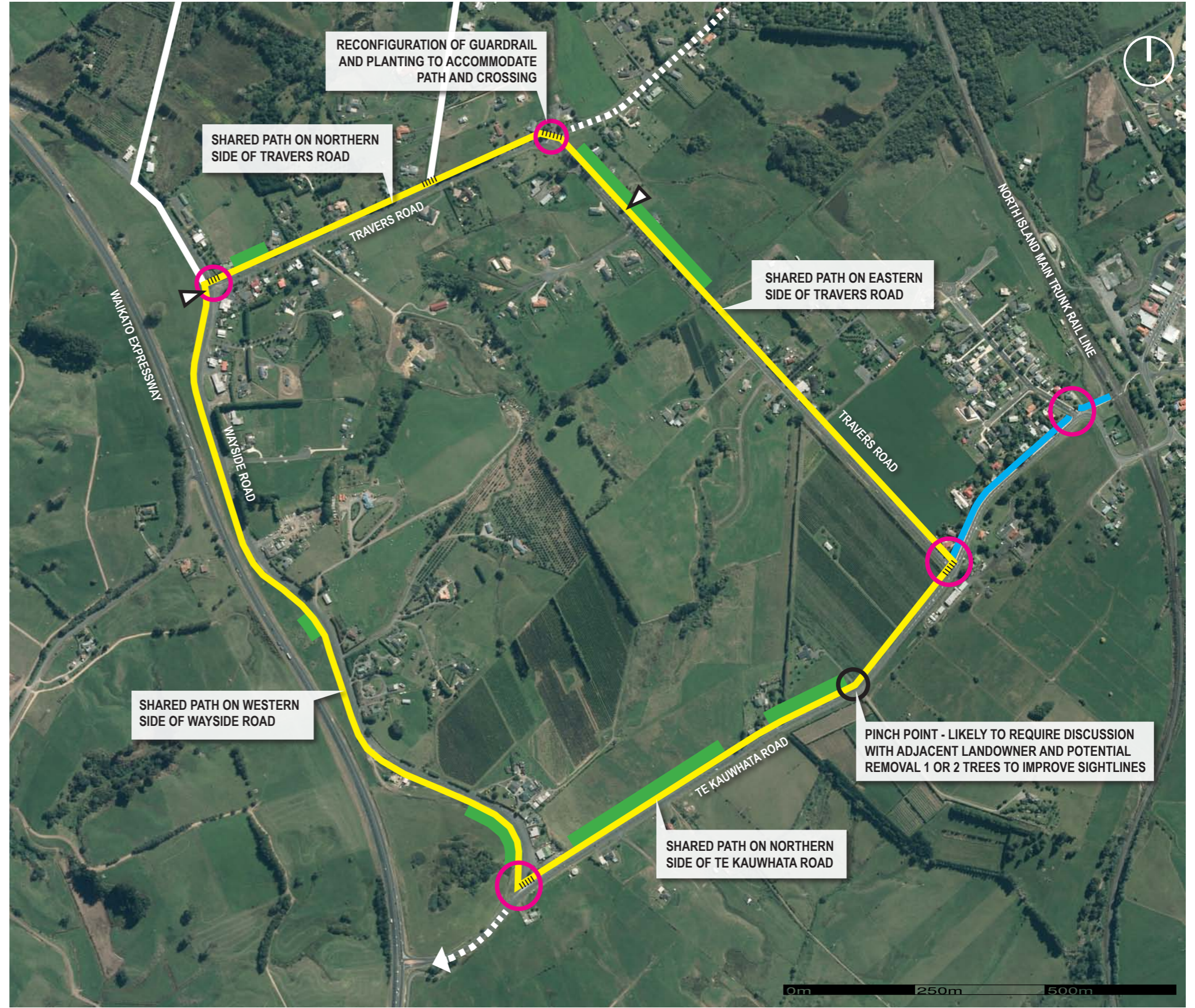


COMPACTED AGGREGATE SHARED PATH (ROAD SIDE) - 2.5M

ROUTE 2 PLAN

APPROX. LENGTH: 4,690M

-  PROPOSED COMPACTED AGGREGATE PATH - 2.5M WIDE
-  EXISTING CONCRETE PATH WIDENED TO 2.5M
-  PEDESTRIAN/CYCLE CROSSING POINT
-  INTERSECTION UPGRADE - TRAFFIC CALMING, PEDESTRIAN REFUGES, ETC - DESIGN TO BE CONFIRMED
-  POTENTIAL EARTHWORKS (CUT/FILL) AND RETAINING WALLS REQUIRED + STORMWATER DRAINAGE UPGRADES TO SUIT
-  RELOCATED LIGHT/TELEPHONE POLE
-  NETWORK CONNECTIONS
-  POTENTIAL FUTURE CONNECTIONS



ROUTE 2

APPROX. LENGTH: 4,690M

ROUTE DESCRIPTION:

Te Kauwhata Rd, Wayside Road and Travers Road loop and connection to the village.

To minimise conflict between pedestrians/runners/cyclists and vehicles, the proposed path is positioned to reduce driveway crossings while maintaining long continuous sections - pedestrian crossings are located at existing intersections. The preferred alignment has a 2.5m separated shared path located on the northern and eastern sides of Travers Road, western side of Wayside Road, and northern side of Te Kauwhata Road.

EXPECTED USER GROUPS:

Local walkers/runners/cyclists and visitor cyclists.

Due to the steep gradient of some sections of the loop path, it is expected that this will predominantly serve active recreational users rather than less experienced/casual cyclists.

CONSTRAINTS

- A number of sections of the corridor will require earthworks (cut and fill) and retaining structures to provide a level platform for the shared path. Geo-technical and structural assessment will be required to determine the extent of earth works and retaining required.
- The loop circuit will necessitate the need for new/formalised pedestrian crossings at existing intersections. These will require further detailed design to determine cost and construction implications.
- Potential removal of telephone/power poles.
- A narrow section of the route (pinch point - as indicated on plan) will require buy-in/support of landowner to progress and may also require removal of a number of existing trees to improve sightlines on the road corner.
- Large new development will generate increased traffic and turning demand on western side of Travers Road

OPPORTUNITIES

- This route provides a critical connection to a wider future network and particularly to a number of boutique business types - wineries, B+B, orchards, etc - via Routes 5 and 6.
- The development of the network to incorporate these areas provides business enhancement and growth opportunities through increased publicity and marketing opportunities.
- Improve safety for runners already using this route.

VIEWS:

- A number of long open views out to the rural landscape exist throughout the loop circuit. These provide significant opportunities to view the surrounding landscape character without the need for specific viewing areas. Any additional planting should seek to maintain this level of openness.

HERITAGE AND CULTURE:

- Interpretive sculptural elements could be developed to mark regular distance along the running/cycling circuit. This could take the form of treatments in the ground plane such as a change in material or through the use of free standing vertical elements or sculptural planting. These interventions would also provide an opportunity to express historic or cultural narratives.

ENVIRONMENT:

- With a number of areas around the loop requiring retaining structures to provide a level walking/cycling surface, an opportunity exists to rationalise and enhance stormwater runoff from adjacent road surfaces. This could include the use of planting to slow water runoff and improve water quality.
- Distinctive planting on either side of the loop road corridor could provide an opportunity to theme, demarcate, and visually enhance the circuit.

ESTIMATED CONSTRUCTION COST

2.5m wide compacted aggregate path	4240m	\$509,000
2.5m exposed aggregate concrete path	460m	\$46,000
Contingency 15%		\$84,000
TOTAL		\$639,000*

*Exclusions apply (refer page 20)



View north down Travers Road (path proposed along eastern berm - right side of photo)

TYPICAL PATH TREATMENT



COMPACTED AGGREGATE SHARED PATH - 2.5M

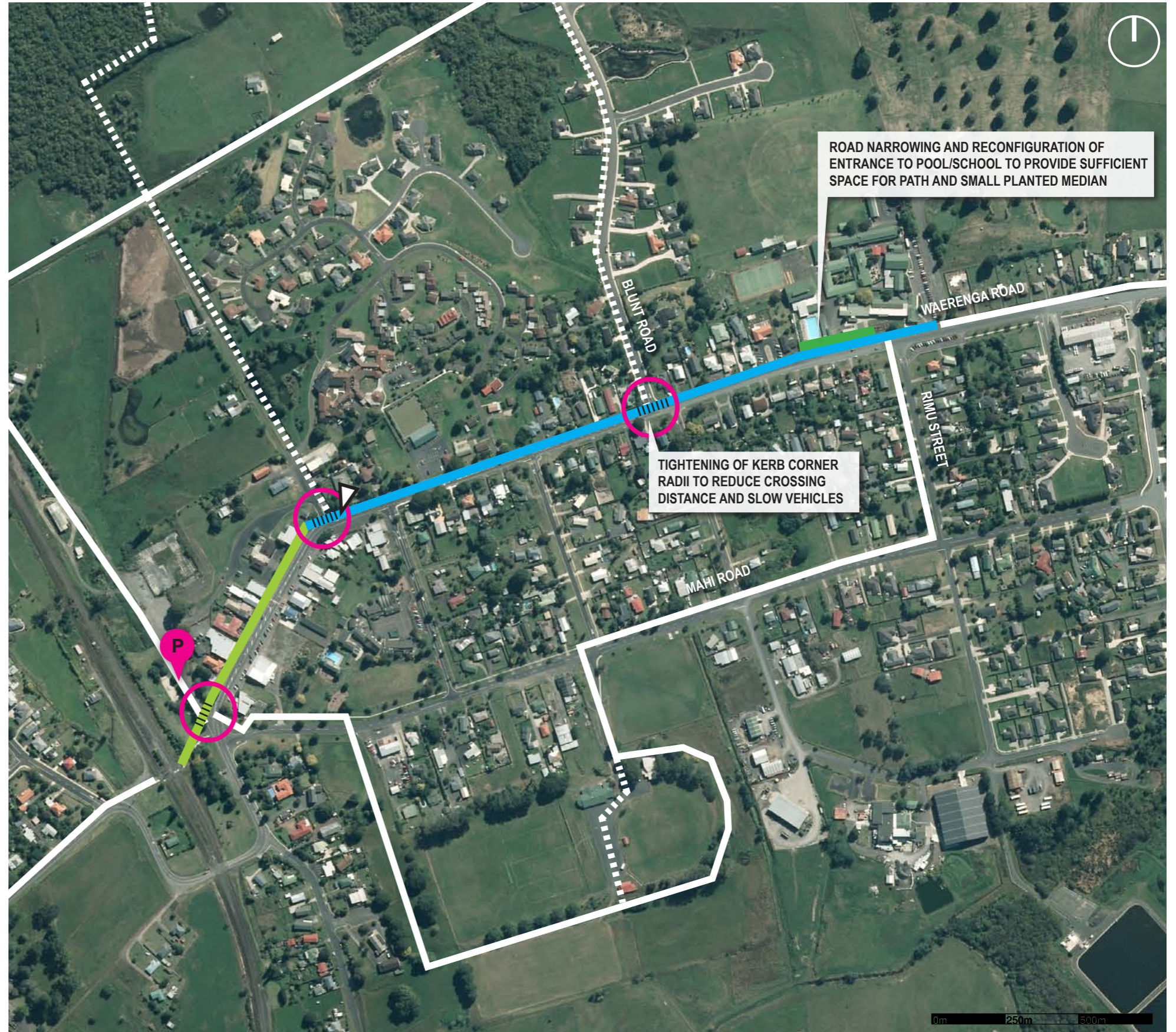


EXPOSED AGGREGATE CONCRETE PATH - 2.5M

ROUTE 3 PLAN

APPROX. LENGTH: 1,040M

-  MAIN STREET PEDESTRIAN AREA WIDENING - EXPLORE OPPORTUNITY TO NARROW ROAD WIDTH TO ALLOW FOR WIDER PATH ON AT LEAST ONE SIDE OF MAIN STREET - CONSIDER AS PART OF OVERALL PACKAGE OF MAIN STREET ENHANCEMENTS/UPGRADE
-  EXPOSED AGGREGATE CONCRETE SHARED PATH - 2.5M
-  PEDESTRIAN/CYCLE CROSSING POINT
-  INTERSECTION UPGRADE - TRAFFIC CALMING, PEDESTRIAN REFUGES, ETC - DESIGN TO BE CONFIRMED
-  POTENTIAL EARTHWORKS (CUT/FILL) AND RETAINING WALLS REQUIRED + STORMWATER DRAINAGE UPGRADES TO SUIT
-  RELOCATED LIGHT/TELEPHONE POLE
-  NETWORK CONNECTIONS
-  POTENTIAL FUTURE CONNECTIONS
-  POTENTIAL AREA FOR RELOCATION / REINSTATEMENT OF PARKING



ROUTE 3

APPROX. LENGTH: 1,040M

ROUTE DESCRIPTION:

Corner of Rimu Street down Waerenga Road and Main Road terminating at the Village Green.

EXPECTED USER GROUPS:

Mobility impaired, walkers and cyclists - local commuters and visitors. The upgrade of this section of the network aims to enhance the existing pedestrian environment and in particular provide connection between the town centre and Aparangi Village.

CONSTRAINTS

- Proposed path enhancement works should take into consideration the broader streetscape environment and any future plans/ opportunities to redevelop and enhance the main street as a whole.
- Widening of the path through town centre will require removal/ reconfiguration of street parking and provision of alternative parking areas.
- Widening of existing paths outside of town centre will require relocation of light/power poles in some locations.
- Path adjacent to Te Kauwhata Community Fitness Centre and Te Kauwhata College will require significant leveling, retaining and reconfiguration of entrance to Fitness Centre. There is also reduced space available in this area due to the school bus parking zone.

OPPORTUNITIES

- Where parking is removed/reconfigured as part of an overall main street upgrade a replacement parking area could be established in the area leading to the old train station. This would also provide for additional overflow parking during busy periods.

VIEWS:

- Good vantage point at the corner of Main Road and Baird Ave providing view down main street. Opportunity to embrace this view with street seating.

HERITAGE AND CULTURE:

- Opportunity for the path upgrade through the town centre to act as a catalyst for additional main street enhancement works.
- Opportunity to incorporate public art that interprets and references historic development of the town. This could take the form of murals on the blank side walls of buildings.

ENVIRONMENT:

- Currently no street trees through the town centre. New street trees installed as part of a broader main street upgrade would offer the opportunity to enhance the visual quality of the centre while providing shade for pedestrians. Street trees and associated underplanting would also create an opportunity to incorporate low impact stormwater design.
- Additional street tree planting could be extended down Waerenga Road to create a consistent aesthetic theme.

ESTIMATED CONSTRUCTION COST

2.5m exposed aggregate concrete path	730m	\$73,000
Main street section (not priced)	310m	\$_____ ¹ .
Contingency 15%		\$11,000
TOTAL		\$84,000*

¹ Widening of main street pedestrian areas: These works should be considered as part of a larger mainstreet upgrade - opportunity to reduce overall road area and shift angle parking to increase pedestrian areas and create a more pedestrian friendly main street. Approximate costs for these works require further design and detailing.

***Exclusions apply (refer page 20)**



View north east of Te Kauwhata mainstreet



Village Green





TYPICAL PATH TREATMENT



EXPOSED AGGREGATE CONCRETE PATH - 2.5M

ROUTE 4 PLAN
APPROX. LENGTH: 520M



-  EXPOSED AGGREGATE CONCRETE SHARED PATH - 2.5M
-  MINOR INTERSECTION UPGRADE - TRAFFIC CALMING, ETC - DESIGN TO BE CONFIRMED
-  NETWORK CONNECTIONS
-  POTENTIAL FUTURE CONNECTIONS

ROUTE 4

APPROX. LENGTH: 520M

ROUTE DESCRIPTION:

Waerenga Road improvements from Swan Rd to Rimu Street to link routes 1 and 3.

EXPECTED USER GROUPS:

Walkers and Cyclists - local commuters and visitors.

CONSTRAINTS

- Limited area available on north side of Waerenga Road nearest to town centre due to road side parking and property access lane - some road narrowing may be required.
- The intersection of Waerenga Road and Swan Road provides little opportunity outside the carriage way for provision of a shared path. This intersection will likely require significant adjustment to create enough area to install a path.
- Connection options to Rimu Street limited by parking area at the intersection

OPPORTUNITIES

VIEWS:

- Views to Lake Waikare and wider rural landscape from intersection of Waerenga Road and Swan Road. Additional seating in this area will need to be set back from the intersection (see constraints above).

HERITAGE AND CULTURE:

- Opportunity to collaborate with or encourage Te Kauwhata College to create bold student-led art works at the main entrance to the school or in the medians/verges leading up to the school zone.

ENVIRONMENT:

- Potential removal of street parking where appropriate - increases area available for pedestrians/cyclists and provides opportunity to install additional street trees and planting.
- Any road narrowing reinforces speed reduction; positive action towards improving road safety near TK College

ESTIMATED CONSTRUCTION COST

2.5m exposed aggregate concrete path	520m	\$52,000
Contingency 15%		\$8,000
TOTAL		\$60,000*

*Exclusions apply (refer page 20)



Intersection of Waerenga Road and Rimu Street looking west



Intersection of Waerenga Road and Swan Road looking west







TYPICAL PATH TREATMENT

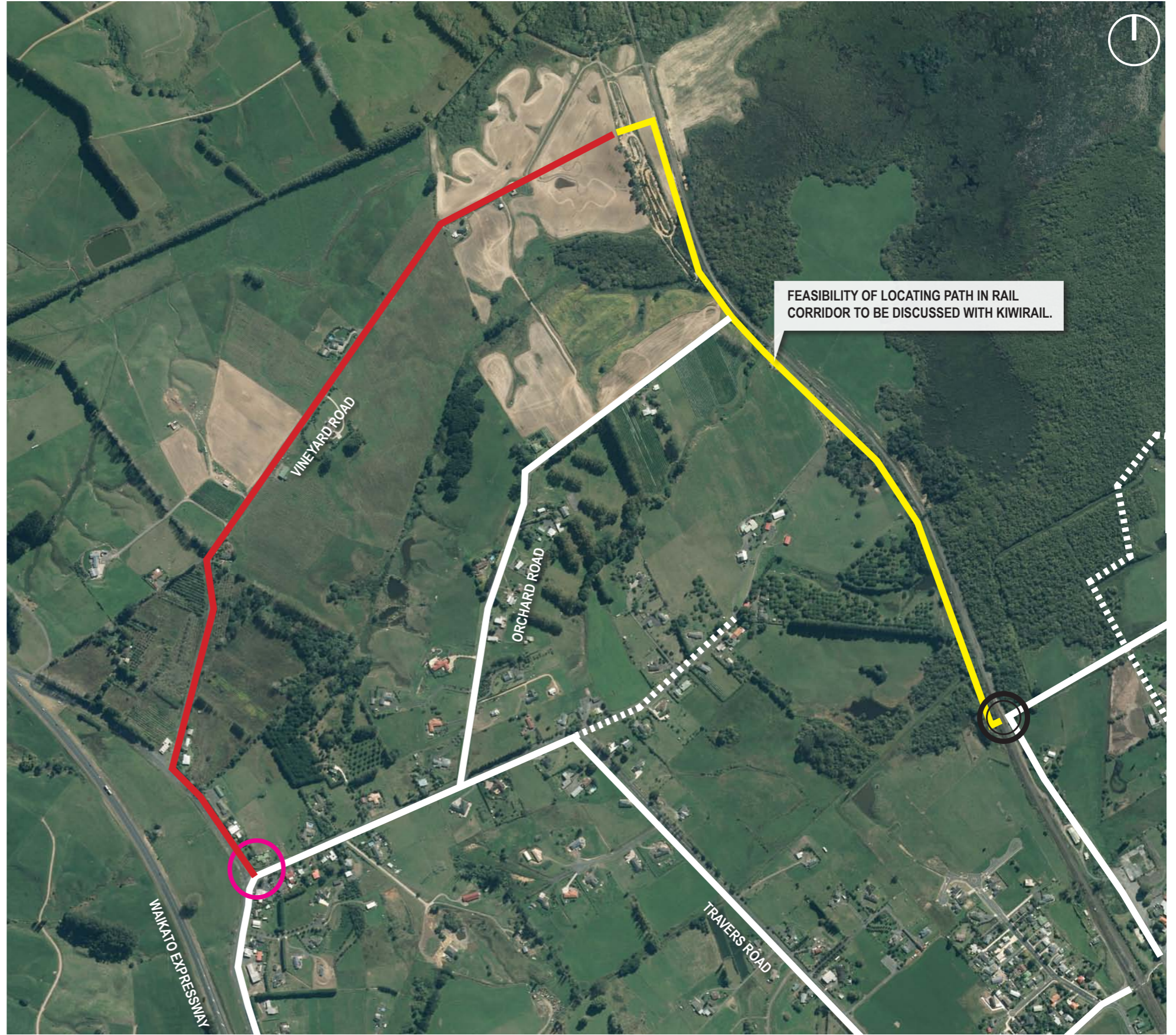


EXPOSED AGGREGATE CONCRETE PATH - 2.5M

ROUTE 5 PLAN

APPROX. LENGTH: 3,330M

-  PROPOSED COMPACTED AGGREGATE PATH - 2.5M WIDE
-  PAINTED ROAD MARKING + CYCLE SIGNAGE
-  NEW RAIL PEDESTRIAN/CYCLE RAIL CROSSING
-  INTERSECTION UPGRADE - TRAFFIC CALMING, PEDESTRIAN REFUGES, ETC - DESIGN TO BE CONFIRMED
-  NETWORK CONNECTIONS
-  POTENTIAL FUTURE CONNECTIONS



ROUTE 5

APPROX. LENGTH: 3,330M

ROUTE DESCRIPTION:

Cycling route/wine trail - extending route 2 along Wayside Road to Vineyard Road, bypassing the BMX track along the western side railway line and crossing the railway to connect with the TK Community Committee (TKCC) shared path.

EXPECTED USER GROUPS:

Cyclists - visitors and bmx track users.

CONSTRAINTS

- Formed path section beyond the existing road requires private landowner and buy-in/support.
- Formed path section through rail corridor and rail crossing requires buy-in/support from KiwiRail and geotechnical assessment.

OPPORTUNITIES

- This route provides a key connection into the wider region and particularly to a number of boutique business types and activities - wineries, B+B, orchards, BMX track, etc - via Routes 5 and 6.
- The development of the network to incorporate these areas provides business enhancement and growth opportunities through increased publicity and marketing opportunities.
- Development of BMX track.
- Attractor of visitors looking for cycle trails.

VIEWS:

- Sweeping views from the top of Vineyard Road - development of housing in this area is likely to impact this view over time

HERITAGE AND CULTURE:

- Opportunity to provide increased exposure to boutique businesses and land use - vineyards, orchards, etc

ENVIRONMENT:

- Construction of new path within the rail corridor provides an opportunity to create an ecological corridor through revegetation and habitat creation.

ESTIMATED CONSTRUCTION COST

Marking or paint to existing road	1800m	\$20,000
2.5m compacted aggregate path	1530m	\$183,000
Contingency 15%		\$31,000
TOTAL		\$234,000*

*Exclusions apply (refer page 20)

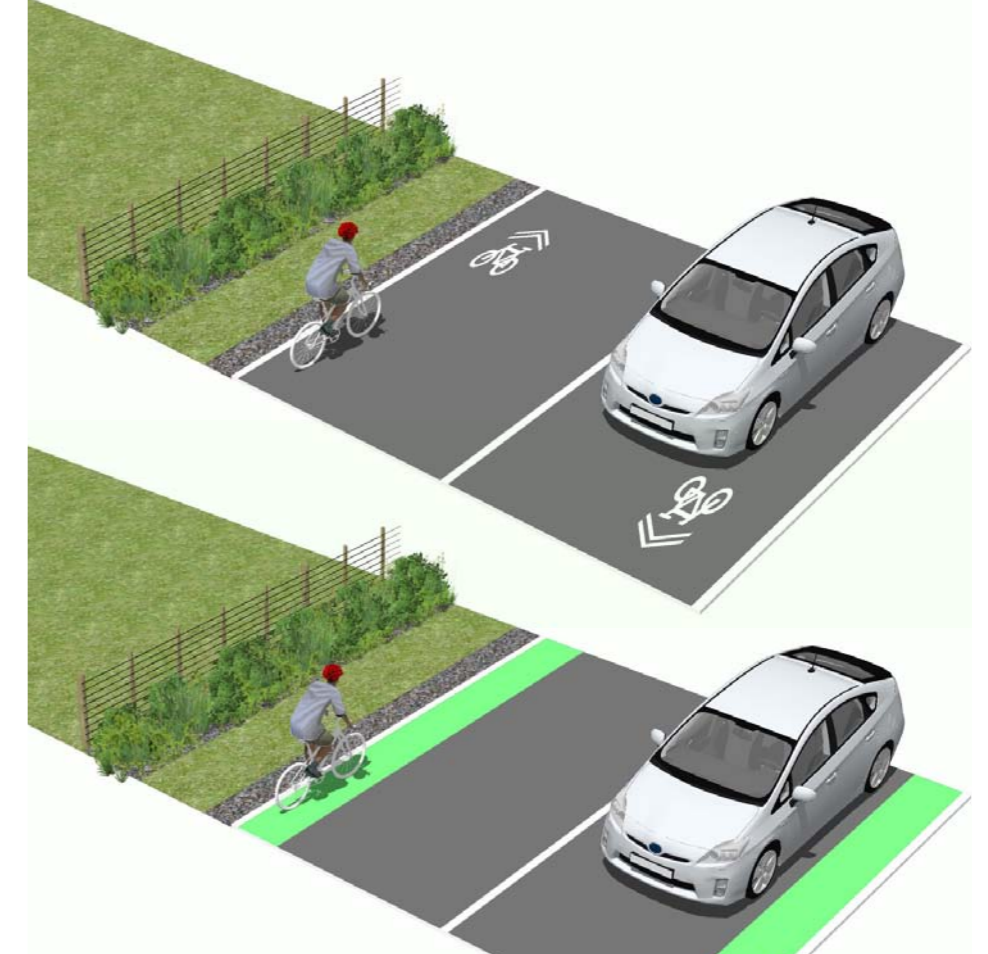


View north east down Vineyard Road



BMX Track

TYPICAL PATH TREATMENT

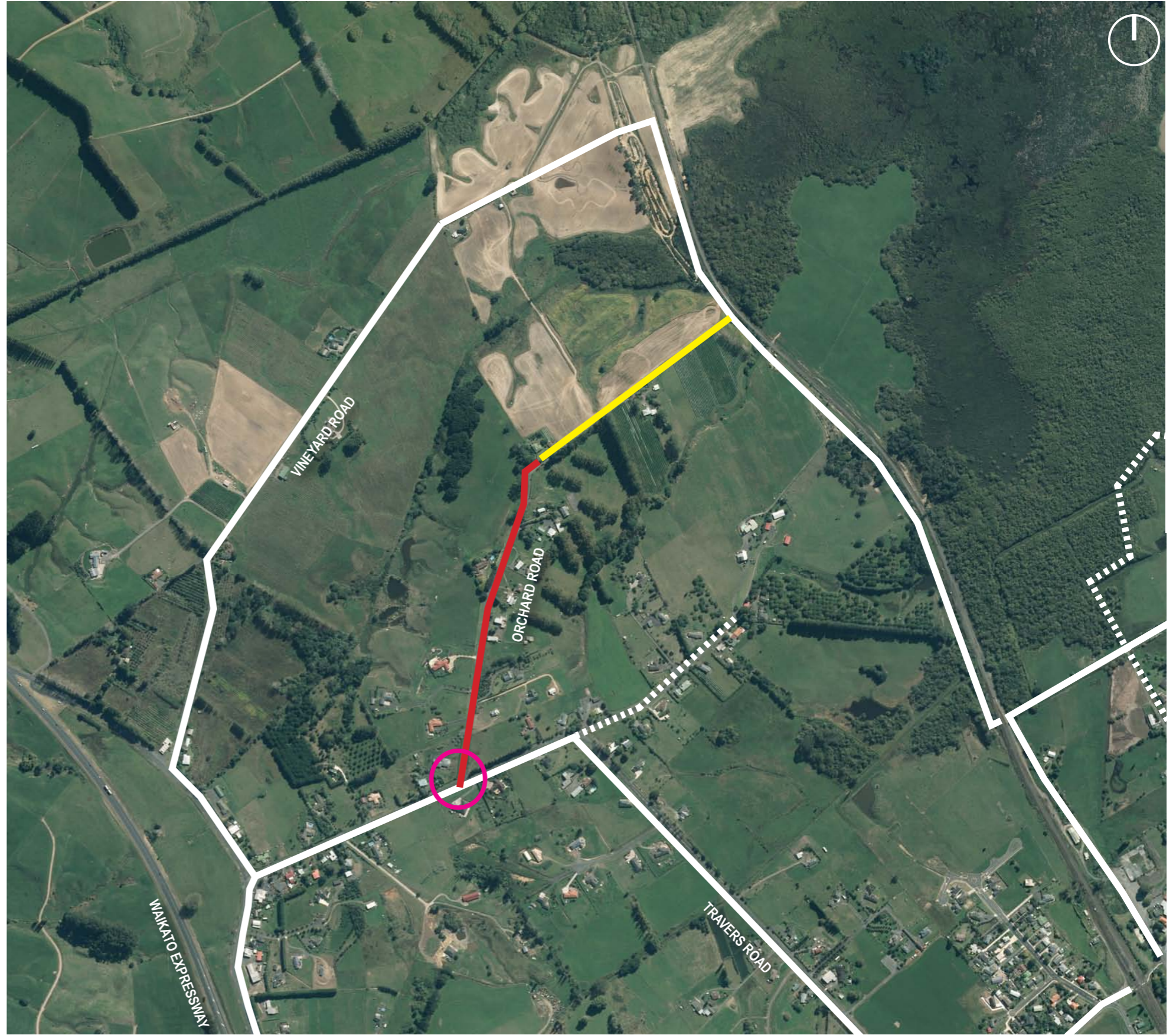







ROAD MARKING OPTIONS



COMPACTED AGGREGATE PATH ALONG RAIL CORRIDOR - 2.5M

ROUTE 6 PLAN
APPROX. LENGTH: 1,120M



-  PROPOSED COMPACTED AGGREGATE PATH - 2.5M WIDE
-  PAINTED ROAD MARKING + CYCLE SIGNAGE
-  INTERSECTION UPGRADE - TRAFFIC CALMING, PEDESTRIAN REFUGES, ETC - DESIGN TO BE CONFIRMED
-  NETWORK CONNECTIONS
-  POTENTIAL FUTURE CONNECTIONS

ROUTE 6

APPROX. LENGTH: 1,120M

ROUTE DESCRIPTION:

Orchard Road cycling route/wine trail connection - as per route 5 but adding a link along Orchard Road between Wayside Road and the railway line track

EXPECTED USER GROUPS:

Cyclists - visitor.

CONSTRAINTS

- Formed path section beyond existing road requires private landowner and KiwiRail buy-in/support and structural/geotechnical assessment.

OPPORTUNITIES

- This route provides a key connection into the wider region and particularly to a number of boutique business types - wineries, B+B, orchards, etc - via Routes 5 and 6.
- The development of the network to incorporate these areas provides business enhancement and growth opportunities through increased publicity and marketing opportunities.

VIEWS:

- Sweeping views from the top of Orchard Road - development of housing in neighbouring areas is likely to impact views over time.

HERITAGE AND CULTURE:

- Opportunity to provide increased exposure to boutique businesses and land use - vineyards, orchards, etc.

ENVIRONMENT:

- Construction of new path to connect into the rail corridor path provides opportunity to extend green corridor treatment back up Orchard Road.

ESTIMATED CONSTRUCTION COST

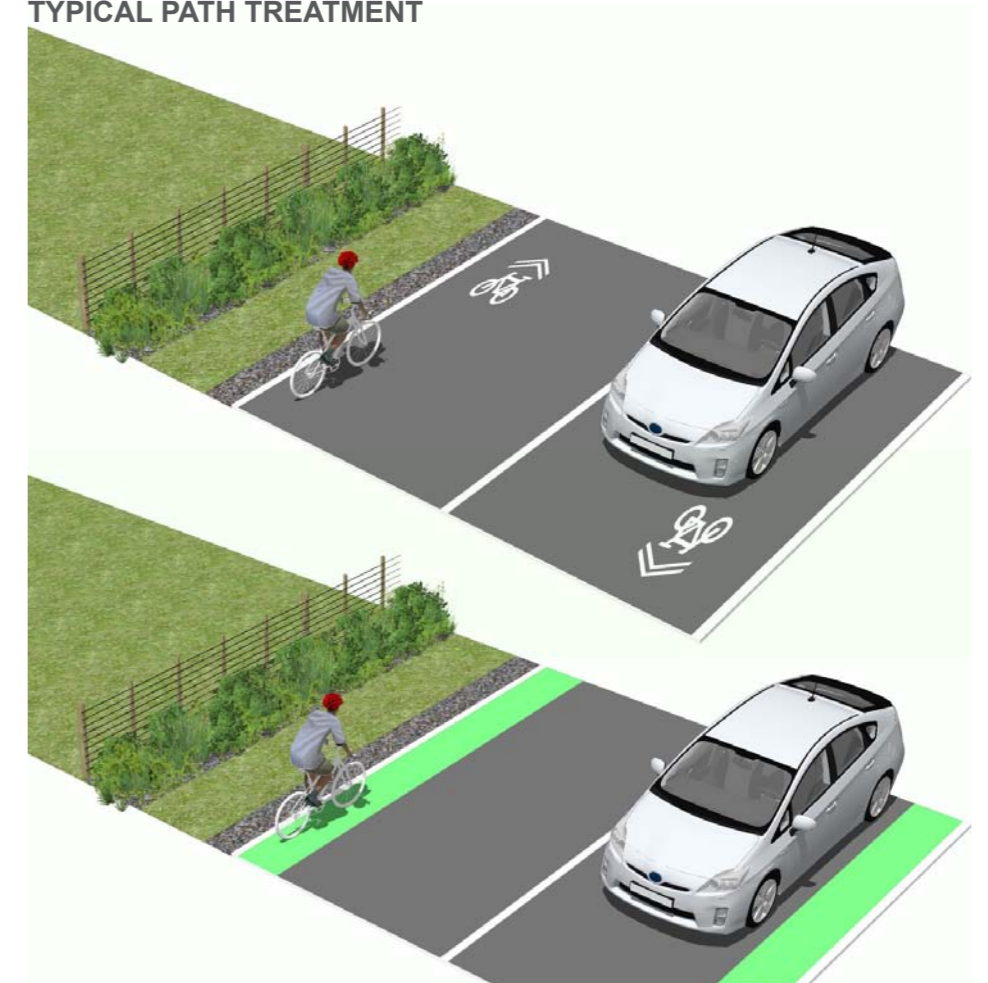
Marking or paint to existing road	700m	\$8,000
2.5m compacted aggregate path	420m	\$50,000
Contingency 15%		\$9,000
TOTAL		\$67,000*

*Exclusions apply (refer page 20)



View south on Orchard Road

TYPICAL PATH TREATMENT



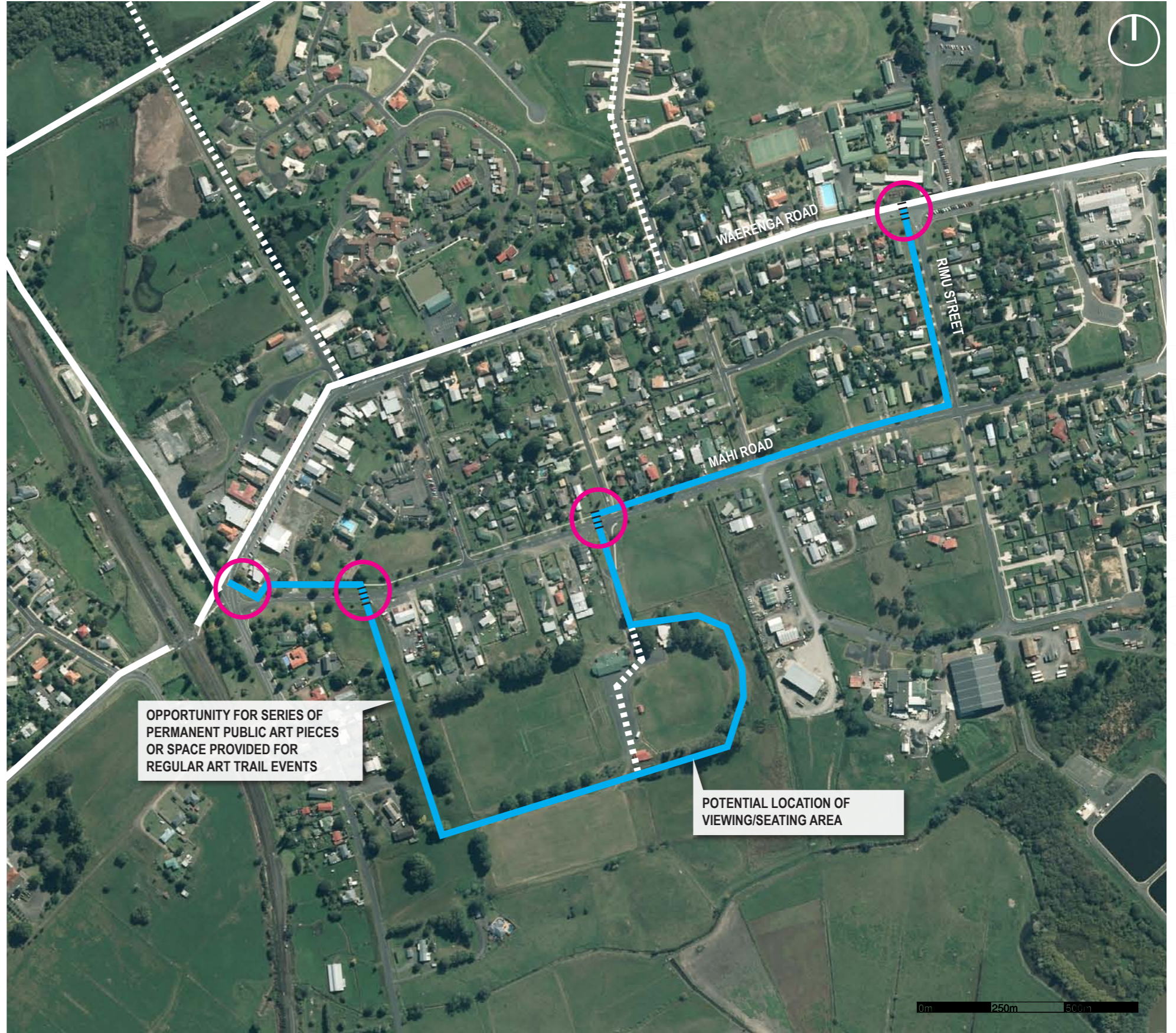
ROAD MARKING OPTIONS








COMPACTED AGGREGATE PATH - 2.5M

ROUTE 7 PLAN

APPROX. LENGTH: 1,830M



-  EXPOSED AGGREGATE CONCRETE SHARED PATH - 2.5M
-  INTERSECTION UPGRADE - TRAFFIC CALMING, PEDESTRIAN REFUGES, ETC - DESIGN TO BE CONFIRMED
-  PEDESTRIAN/CYCLE CROSSING POINT
-  NETWORK CONNECTIONS
-  POTENTIAL FUTURE CONNECTIONS

ROUTE 7

APPROX. LENGTH: 1,830M

ROUTE DESCRIPTION:

Rimu Street, Mahi Road loop connection - connecting Te Kauwhata Domain to town centre.

EXPECTED USER GROUPS:

Walkers and cyclists - particularly family groups/locals.

CONSTRAINTS

- Will require support/advice from sport ground managers to locate path such that it does not conflict with use of fields and associated spaces.
- Given traffic volumes and activity on event/game days, the surface treatment of paths needs to be durable and not provide a source of material that can be tracked on to sports fields.
- Geotechnical/structural assessment required for wet areas.

OPPORTUNITIES

VIEWS:

- Good vantage point from edges of upper sports fields with particularly good views out to rural landscapes to the south. Locating the path on the southern edges of these upper terraces will provide good access to views out to the landscape.
- Opportunity to create an viewing/seating area near proposed path at the top of the Memorial Domain.

HERITAGE AND CULTURE:

- Opportunity to provide a series of public art pieces through the reserve leading on to Mahi Road.
- Or alternatively provision of a dedicated space for temporary art installations associated with art trail or event.

ENVIRONMENT:

- Opportunity to enhance edge spaces of sports fields to improve aesthetic and ecological values.

ESTIMATED CONSTRUCTION COST

2.5m exposed aggregate concrete path	1830m	\$183,000
Contingency 15%		\$28,000
TOTAL		\$211,000*

*Exclusions apply (refer page 20)



View of Memorial Domain



View south from top of Memorial Domain

TYPICAL PATH TREATMENT



EXPOSED AGGREGATE CONCRETE PATH - 2.5M

CONSTRUCTION PROGRAMME

Consideration of construction timing for routes should focus on areas of high demand and high use in the first instance. This approach ensures best value for money (quick wins) and builds public interest and momentum for future sections of the network (growth and tourist attraction).

The path along Waerenga Road and Main Road, connecting Aparangi Village through to the town centre (part of Route 3), is seen as a key section of the existing network that would benefit from enhancement works to cater for immediate and specific user needs. Path widening and road crossing improvements will facilitate safer movement of Aparangi Village residents in particular, but will benefit all pedestrians. The shared path also has the benefit of providing an off-road option for the novice/young cyclist and places emphasis on Waerenga Road as one of the most used and public streets within the town.

Enhancing this important public space will raise the profile of the town generally and adds to the investment already made in other key pieces of public infrastructure such as the library and toilet buildings. Path upgrade along Main Road recommends path widening and parking changes that provide a catalyst for discussion around a broader streetscape upgrade of Main Road. This opportunity should be considered in conjunction with the path upgrade to ensure opportunities are explored/embraced. Hence Route 3 development is recommended to be staged with Waerenga Road path construction and Main Road upgrade investigation forming stage one. It is envisaged that stage one would be completed in the short term (1-2 year) period and following stages in the medium (3-5 year) to long term (6-10 year) period.

The running circuit and connection to the town centre (Route 2) is also seen as an important section of the network and will provide immediate amenity to meet the existing demand for this type of path. This is considered to be a priority for short term implementation in order to improve road safety in the face of increased traffic volumes resulting from developmental and tourism growth.

Other quick wins (short term implementation) would be road marking

and cycle signage for the on-road sections of Route 5 and Route 6. The consultation and design of the off-road sections of these routes are expected to be undertaken as medium to long term projects which will benefit from engagement with, and involvement of, the local business community as a tourist attraction. It is important that provision for these routes is planned for and incorporated into any new developmental consents and/or network upgrades.

The remaining routes are also considered important to stimulate and maintain interest and growth of Te Kauwhata and should be considered for development over the medium to long term periods. It is considered that this approach balances immediate needs and demand with future aspirations and provides the best opportunity to maintain public interest and engagement. Availability of funding has not been considered in the above recommendations.

COST ESTIMATES

High level rough construction cost estimates are provided below for each route. These are based on the length of path and type of construction material only. No allowance has been included for other costs, such as those outlined below. The complexity and variability of topography, hydrology and spatial constraints of each route requires more detailed assessment and design consideration before a complete estimation can be calculated. Pricing estimates for the following components can be better gauged through scheme and detailed design stages and have been **excluded** from these estimates:

- Geotechnical investigation and topographical survey costs
- Walkway and structures design cost
- Redesign of intersections, pedestrian crossings and medians.
- Stormwater drainage infrastructure
- Fencing, barriers and retaining
- Vegetation removal
- Installation of signage, furniture, planting and viewing areas
- Any sub-consultant, consultation and Historic Places Trust costs
- Preparation of consent applications and consent application fees

- Tender, contract management and site inspections and construction monitoring

The estimated cost of construction for each preferred route is summarised below (note that all estimates exclude GST and include a 15% contingency):

Route 1 : \$2,986,000

Extension of the Te Kauwhata Community Committee(TKCC) shared path from Blunt Road eastward to connect to Waerenga Road via Swan Road

Route 2 : \$639,000

Te Kauwhata Rd, Wayside Road and Travers Road loop and connection to the village.

Route 3 : \$84,000

Corner of Rimu Street down Waerenga Road and Main Road terminating at the Village Green.

Route 4 : \$60,000

Waerenga Road improvements from Swan Rd to Rimu Street to link routes 1 and 3.

Route 5 : \$234,000

Cycling route/wine trail - extending route 2 along Wayside Road to Vineyard Road, bypassing the BMX track along the western side railway line and crossing the railway to connect with the TK Community Committee (TKCC) shared path.

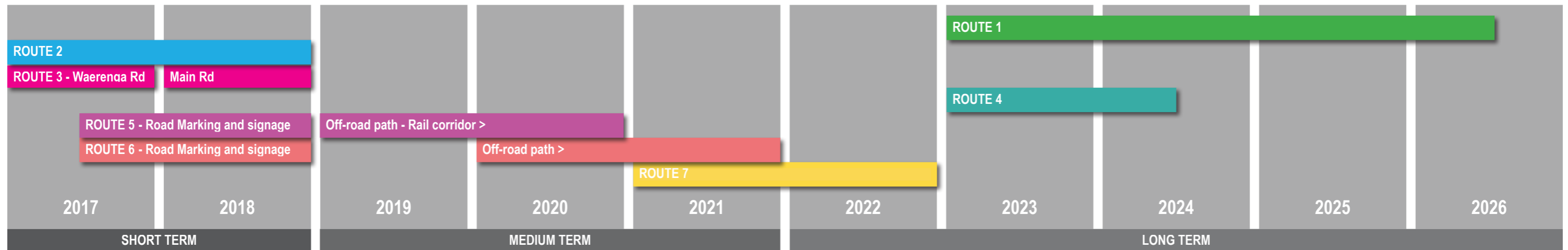
Route 6 : \$67,000

Orchard Road cycling route/wine trail connection - as per route 5 but adding a link along Orchard Road between Wayside Road and the railway line track

Route 7 : \$211,000

Rimu Street, Mahi Road loop connection - connecting Te Kauwhata Domain to town centre.

INDICATIVE CONSTRUCTION TIMELINE



Open Meeting

To	Te Kauwhata Community Committee
From	Tony Whittaker General Manager Strategy & Support
Date	21 April 2017
Prepared by	Julienne Calambuhay Management Accountant
Chief Executive Approved	Y
Reference/Doc Set #	GOV0509
Report Title	Discretionary Fund Report to 21 April 2017

1. EXECUTIVE SUMMARY

To update the Committee on the Discretionary Fund Report to 21 April 2017.

2. RECOMMENDATION

THAT the report from the General Manager Strategy & Support be received.

3. ATTACHMENTS

Discretionary Fund Report to 21 April 2017

TE KAUWHATA COMMUNITY COMMITTEE DISCRETIONARY FUND 2016/2017

GL 1,207,170.4

Commitments from Committee Meeting Minutes & Other Information

2016/17 Annual Plan

11,139.00

Carry forward from 2015/16

64,087.00

Total Funding**75,226.00****Expenditure**

28-Apr-16	Earthcare Systems - supply and install Rose Arbour	3,800.00
28-Apr-16	Earthcare Systems - labour - tree trimming	50.00
30-Jun-16	Rush Security - installation of security cameras	2,310.00
06-Apr-16	TK Community Events Inc. - for expenses towards catering for the ANZAC Parade	750.00
10-Oct-16	Gilbert Powley - Z gift card	100.00
10-Nov-16	Jo Clegg - reimbursement for Freeparking account for TK website 28/10/2016 - 28/10/2017	148.85

Total Expenditure

7,158.85

Income

02-Feb-17	TKCC - community sign hire for ads	40.00
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Total Income

40.00

Net Expenditure

7,118.85

Net Funding Remaining (excluding commitments)

68,107.15

Commitments

06-May-09	Further development of playground		5,000.00
07-Oct-15	Commitment for security cameras	9,436.00	
	Less: Expenses	2,310.00	7,126.00
03-Sep-14	Commitment for Walkways		25,000.00
07-Mar-12	Railway Cottage Community Park		10,000.00
03-Sep-14	Ken Knobbs memorial garden	5,000.00	
	Less: Expenses	3,800.00	1,200.00
07-Oct-15	TK Youth Action Group - basketball area project at Village Green		7,500.00

Total Commitments**55,826.00****Net Funding Remaining (Including commitments) as of 21 April 2017****12,281.15**