

Agenda for a meeting of the Infrastructure Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 28 AUGUST 2018** 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**
- 3. DISCLOSURES OF INTEREST**
- 4. CONFIRMATION OF MINUTES**
Meeting held on Tuesday 26 June 2018 2
- 5. REPORTS**
 - 5.1 Raglan Holiday Park Papahua – Chairperson’s Annual Report for 1 July – 30 June 2018 9
 - 5.2 Community Engagement for The Point Reserve Management Plan 14
 - 5.3 Increase to Approved Contract Sums – Realclean and OCS 37
 - 5.4 56 Great South Road Ngaruawahia - Deed of Lease 40
 - 5.5 Lake Hakanoa Motor Caravan Park Financial Report for the period ending 30 June 2018 50
 - 5.6 Service Delivery Report for August 53
 - 5.7 Waikato District Alliance Contract 14-314 – Increase to Individual Project Variation Amount 74
 - 5.8 Rural Intersection Activated Warning Signs - SH1B/Gordonton Road 80
 - 5.9 New Footpath Proposed Programme 2018/19 111
 - 5.10 Onewhero and Te Akau Water Supply Options 116
- 6. EXCLUSION OF THE PUBLIC** 128

GJ Ion
CHIEF EXECUTIVE

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	27 June 2018
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Confirmation of Minutes

1. EXECUTIVE SUMMARY

To confirm the open and public excluded minutes of the Infrastructure Committee meeting held on Tuesday 26 June 2018.

2. RECOMMENDATION

THAT the open and public excluded minutes of the meeting of the Infrastructure Committee held on Tuesday 26 June 2018 be confirmed as a true and correct record of that meeting.

3. ATTACHMENTS

INF minutes 26 June 2018

MINUTES for a meeting of the Infrastructure Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **TUESDAY 26 JUNE 2018** commencing at **9.01am**.

Present:

Cr DW Fulton (Chairperson)
Cr A Bech
Cr JA Church
Cr JM Gibb
Cr S Henderson
Cr SD Lynch
Cr RC McGuire
Cr FM McNally
Cr BL Main
Cr EM Patterson
Cr JD Sedgwick
Cr NMD Smith
Cr LR Thomson

Attending:

Mr B MacLeod (Chair, Raglan Community Board)
Mr I Cathcart (General Manager Service Delivery)
Mrs LM Wainwright (Committee Secretary)
Mr K Pavlovich (Acting Waters Manager)
Mr P McPherson (Acting Programme Delivery Manager)
Ms A d'Aubert (Consents Manager)
Ms S Frederick (Project Co-ordinator)
Ms D Rawlings (Project Team Leader)
Mr L McCarthy (Asset Engineer Service Delivery)
Mr G Dela Rue (Acting Roding Manager)
Mr R Rimmington (Councillor, Waikato Regional Council)
Mr A Wilson (Manager Public Transport, Waikato Regional Council)
Mr V Kuo (Senior Policy Advisor, Waikato Regional Council)
Mr R Bax (Project Manager, Waikato LASS)
Ms M Jolly (Road Safety Co-ordinator)

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Sedgwick/Fulton)

THAT an apology be received from His Worship the Mayor Mr AM Sanson.

CARRIED on the voices

INF1806/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Patterson/Sedgwick)

THAT the agenda for a meeting of the Infrastructure Committee held on Tuesday 26 June 2018 be confirmed and all items therein be considered in open meeting with the exception of those items detailed at agenda item 6 which shall be considered with the public excluded;

AND THAT all reports be received;

AND THAT in accordance with Standing Order 9.4 the order of business be changed with agenda item 5.6 [*Adoption of the Regional Infrastructure Technical Specifications*] being considered after agenda item 5.1;

AND FURTHER THAT the Chair of the Raglan Community Board be given speaking rights for the duration of the open section of this meeting.

CARRIED on the voices

INF1806/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

CONFIRMATION OF MINUTES

Resolved: (Crs Lynch/McInally)

THAT the minutes of a meeting of the Infrastructure Committee held on Tuesday 22 May 2018 be confirmed as a true and correct record of that meeting.

CARRIED on the voices

INF1806/03

REPORTS

Draft Regional Public Transport Development Plan - Presentation by Waikato Regional Council
Agenda Item 5.1

The report was received [*INF1806/02 refers*] and discussion was held.

Representatives from Waikato Regional Council spoke to a powerpoint presentation and answered questions of the committee.

Adoption of the Regional Infrastructure Technical Specifications
Agenda Item 5.6

The Project Manager, Waikato LASS spoke to a powerpoint presentation and answered questions of the committee.

The report was received [*INF1806/02 refers*] and discussion was held.

Resolved: (Crs Sedgwick/Lynch)

THAT the Infrastructure Committee recommends to Council that the Regional Infrastructure Technical Specifications be adopted.

CARRIED on the voices

INF1806/05

Road Safety Education
Agenda Item 5.2

The report was received [*INF1806/02 refers*] and discussion was held.

The Road Safety Co-ordinator gave a verbal update and powerpoint presentation and answered questions of the committee.

District Wide Minor Improvement Programme Update
Agenda Item 5.3

The report was received [*INF1806/02 refers*] and discussion was held.

Resolved: (Crs Smith/Sedgwick)

THAT the District Wide Minor Improvements Programme priorities are confirmed and approved.

CARRIED on the voices

INF1806/06

The meeting adjourned at 10.38am and resumed at 10.59am.

Huntly Memorial Hall - Update and Agreement of Huntly Community Board Position and Resolution

Agenda Item 5.4

The report was received [*INF1806/02 refers*] and discussion was held.

Resolved: (Crs McGuire/Church)

THAT the Infrastructure Committee recommends that Council supports:

- **the Huntly Community Board endorsement of the consultation outcome, being - 74% of the community support the refurbishment of the Huntly Memorial Hall, and**
- **the approach to the project as outlined in the Huntly Community Board report Reference GOV0505/1974310.**

CARRIED on the voices

INF1806/07

Service Delivery Report for June 2018

Agenda Item 5.5

The report was received [*INF1806/02 refers*] and discussion was held.

Newell Road Consultation Results

Agenda Item 5.7

The report was received [*INF1806/02 refers*] and discussion was held.

Resolved: (Crs Bech/Smith)

THAT the Infrastructure Committee recommend to Council to proceed with the closure of Newell Road for the Newell Road/Cambridge Road (SH1) intersection.

CARRIED on the voices

INF1806/08

Cr McGuire requested his dissenting vote be recorded.

EXCLUSION OF THE PUBLIC

Agenda Item 6

Resolved: (Crs Patterson/Gibb)**THAT** the report of the Chief Executive be received;**AND THAT** the public be excluded from the meeting to enable the Committee to deliberate and make decisions on the following items of business:**Confirmation of Minutes dated Tuesday 22 May 2018****CARRIED on the voices****INF1806/09**

Resolutions INF1806/10 – INF1806/11 are contained in the public excluded section of these minutes.

There being no further business the meeting was declared closed at 11.37am.

Minutes approved and confirmed this day of 2018.

DW Fulton
CHAIRPERSON

MINUTES for the public excluded section of the meeting of the Infrastructure Committee held on **TUESDAY 26 JUNE 2018**.

CONFIRMATION OF PUBLIC EXCLUDED MINUTES

Resolved: (Crs Sedgwick/Henderson)

THAT the Public Excluded minutes of a meeting of the Infrastructure Committee held on Tuesday 22 May 2018 be confirmed as a true and correct record of that meeting and remain confidential and unavailable to the public.

CARRIED on the voices

INF1806/10

RESUMPTION OF OPEN MEETING

Resolved: (Crs Main/Thomson)

THAT the open meeting be resumed.

CARRIED on the voices

INF1806/11

Open Meeting

To	Infrastructure Committee Raglan Community Board
From	Ian Cathcart General Manager Service Delivery
Date	30 July 2018
Chief Executive Approved	Y
Reference #	INF2018; RCB2018
Report Title	Raglan Holiday Park Papahua – Chairperson’s Annual Report for 1 July – 30 June 2018

1. EXECUTIVE SUMMARY

The Raglan Kopua Holiday Park Chairperson’s Annual Report for the period 1 July – 30 June 2018 is attached for the Committee’s/Board’s information.

2. RECOMMENDATION

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

3. ATTACHMENTS

Raglan Holiday Park Papahua – Chairperson’s Annual Report for 1 July – 30 June 2018

TO	Infrastructure Committee Raglan Community Board
DATE	27 July 2018
FROM	Colin KM Chung, Chairperson Raglan Holiday Park Papahua Board of Governance
SUBJECT	Raglan Holiday Park Papahua – Chairperson’s Annual Report for 1 July – 30 June 2018

PURPOSE OF REPORT

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

REPORT

Introduction

This report presents a summary of the main issues/activities for the period of 12 months from 1 July 2017-30 June 2018 and in general. We have had a catch-up year for up-grading facilities, maintenance, systems and staffing, but did manage a small increase in sales of 5%.

Issues

It has been a very productive year as much time has been spent on problem-solving, maintenance, repairs, up-grading and replacements. Early part of the year saw our new manager, Pam, indoctrinated, introduced and supported by the interim manager and assistant manager for several months before reverting back to their former roles and lower salaries, (the whole process was beyond our control, as negotiated by Tim Harty for the WDC) just before the summer rush. This resulted in a sizeable increase in management salary costs and well as, a hefty increase in staff accommodation allowances.

Our summer trade was quite successful with little or no problems overall in both customer satisfaction/sales and service/maintenance in the park, and with many good comments and re-bookings for next year. The shoulder season before winter was quite a struggle with lots of rainy periods especially on the long weekends, but with good marketing and promotions we were still able to equal and slightly increase sales over last year. With all the rain these last few months, extreme flooding in certain parts of the park and out in the soccer fields, have forced us to relook at, carefully locate and examine all our stormwater drains and pumps throughout the camp and surrounding terrain to come up with an efficient plan to permanently upgrade the surface water disposal process. Pam and WDC will liaise to provide a solution. A great investment in time and money has been spent in upgrading facilities, equipment and infrastructure within the park these last 6 months and still needs more to continue at least over the next few months. Even though the park looks quite good from the outside, it will soon be all good on the inside as well, and a proper program of timely replacement and upgrading will be in place for the future.

Budget/Financial Performance

We had budgeted for only a small growth in sales for this year over last, but we have managed to obtain a growth of just over \$83,000 or 5% over last year’s sales. Although this came with increased costs of \$192,000, an increase of 17.4% mainly beyond our control, we were still able to achieve a small net surplus of 12.4% after depreciation, which is a drop of

38% over last year. This still however, leaves ¹¹ us with a very healthy working capital of well over \$1M and equity of over \$4M.

Our main increases in operating costs were from three areas:

1. Repairs, maintenance, replacements of \$77,044 or an increase of 70% is mainly a reflection of the many years the previous manager failed to do timely scheduled maintenance, replacement and upgrades.
2. Security costs, up 39% were increased by using a contracted security company, probably not as wisely and as efficiently as we could have. A review and new cost effective system is under way.
3. Wages and salaries were up \$140,328 or 26.8% all beyond our control as WDC employs management and staff without our input and sometimes even advice. The transition of hiring a new manager, keeping the interim managers on for a few months at their elevated salaries to indoctrinate and support and the accommodation allowance given to the interim managers, the timing of hiring/resignation of the managers and the way it was handled, and the accumulation of casual and permanent leave allowances have all contributed greatly to this large increase for this past year. Most of this a one-off expense.

Capital Works/Projects

The capital improvement budget for this past year was just in excess of \$412,000 with most going to upgrade the toilets throughout the park, with quite a bit already spent before the summer rush on improvements & upgrading of facilities, including the motel units and finishing off the new Pump Track (replacement to the BMX track and a very popular addition for locals). The replacement and upgrade of the par course and climbing wall, the driveway and entrance upgrade, improvements to the main kitchen and the Papahua kitchen block will all proceed in the coming months and should be completed before our busy summer rush. The other internal improvements and upgrade of the motel units are still currently being done in-house.

Major Maintenance Items:

Some major projects and upgrades had been planned for this past year, however with the onslaught of rain and flooding and the lack of qualified tradesmen to give quotes or who actually are free to do the work, Pam has been struggling to get projects started or completed. Most of the upgrades, maintenance and replacements in the motel units and cabins have been done in-house because of this.

PROPERTY REPORT

Capital Expenditure Analysis

30 June 2018

Description of work	Carried forward	Forecast cost*	Actual cost to date	Balance to expend
Pump track, seal, landscaping, & incl amenities	\$0	\$125,000	\$108,404	\$16,596
Boundary survey	\$0	\$600	\$0	\$600
Heritage Trail	\$0	\$5,000	\$0	\$5,000
Driveway upgrade, including entrance	\$0	\$20,000	\$0	\$20,000
Main kitchen ceiling	\$0	\$30,000	\$550	\$29,450
Boat and car wash area and upgrade boat parking	\$0	\$30,000	\$0	\$30,000
Increase security coverage	\$0	\$480	\$480	\$0
Flooring for Papahua and small toilet block 2	\$0	\$26,340	\$26,340	\$0

Description of work	Carried forward	Forecast cost*	Actual cost to date	Balance to expend
Recoat main toilet block floors	\$0	\$26,340	\$13,819	\$12,521
Toilet block floors plus small block I		\$26,340	\$26,340	\$0
Golf cart	\$0	\$9,820	\$9,820	\$0
Trailer	\$0	\$13,000	\$12,174	\$826
Dump station upgrade	\$0	\$1,500	\$0	\$1,500
Office upgrade - planning and refurbishing	\$0	\$10,000	\$0	\$10,000
Hand dryers x 6	\$0	\$7,945	\$7,945	\$1
Papahua upgrade roof	\$0	\$8,714	\$8,714	(\$0)
Soccer field report	\$0	\$5,380	\$5,380	\$0
Murals - materials and contribution to schools	\$0	\$15,000	\$1,937	\$13,063
Rubbish system upgrade	\$0	\$10,000	\$6,981	\$3,019
Disability facilities in tourist flats	\$0	\$6,000	\$22,405	(\$16,405)
Kitchen cabins design and planning	\$0	\$20,000	\$0	\$20,000
Camp vehicle (excl proceeds from vehicle sales)	\$0	\$15,000	\$0	\$15,000
Total	\$0	\$412,459	\$251,289	\$161,170

* Per draft Capital Plan March 2018

Expenditure on programmed maintenance is	\$71,700	\$68,032	
Expenditure included in wages is		\$0	
Balance left to spend on programmed maintenance			\$3,668

Repairs & Maintenance Analysis

30 June 2018

Description of work	Revised forecast	Actual cost to date	Balance to expend	Previous year to date
Replacements - Other	\$25,000	\$26,202	(\$1,202)	\$23,376
Replacements - Linen & Bedding	\$12,000	\$7,971	\$4,030	\$0
Crockery, utensils, small appliances	\$3,500	\$2,570	\$930	\$0
Replace large appliances, furniture, TVs	\$35,000	\$29,102	\$5,898	\$0
Replacements - Tools	\$2,500	\$3,146	(\$646)	\$0
Hardware Supplies	\$2,000	\$2,489	(\$489)	\$0
Maintenance - Grounds	\$5,000	\$3,652	\$1,348	\$4,419
Maintenance - Plant	\$25,000	\$31,400	(\$6,400)	\$11,481
Maintenance - Property	\$45,000	\$25,512	\$19,488	\$7,561
		\$0	\$0	
Total	\$155,000	\$132,043	\$22,957	\$46,837

Health and Safety Issues

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

Number of Visitors/Stays

We can report that we continued to have an increase in numbers from clever advertising and promotions over the last year (even under budget) and by having a much bigger on-line

presence, we were able to get good results. ¹³ We will continue with this strategy especially in the upcoming “shoulder” and “slow” seasons and in promoting the Papahua Centre.

MARKETING EXPENDITURE

Year to date

For the year ended 30 June 2018

	Forecast cost	Actual cost to date	Balance to expend
Advertising	\$60,500	\$23,675	\$36,825
Design	\$13,000	\$1,043	\$11,957
Marketing	\$10,000	\$8,393	\$1,607
Website Maintenance & Development	\$0	\$2,690	(\$2,690)
Papahua Design & Marketing	\$0	\$0	\$0
Raglan Map - Income	\$0	\$0	\$0
Raglan Map - Expenditure	\$0	\$0	\$0
Total	\$83,500	\$35,801	

Expenditure included in wages is **\$0**

Balance left to spend **\$47,699**

Miscellaneous Items

Pam and her team have been struggling to complete the rest of the projects on the Capital Plan, upgrade electrical and plumbing fixtures and infrastructure around the camp and move on with the programmed maintenance during these slow months before summer, having been hampered by constant wet weather and a slow response for quotes.

The addition this past year of Denise Reynolds, representing Ngati Mahaanga and her background in HR and experience on other boards and governance bodies has added much depth to the Board’s ability to deal with the terms of the new charter, especially with WDC changing our responsibility from a management to a governance role. Our new community representative, Jeanette Tyrrell, comes with a good background in public relations and a lot of experience serving on a few governance boards, so we look forward to her sage contribution in the future. We also welcome Ian Cathcart into his new position as a manager from WDC who appears to be more than willing to assist and support our operations and initiatives at the camp and look forward to working with him and his fresh cooperative attitude.

A big congratulations to Pam with her managers Jo, Haven and their team for the really great effort over these past 12 months in maintaining a high level of service, health and safety and identifying/rectifying the many maintenance and operational issues that have come up over the past year. It is through their diligence and team effort that we have finished this fiscal year, although short of our normal results, with a high note of financial security, whilst still providing for the needs of both our visitors and residents of Raglan.

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	13 August 2018
Prepared by	Elton Parata Asset Management, Parks and Facilities
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Community Engagement for The Point Reserve Management Plan

1. EXECUTIVE SUMMARY

Staff have drafted The Point 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 consultation on the draft plan for a period of two months.

2. RECOMMENDATION

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

AND THAT the draft version of **The Point Reserve Management Plan** be received;

AND FURTHER THAT the **Committee** recommends to **Council** to undertake community consultation in **September and October 2018**, in accordance with **Sections 82 (principles of consultation), of the Local Government Act 2002, and Section 41 of the Reserves Act 1977.**

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.

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. A Neighbourhood Parks Reserve Management Plan was adopted by Council in August 2016.

The primary purpose of The Point Reserve Management Plan is to provide opportunities for protection and enhancement of this particular environment, to allow for people to experience this unique historical location.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 OPTIONS

There are two options for this report as follows:

Option 1: Do nothing (not recommended)

Decline to receive the draft The Point Reserve Management Plan.

Pros

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

Cons

The Point Management Plan unable to be released for public consultation. This would continue a lack of clarity around use and development of this area.

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

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

Pros

The draft The Point 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 this park area.

Cons

Minor costs associated with advertising of management plan.

5. CONSIDERATION

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 note 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. Disposal of land occurs in accordance with Section 40 of the Public Works Act 1981.

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. No concerns were raised.

Reserves Act 1977

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

5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

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.

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	<p>In May 2017 public notices were placed in newspapers district wide and on Council's website calling for suggestions as to what should be included within The Point Reserve Management Plan. Feedback was received and collated from 30 parties. These suggestions have been taken into account in the drafting of the plan.</p> <p>Should the recommendations of this report be adopted, the draft plan will be publicly notified in September/October 2018.</p> <p>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.</p>				

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

Planned	In Progress	Complete	
	Y		Internal
	Y		Community Boards/Community Committees
	Y		Waikato-Tainui/Local iwi
	Y		Households
			Neighbouring property owners

These stakeholders were invited to provide input that assisted in the drafting of the plan. They will also be given another opportunity during the two month public consultation period.

6. CONCLUSION

Staff have drafted The Point Reserve Management Plan under the Reserves Act 1977. It is intended that the plan will be released for a two month public submission period in September/October 2018.

7. ATTACHMENT

Draft The Point Reserve Management Plan



The Point

Reserve Management Plan

Including Kiingitanga Reserve



Draft – August 2018

Contents

1.0 Purpose of this plan.....	2
1.1 Relationship with Other Council Documents.....	2
1.2 Waikato-Tainui Joint Management Agreement.....	3
1.3 Council and Delegations	3
1.4 Implementation.....	4
1.5 Legal Status.....	4
2.0 The Point and Kiingitanga Reserve.....	6
2.1 Historical Significance.....	7
2.2 Uses and Values	10
3.0 Strategic Goals and Objectives	11
3.1 Cultural and Historic Values.....	11
3.2 Recreation and Leisure	12
3.3 Partnerships	12
3.4 Accessibility	13
4.0 Objectives and Policies	13
4.1 Objectives.....	13
4.2 Policies.....	13
5.0 Implementation.....	16
Appendix 1 – Legal Descriptions	17
Appendix 2 - Heritage New Zealand Historic Place Listings.....	18

1.0 Purpose of this Plan

The Point, and Kiingitanga Reserve (formerly known as The Octagon), are key cultural areas of Ngaruawahia. These two adjacent reserves provide recreation and leisure opportunities for residents and visitors, as well as being highly valued for their cultural heritage and landscape features and values.

Unless defined within this plan, these reserve areas will be jointly referred to as “The Point”. This Reserve Management Plan provides direction for the future development, management and use of these reserve areas.

A management plan for The Point was first prepared in 1998. This is the first review of the original plan.

The Reserves Act 1977 requires the preparation of this management plan.

Reserves Act management plans are an important park management tool. Management plans are developed in consultation with park users, community and key stakeholder groups, with consideration to current management of a reserve. A management plan will provide for continuity between legislative requirements, Council plans and policies, and the day-to-day operation of a reserve.

When adopted, this management plan and the Waikato District Council’s General Policies Management Plan 2015 will replace any previously prepared reserve management plan.

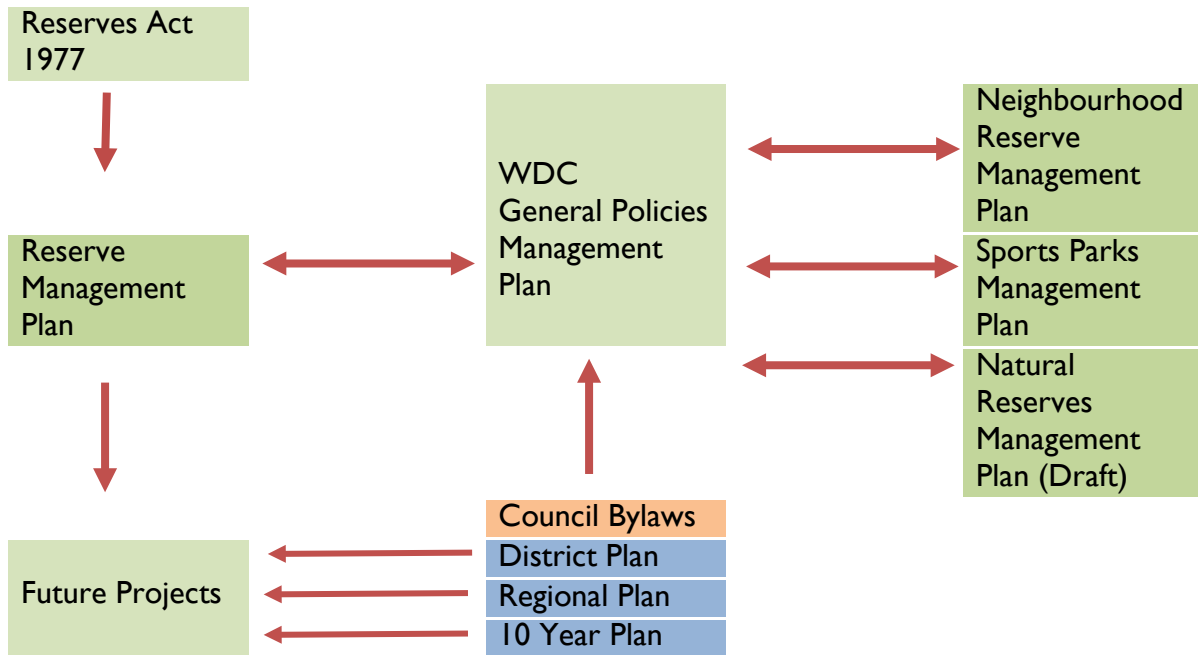
This management plan will be kept under continuous review to ensure that the policies are appropriate and relevant for The Point, with a comprehensive review undertaken every five years.

1.1 Relationship with Other Council Documents

The plan has been aligned to, and is informed by Council’s current plans and policies, including Long Term and District Plans, and Council bylaws.

This management plan is to be read in conjunction with the Waikato District Council General Policies Reserve Management Plan.

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



This management plan is to be read in conjunction with the Waikato District Council General Policies Reserve Management Plan.

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

1.2 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 may impact on any 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.

1.3 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.

1.4 Implementation

This management plan provides objectives and policies that determine the appropriate use, protection and development of The Point 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 that Council funding will be available for such works as works may be funded and delivered by parties other than Council.

The requirements of the Heritage New Zealand Pouhere Taonga Act 2014, to obtain an archaeological authority to modify recorded and unrecorded archaeological sites may be applicable to works undertaken on The Point. The consideration of the potential for the presence of archaeological sites at an early stage enables avoiding modifying any sites through good project planning.

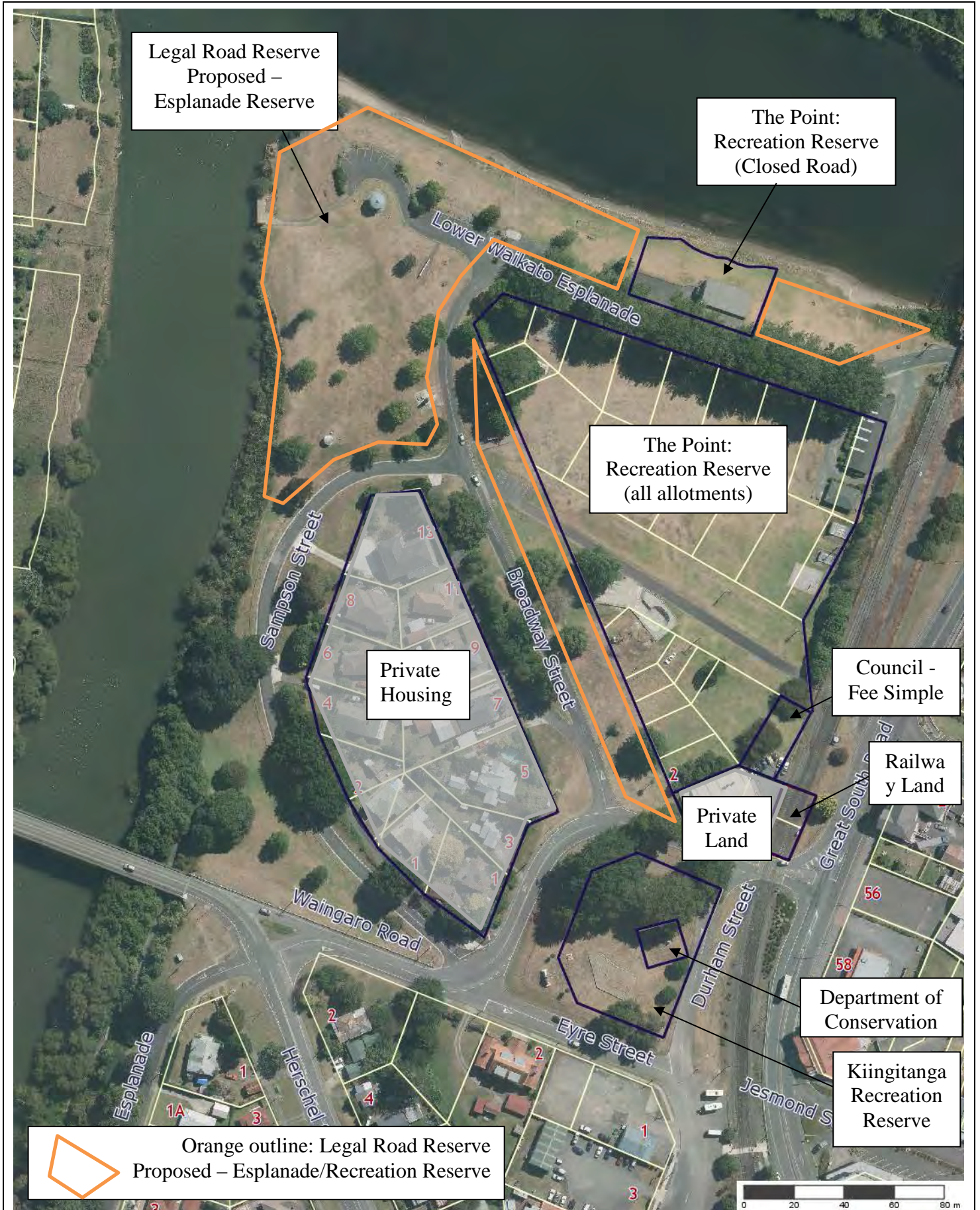
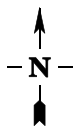
This plan describes how the area is to be developed. The plan does not commit the Council or the Community Board to undertake any particular work. Instead it will enable the Council and the Community Board to determine what work should be undertaken when funding becomes available.


1.5 Legal Status

The Point is made up of several separate land titles, including unformed legal road, individual lots which have been gazetted as recreation reserve, and one lot held as fee simple.

Kiingitanga Reserve consists of two lots - one gazetted as recreation reserve under the authority of Council, the smaller parcel under the Authority of Department of Conservation, managed by default by Council.

Map I shows The Point and Kiingitanga Reserve with different land legal status.



 Orange outline: Legal Road Reserve Proposed – Esplanade/Recreation Reserve

2.0 The Point and Kiingitanga Reserve

The Point is a significant reserve in terms of landscape, historic, and recreation values. The main landscape features are the Waikato and Waipa Rivers which meet at The Point, with a background of the bush-clad Hakarimata Ranges to the west.

Historic values include the adjacent paa site of Pikiarero, (now occupied by private housing), a wharf built for river trading in the 1860's, various European artefacts/memorials from the 1860-1880's war and occupation, the Ngaruawahia regatta events, and through to information panels installed providing details on these sites and events.



Recreation values include a larger flat, grassed area with large specimen (plane) trees. Amenities include a squash club building, a rowing club building (disused), a storage building, a campervan discharge facility, children's playground, a skatepark and a basketball half-court. The town water supply intake is located on the Waikato River bank. The Point covers approximately 4.4500 hectares (ha), including unformed road reserve.

The adjacent Kiingitanga Reserve (formerly known as the Octagon) has significant heritage values including a memorial to Pootatou (first Maori King) and the "King's Mask" (sculpture), heritage trees and information signage of these features. This reserve is approximately 0.4100 ha including unformed road reserve.



The open space nature of The Point, its outstanding landscape and historic values and the ease of river access make it an excellent venue for recreation. It nevertheless remains something of a "hidden treasure" which is appreciated by local residents but which is largely unknown by the travelling public even though it is adjacent to Great South Road.



The Te Awa Cycleway, a recent development, provides a walking and cycling link between Ngaruawahia and Karapiro is likely to result in increasing visitor numbers to The Point, and this needs to be factored into any future plan of the area.

2.1 Historical Significance

The Point and Kiingitanga are areas of high historic importance, particularly to tangata whenua as a paa site and being the location of what has become Ngaruawahia township. The band rotunda, gun turret, cenotaph and historic wharf remnants on the Waipa River bank, are reminders of Paakeha events which also add significance to The Point.

Timeline

Approx 180 AD – as a result of the Hatepe (Taupo) volcanic eruption, Waikato River changed course to flow on its current route to merge with the Waipa River.

Approx 1,300 AD – Tainui tribes arrived in area and occupied many sites along the Waikato and Waipa Rivers.

1400 – Occupation of The Point – Pikiarero paa, and surrounding area.



1840 – Signing of the Treaty of Waitangi.

1858 - Pootatau Te Wherowhero was crowned the first Maori King.

1860 – Wharf built at Waikato/Waipaa confluence for trading with Paakeha.

1863 – Defensive paa built to fortify European advance on Ngaruawahia – not used. Tawhiao and Waikato tribes were driven out to exile in Te Rohe Potae (King Country).

1864 – Waikato Lands confiscated by Crown.

1864 – The Point area settled by Paakeha and area renamed Queenstown. The Octagon was surveyed as a park/cemetery area as it was known as the place where King Pootatau had been buried.

1870 – Township area renamed as Newcastle.

1875 – Highest recorded flood levels recorded at The Point, with most of area covered in water up to the houses.

1878 – Town renamed Ngaruawahia.



1892 – First Ngaruawahia Regatta held at The Point – included canoe, rowing and mounted swimming races (on horses) and land based events.

1896 – Ngaruawahia Regatta Association (NRA) formed to run the regatta events.



1912 – NRA built the band rotunda.

1921 – Princess Te Puia purchased land on River Road and started the building of Turangawaewae Marae.

1922 – WWI memorial built on The Point.

1925 – Memorial to Pootatau erected on The Octagon reserve.

1920's – NRA purchased land parcels on The Point for event sites.



Flooding early in 1900's

1942 – Ngaruawahia Regatta cancelled – due to serious war conditions.

1945 – Ngaruawahia Regatta held at Turangawaewae Marae.

1972 - Ngaruawahia Regatta cancelled due to major river flooding.

1973 - Ngaruawahia Regatta based at Turangawaewae Marae.



1979 – NRA gifted land parcels at The Point to the Borough of Ngaruawahia for future public use.

1989 – Waikato District Council came into effect, including amalgamation of Ngaruawahia and Huntly Boroughs, Waikato and Raglan County Councils and part of Waipa County.

1995 – Waikato – Tainui tribe and Crown Deed of Settlement.

2013 – ‘The King’s’ Mask’ on The Octagon reserve unveiled at by Kiingi Tuheitia.



2015 – The Octagon renamed as “Kiingitanga Reserve”.

2.2 Uses and Values

The open space nature of the area, river views and river access make The Point a highly valued site for informal recreation. The north western-most point where the rivers meet is a popular location, with people frequently visiting the site to enjoy the scenery. Vehicle access to The Point is a notable feature of reserve use. The beach area between the squash club and the rail bridge is popular for swimming.

The Point is also an important venue for various events including dog shows, fairs, circuses, the annual regatta, fire brigade practices and competitions, and ANZAC Day parades.

Note: Under Council bylaws, organisers of formal events must obtain written consent from Council prior to holding their event on any reserve including The Point.

The development of Te Awa Cycleway has created additional cycling and walking opportunities. The Point is now the starting point of a walk/cycleway path that, once complete, will stretch 70kms along the Waikato River, from Ngaruawahia to Horahora. Further development and promotion of the site could see an increase in the level of use and will need to be managed so as not to detract from the reserve.

Currently an area of car park is allowed to be used for freedom camping by self-contained vehicles. This will need to be reviewed in line with this management plan to ascertain if this is an appropriate site to undertake this activity in the future.



A sculpture located on the edge of the Kiingitanga Reserve in front of the King's office on Eyre Street depicts King Tawhiao and King Potatau's moko and was commissioned and completed by master carver Inia Te Wiata for Waikato-Tainui. This carving was unveiled during Matariki in June 2013, with the base being Oamaru stone and the mask in stainless steel. The mask structure is maintained by the Waikato Tainui Trust, with Council maintaining the surrounding park land area.

It is noted that part of Kiingitanga Reserve is occupied by formed road, and a section of freehold reserve land is occupied by the adjacent property owner on Waingarō Road. Council prefers that there is no private encroachment onto reserve land.

Any current and future development on the reserve needs to take into account the present use (recreation), and heritage values (cultural and historic) – these are identified in the following Goals and Objectives section.

3.0 Strategic Goals and Objectives

Goals

- Allow visitors the opportunity to discover the cultural and historical stories of The Point and surrounding area.
- Ensure The Point caters for a variety of recreation and leisure activities/opportunities.
- Provide a safe, inviting and well maintained area for people to enjoy.
- Work in partnership with the wider community to achieve the outcomes of this plan.

Explanation

These goals outline the key values of The Point area: aesthetic, cultural/heritage, and recreation. This reserve can be described as a destination or premier park as these values are high in all areas, due to the past and present importance of this location. Any development, use and management of the reserve will take consideration of these values into effect as to any activity or future development that may occur.

3.1 Cultural and Historic Values

The historic values of The Point are often unknown to many visitors. These values need to be recognised, conserved and protected. The installation of any displays or signage needs to enhance the heritage significance of the area, not become additional attractions to the location. Public artwork may be suited at other locations so as not to detract from the heritage values of The Point.

There are three listed Heritage New Zealand sites, including the Band Rotunda, Pioneer Gun Turret and World War I & II Memorial, plus a further four listed archaeological sites located either on or adjacent to The Point and Kiingitanga Reserve (Refer to Appendix 2).

Objectives

- A. Cultural and historic values of The Point are identified, conserved and protected.
- B. Visitors to The Point are able to learn about the cultural and historic significance of The Point and surrounds.

Actions

- Provision of interactive learning options and interpretative signage.
- Installation of public art will be directly related to cultural/heritage values of The Point.

3.2 Recreation and Leisure

The Point provides for a wide range of recreation and leisure opportunities – from public events, playgrounds and skateparks, to picnicking, swimming and cycling. Activities need to be managed to allow for a range of opportunities and to remove any potential conflict between user groups. For example the area will not be used as a sport field as these are available at other locations in Ngaruawahia.

Objectives

- A. Allow for both formal and informal recreation.
- B. Playground facilities are provided in accordance with the Playground Strategy.
- C. Maintain large open space values of the reserve with river views.
- D. Allow reserve to be used as a venue for community groups and commercial activities that are appropriate and compatible with the management of The Point to benefit user experience.

Actions

- Upgrade playground on The Point and removal of playground at Kiingitanga Reserve.
- All occupiers of facilities (buildings) will have a current lease or license to occupy.
- Where facilities (buildings) do not have a current lease/license, or a suitable occupier is not available, consider removal of the facility.
- Improve public accessibility to the Waikato River.
- Review the use of The Point area as a freedom camping location.
- Review the link between the start of the Te Awa cycleway and the popular Hakarimata Walkway.



3.3 Partnerships

Council will work collaboratively with Waikato-Tainui and the community to achieve the ambitions of this plan. This may include planning, funding and development of areas within The Point, including river margins, cultural locations, and/or park development.

Objectives

- A. Work alongside Tangata Whenua/Mana Whenua to understand their desires for The Point (including Kiingitanga Reserve).
- B. Work collaboratively with Tangata Whenua and key stakeholders including locally-based ecology experts to develop a strategy to improve the river edge of the Waikato and Waipa Rivers.
- C. Engage with stakeholders to ensure any proposed development will meet the needs of the community and visitors.
- D. Work with stakeholders to ensure The Point is a user-friendly venue for events.

Actions

- Manage The Point as a key venue for community based events.
- Maintain partnership with Waikato Tainui Trust in managing the “King’s Mask”.

3.4 Accessibility

Council wishes to maintain The Point as a safe environment for locals and visitors to enjoy, as it is a key reserve for Ngaruawahia for heritage and recreation outcomes.

Objectives

- A. Ensure The Point continues to be an accessible location for a wide range of users.
- B. Ensure design to maintain best practice crime prevention through Environmental Design Principles.

Actions

- Improve connections for pedestrian and cyclists.
- Update land status of all reserve land including some land which is legal road, to be all recreation reserve.

4.0 Objectives and Policies

Where any issue on a reserve is addressed by the General Policies Management Plan and this management plan, then the policies in this management plan will take precedence over the General Policies.

4.1 Objectives

- 4.1.1 To retain, conserve and promote an understanding of, the historic values of the area.
- 4.1.2 To provide for a wide range of recreational activities.
- 4.1.3 To retain the landscape qualities of the reserve.
- 4.1.4 To secure the appropriate public ownership and management of the entire open area.

4.2 Policies

- 4.2.1 Maintain the historic values and features of the reserve and provide information on historical events and locations that are associated to the site.

Explanation

Significant historic values are associated with The Point and the surrounding locality. Many of the Tangata Whenua features have been lost through development and time. All cultural values should be recognised by maintaining and enhancing what is known, plus the maintenance of the band rotunda, cenotaph and gun turret. Where possible different media should be used to enhance The Point, the monument at Kiingitanga, and to display information about the area.

The history of the area may be further researched as information becomes available and updated information displayed or shared as funding and/or technology allows. This will be undertaken, and in consultation with tangata whenua and the community.

4.2.2 Maintain and enhance the landscape qualities of the reserve, particularly its open space nature and river views including:

- a. Establish plantings along river margins to maintain landscape values and river bank stability.
- b. Retaining the open space/park area in grass.
- c. Monitoring the health of the specimen trees and undertaking arboricultural work as required.
- d. Maintain specimen trees and succession planting of new trees.
- e. Using trees and shrubs to screen existing buildings, taking into account public safety and graffiti control issues identified through Crime Prevention through Environmental Design principals.
- f. Not allowing new buildings, along the river corridor.

Explanation

This policy sets the broad direction for development. The intention is to retain the important values of the area while enhancing certain features. The concept plan (yet to be developed) shows how the reserve is to be developed. The concept plan indicates the general location of planting and amenities; Council shall determine the exact location of such developments in conjunction with the Ngaruawahia Community Board.

There is a need to progressively replaced specimen trees with appropriate species to ensure such trees are a feature of the reserve.

Gardens, in conjunction with traffic speed control structures, are to be used to create attractive entranceways to the reserve. Consideration may be given at a later date to further enhance the entranceways through erecting a gateway or archway. Gardens will not be placed around the cenotaph because open space is needed for the ANZAC Day parades.

4.2.3 Maintain the roads in a manner which retains the park-like qualities of the area including:

- a. Retaining the existing carriage-way width.
- b. Maintaining traffic speed control structures.
- c. Setting a 30km per hour speed restrictions on all roads.
- d. Promotion of The Point by way of signage.

Explanation

The use of much of the area involves access via motor vehicles. The intention is to allow this to continue but ensure that vehicles do not detract from the park-like qualities of the area. Council will maintain a low speed environment within a park-like setting. Vehicles will normally be limited to sealed areas and certain grassed parking areas. Parking on the large grassed areas shall be permitted during major events. Signposts shall be used to promote The Point, in accordance with Transit New Zealand and District Plan rules.

4.2.4 Maintain a range of public amenities including:

- a. Public toilet facilities.
- b. Children's' play equipment in accordance with a Playground Strategy.
- c. Provision of shade facilities where appropriate.
- d. Provision of picnic/BBQ facilities where appropriate.
- e. Limit club/leased facilities to existing building footprints.
- f. Investigate optional uses for the existing rowing club building.
- g. Review options for developing a pedestrian bridge over the Waipa River to link in with the Hakarimata Walkway.
- h. Ensuring signage in the park is kept to a minimum.

Explanation

A number of amenities may be provided to enhance the area. Seats, tables and shade trees are located in the most popular areas in a manner which ensures they do not detract from the landscape values or unduly restrict vehicle parking during major events. The toilet facility will require an upgrade within the next five years. There is no need for two playground facilities adjacent to each other – the playground on the Kiingitanga site will be removed and The Point playground upgraded with additional features.

The option of providing a link to the Hakarimata walkway over the Waipa River may encourage more walkway users to extend their walk to discover The Point and other areas of Ngaruawahia. Keeping signage in the park to a minimum but allow for adequate information to enhance park users experience, provide directional and regulatory signage.

4.2.5 Formally close unformed sections of roads on The Point and gazette these areas as reserve lands where this is advantageous for the areas management in terms of developing and funding issues.

Explanation

Much of The Point is legally gazetted as road reserve rather than recreation reserve. This has implications for funding and land use activities. For instance subsidy money is currently available for funding and land use activities. Council will continue to monitor the situation and will alter the legal status of the land if this is advantageous to the community (Refer to Map I where these areas are outlined in orange).

4.2.6 Identify a suitable location (either within or outside of The Point) for self-contained campervans to park overnight

Explanation

The number of overnight campers parking at The Point is increasing and has been perceived by some to detract from the location as they are parked in the most scenic location. A large

number of these overnight campers are not self-contained and use the adjacent public toilets and/or dump their waste into the public toilet rather than using the wastewater dump station adjacent to the old Rowing Club building. A more suitable location along with better signage to the dump station may be required.

4.2.7 Ensure all occupiers of facilities on The Point have a current occupation agreement.

Explanation

All occupiers of buildings on The Point, or clubs/individuals who may undertake a range of group activities on The Point area, are required to have a current occupation agreement with Council to occupy part of the reserve. They should be able to identify how their activity and facility does not detract from the historical, aesthetic, and/or recreation values of The Point. The former Rowing Club building does not currently have an occupier, allowing Council to consider a range of options and alternative uses of this facility which are in keeping with the goals of this plan.

5.0 Implementation

Council will seek to implement this management plan through working with local community groups to develop and maintain the area. Funding from external sources will be sought for capital development works.

The policies list developments that may occur but they do not commit Council to undertake any specific works. Council will allocate funds as it considers appropriate through the Annual Plan process, which involves public submissions, and in consultation with the Ngaruawahia Community Board. Funding from external sources for specific projects may influence the order in which works are undertaken.

Table I Indicative costs for various capital development options

<u>Development Option</u>	<u>Indicative Cost</u>
Cenotaph base renewal	\$ 30,000
Toilet upgrade	\$ 40,000
Garden and tree upgrades	\$ 20,000
History research and display	\$ 10,000
Additional Children's playground	\$ 30,000
Shade facilities	\$ 50,000
Additional BBQ facilities	\$ 40,000
Design and build footbridge to link into Hakarimata walkway	\$360,000

Appendix I – Legal Descriptions

The Point

Section 1 SO 61580

Sections 579-580, 585, 588-591, 596-599, 600, 622-625, 657-664, 689 Newcastle Town

Pt Section 587 601- NEWCASTLE TOWN RES

Section 689 Ngaruawahia Town

Kingitanga Reserve

Section 671 Newcastle Town - Domain

Note: Section 673 Newcastle Town Monument Reserve is controlled by the Department of Conservation

Appendix 2 - Heritage New Zealand Historic Place Listings

Band Rotunda, HNZPT Listing 4257, Category 2

Pioneer Gun Turret, HNZPT Listing 756, Category 2

World War One and Two Memorial, HNZPT Listing 4258, Category 2

Listed Archaeological site 514/184-Wharf/ Jetty

Listed Archaeological site S14/183-Shipwreck

Listed archaeological site 514/182-Historic artefact

Potatau Monument, HNZPT Listing 757

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	14 August 2018
Prepared by	Megan May Parks and Facilities Manager
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Increase to Approved Contract Sums – Realclean and OCS

I. EXECUTIVE SUMMARY

Under Contract 12/013, Realclean (formerly Alchemy) provides cleaning services across Council's property portfolio. The current contract for this service expired on 30 June 2018.

A decision has recently been made to combine this contract with the cleaning of public toilets which is currently managed by OCS (Contract 14/009). The OCS contract is still current and due to expire on 30 September 2018. To allow for the combined tender process to occur, an extension to both contracts will be granted and an increase in ACS is sought to cover these extension. No additional budget is required.

2. RECOMMENDATION

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

AND THAT the increase of \$58,981.22 in **Approved Contract Sum for Contract 12/013** and the increase of 4107,999.97 in **Approved Contract Sum for Contract 14/009** be approved.

3. BACKGROUND

The initial Realclean contract expired on 31 January 2018 and an extension to the contract was put in place to cover the period 1 February 2018 to 30 June 2018. The approved contract sum was increased to \$775,412.70 with the total spend until 30 June 2018 being \$754,393.92. There have been no issues regarding the performance or services provided by Realclean.

The decision to combine the facility cleaning contract and the public toilet cleaning contract is to gain efficiencies in the management of the contract and to reduce costs over-all. It is anticipated that we will be in a position to award the combined facility and toilet cleaning

contract to the successful contractor later this year with the contract commencing on 1 February 2019. Staff have indicated that this process could be completed earlier but due to the potential risks associated with teething problems of new contractors, we are not prepared to compromise the highly contentious public perception of toilets during the summer months. To enable this process to follow the proposed timeline, an additional contract extension will be given until this date.

The previously amended ACS is sufficient to pay for the current month but will need to be increased to ensure payments can be made until 1 February 2019.

Amended Approved Contract Sum	\$775,412.70
Contract spend to date (30 June 2018)	<u>\$754,393.92</u>
Amount remaining under contract	\$ 21,018.78
Estimated operational spend (7 months July 18 – Jan 19 at \$16,000/month)	(\$112,000.00)
Additional amount required	\$ 90,981.22
Proposed Approved Contract Sum	\$866,393.92

To align both contracts and allow for a comprehensive procurement process, an additional contract sum increase is required for OCS. This contract does not expire until 30 September 2018 and has not exhausted all approved contract sums.

Approved Contract Sum	\$1,627,861.00
Contract spend to date (30 June 2018)	<u>\$1,530,860.97</u>
Amount remaining under contract	\$ 97,000.03
Estimated operational spend (7 months July 2018-January 2019 at \$41,000/month)	(\$205,000.00)
Additional amount required	\$ 107,999.97
Proposed Approved Contract Sum	\$1,735,860.90

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 OPTIONS

There are two options for the Committee to consider.

Option 1: Increase the ACS to \$866,393.92 for Realclean and 1,735,860.90 for OCS to allow for current level of service to continue to be met.

This option is recommended.

Option 2: Do not increase either ACS. No further work will be able to be completed under the contract and all works would need to be completed through purchase order until the works were able to be re-tendered. This would be administration intensive and disruptive to business operations. This option does not comply with Council's procurement best practice processes.

This option is not recommended.

5. CONSIDERATION

5.1 FINANCIAL

No additional funding is required from operational budgets as the contract spend utilises current Long Term Plan budgets. The revised expiry date of both contracts to 31 January 2019 will allow for both facility cleaning and public toilet cleaning to be combined and will reduce the number of contracts that are required to be maintained.

5.2 LEGAL

Once the contract is extended the expiration date will be 31 January 2019. There has been no issue with performance or pricing and no increase in levels of service. It is anticipated that the combined contracts will be put out to tender October 2018.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

N/A.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

This is an internal operational matter and will not trigger Council's Significance and Engagement Policy.

6. CONCLUSION

To allow the uninterrupted continuation of cleaning across Council properties it is recommended to extend the contract expiry date for both Realclean and OCS to 31 January 2019. It is also recommended that an increase of \$58,981.22 to the ACS of the Realclean contract and an increase of \$107,999.97 to the ACS of the OCS contract be approved.

7. ATTACHMENTS

Nil

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	13 August 2018
Prepared by	Michelle Smart Property Officer
Chief Executive Approved	Y
Reference #	INF2018; 06281/593.00
Report Title	56 Great South Road Ngaruawahia - Deed of Lease

I. EXECUTIVE SUMMARY

Te Whare Toi O Ngaruawahia – Twin Rivers Community Art Centre Incorporated (“Twin Rivers”) have requested that Council grant a Deed of Lease of the site situated at 56 Great South Road, Ngaruawahia.

A Deed of Lease will provide Twin Rivers with security of tenure, and this in turn can be used by Twin Rivers in support of applications for grants/funding.

Twin Rivers propose that a transportable modular building be located on this site, which will provide suitable multipurpose gallery, exhibition, workshop and classroom spaces.

Council has resolved through the Long Term Plan (LTP) process that funds collected through the Ngaruawahia Community Facility Rate (the fund currently stands at \$174,000) be allocated to the construction of a building.

Should the recommendations of this report be approved, Twin Rivers are required to provide (within 12 months of this report) a proposal and project plan for Council consideration, and approval (if any); and that the LTP project funding budget will be released only when total project funds have been secured.

2. RECOMMENDATION

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

AND THAT a Deed of Lease of the site situated at **56 Great South Road Ngaruawahia** being legally described as part **Allotment 31 Town of Newcastle**, held in **Certificate of Title SA 110/100** be granted to **Te Whare Toi O Ngaruawahia – Twin Rivers Community Art Centre Incorporated** for a term of

20 years, with a further right of renewal for 15 years on terms consistent with Council’s leasing policy;

AND FURTHER THAT the Chief Executive be delegated to execute the relevant lease documentation;

AND FURTHER THAT within 12 months of this report, Te Whare Toi O Ngaruawahia – Twin Rivers Community Art Centre Incorporated provide a proposal and project plan for Council consideration and approval thus enabling the release of the LTP project funding budget upon confirmation of the total project funds being secured.

3. BACKGROUND

In March 2018, this Committee considered a proposal put forward by Twin Rivers to utilise funds for a facility to locate at 56 Great South Road, Ngaruawahia (old Farmers Building site) and to pay a concessional rental under a community lease for the use of this site.

It was resolved (INF 1803/05) that:

“the Ngaruawahia Twin Rivers Community Arts facility centre proposal be considered as part of the Ngaruawahia community facilities through the Long Term Plan (LTP) process”.

Twin Rivers propose that a transportable modular building be located on this site; the building is to be a flexible multipurpose space that can be utilised to provide gallery/exhibition space; workshop, classroom and meeting spaces, office and storage spaces.

Council has resolved through the LTP process that \$174,000 be allocated to the construction of a building, which reflects the funds collected through the Ngaruawahia Community Facility Rate.

The funding is conditional upon:

- i) Twin Rivers securing all other funding necessary for the project;
- ii) The building being constructed on suitable Council land;
- iii) All consent conditions being met (for temporary or permanent building/s which are to be designed to be in keeping with the local environment);
- iv) Council will not own the building;
- v) Twin Rivers will be responsible for all maintenance and operational costs of the building.

Twin Rivers have requested certainty as to the site situated at 56 Great South Road Ngaruawahia which is legally described as being part Allotment 31 Town of Newcastle, held in Certificate of Title SA 110/100. The land is owned by Council in fee simple estate (Refer Attachment 1: Location Diagram, Attachment 2: Certificate of Title SA110/100).

Council purchased the site, circa 2005. Twin Rivers was the previous tenant of the Council owned facility at this site, until 2011 when the building was demolished due to structural issues.

A Deed of (ground) Lease will provide Twin Rivers with security of tenure, and the Deed of Lease can then be used by Twin Rivers to support applications for grants/funding.

To reflect the level of capital expenditure, the term of lease is proposed to be 20 years, with one further right of renewal of 15 years. The Infrastructure Committee holds the authority to enter into leases with a term in excess of five years.

In accordance with Council's usual practice, the further terms of lease are to include that:

- i) The lease is to be determined (cancelled) if sufficient project funding is not secured within three years of the date of the lease;
- ii) The lease is to cease if the building is removed;
- iii) The building (which is a relocatable) is to be removed and the site made good within six months of determination of the lease or if the Society winds up. No compensation will be paid by Council for improvements.

It is a further recommendation of this report that Twin Rivers provide within 12 months of this report a proposal and project plan for Council consideration and approval (if any) to enable release of the LTP project funding budget.

4. ANALYSIS OF OPTIONS

4.1 OPTIONS

There are two options for the Committee to consider.

Option 1: Council can enter into a Deed of Lease

Council's leasing policy anticipates leases or licences for recreation or community purposes, at a concessional (peppercorn) rental subject to the qualifying criteria that the applicant is to be an Arts Council; Incorporated Society or Charitable Trust, and must not undertake commercial activities on the site.

To reflect the level of capital expenditure, a ground lease with a proposed term of 20 years, with one further right of renewal for 15 years will provide Twin Rivers with security of tenure.

The lease will contain standard terms and provisions which are customary to such leases.

This option is recommended.

Option 2: Council can decline to enter into a Deed of Lease

It is a condition of funding that the proposed facility be located on suitable Council land. Should the recommendations of this report be declined, other site options (if any) will be considered.

This option is not recommended.

5. CONSIDERATION

5.1 FINANCIAL

Council's leasing policy applies predominantly to leases and licences of Council owned land and/or buildings on land subject to the Reserves Act 1977; the policy also anticipates leases or licences for recreation or community purposes on other Council land. For applicant lessee's (who propose to fund and own a building on the site) to qualify for a concessional (peppercorn) rental, the applicant lessee must be a duly constituted Arts Council or be registered as an Incorporated Society or an Incorporated Charitable Trust, and must not engage in commercial activities on the site.

The Policy presumes that the District ratepayers will in effect subsidise the true cost of the lease, in that a market rental is not achieved from the site over the lifespan of the lease. Further, a long term lease prevents this particular site from being considered as part of a rationalisation of the property portfolio.

For those applicants that do not meet the criteria to qualify for a concessional rental, the lease is to be on commercial terms with the rent to be established by way of market valuation obtained by the Council.

5.2 LEGAL

Part 4 of the Property Law Act 2007 provides for Leases.

The Delegations Manual records that the Infrastructure Committee holds the authority to enter into leases with a term in excess of five years.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The property at 56 Great South Road Ngaruawahia was acquired by Council in 2005.

The land has no residual Crown interest (Right of First refusal under the Waikato Raupatu Claims Settlement Act 1995) (Refer Attachment 3: Land Status Report).

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

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

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

The Policy provides, at Schedule 1, a list of Waikato District Council's strategic assets; the property at 56 Great South Road which is held in fee simple, is not identified to be a strategic asset.

6. CONCLUSION

A Deed of Lease for the site at 56 Great South Road Ngaruawahia will provide Twin Rivers with security of tenure, which contains standard terms and provisions that are customary to such leases.

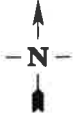
The Deed of Lease can then be used by Twin Rivers in support of further applications for grants/funding. Should the recommendations of this report be approved, the release of the LTP project funding budget is subject to a proposal and project plan for Council's further consideration and approval (if any), and that LTP project funding budget will be released only when total project funds have been secured.

7. ATTACHMENTS

Attachment 1: Location Diagram

Attachment 2: Certificate of Title SA110/100

Attachment 3: Land Status Report



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





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir
Registrar-General
of Land

Identifier SA110/100
Land Registration District South Auckland
Date Issued 07 September 1902

Prior References

SA35/210 SA35/211 SA35/212

Estate Fee Simple
Area 683 square metres more or less
Legal Description Part Allotment 31 Town of Newcastle

Proprietors

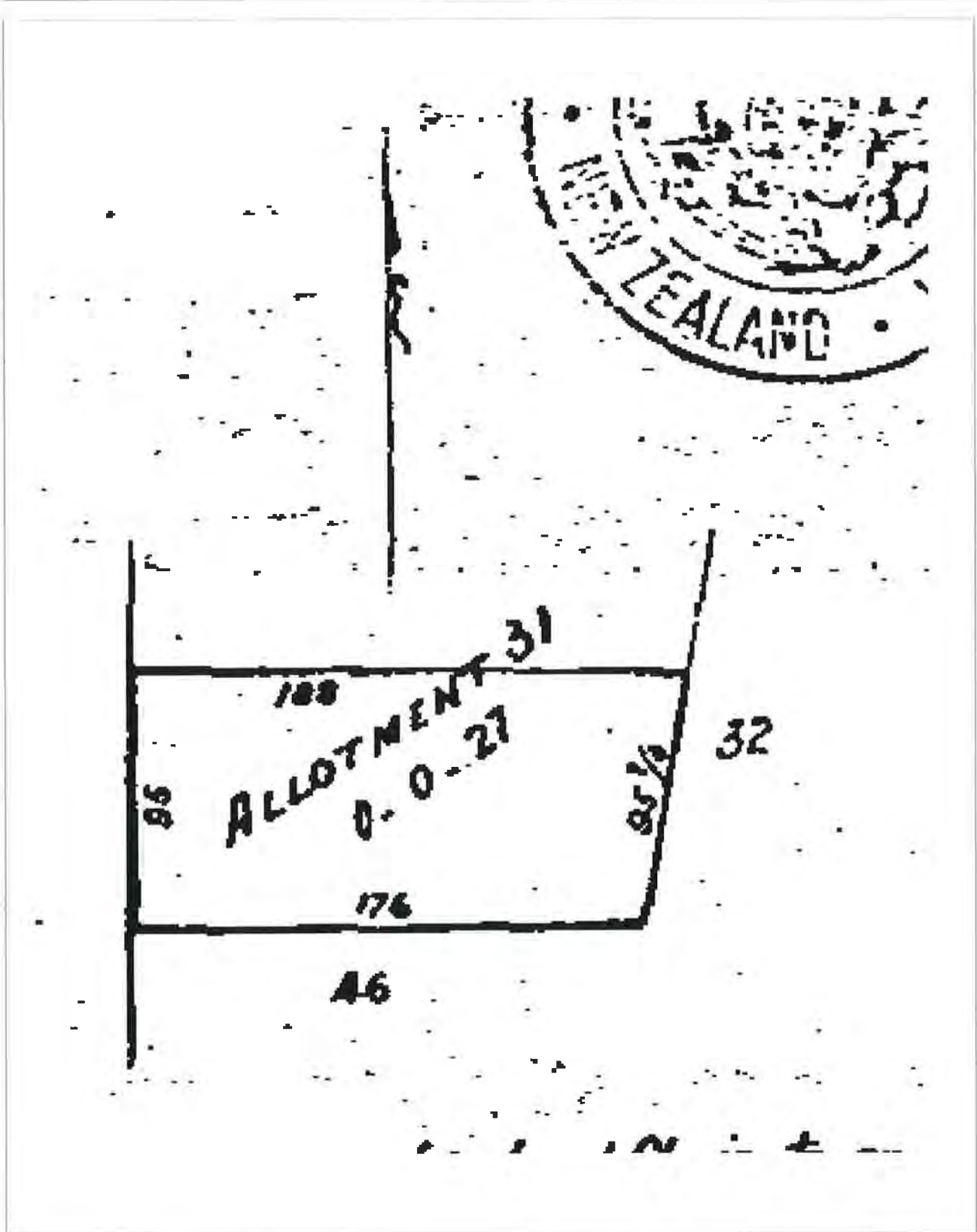
Waikato District Council

Interests

Appurtenant hereto is a right of way created by Transfer B086166.2 - 12.6.1992 at 2.04 pm

Appurtenant hereto is a right of way created by Transfer B086166.3 - 12.6.1992 at 2.04 pm

Identifier SA110/100



RECEIVED

5 DEC 2014

Waikato District Council

SCANNED

Doc No. _____

**Site: Ngaruawahia RSA Site
Lifestyle Research
LAND STATUS REPORT**

Legal Description: Part Allotment 31 Newcastle Township

Situated in Block Number: VII

Survey District: Newcastle

Area : 683 square metres

Plan References: Nil

Land Status: General Land

Instrument of Title: CFR SA 110/100

Owner(s): Waikato District Council

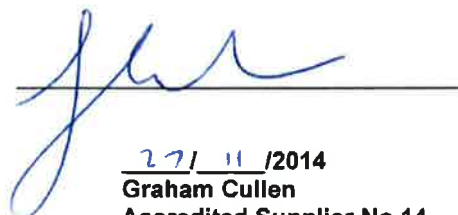
Administrating Body: Waikato District Council

Authority/Document: CFR SA 110/100

Interests affecting the Land: Nil

LAND HAS NO CROWN RESIDUAL INTEREST

Comments: No Crown Residual Interest. The Land was originally Private Land purchased by Waikato District Council in 2005.



27/11/2014
Graham Cullen
Accredited Supplier No 14
for Lifestyle Research Ltd

LR Ref: LMS 1254 Ngaruawahia 095



Spatial Map Print

Scale 1 : 330



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



Open Meeting

To	Infrastructure Committee
From	Tony Whittaker Chief Operating Officer
Date	17 August 2018
Prepared by	Denise Wilson Management Accountant
Chief Executive Approved	Y
Reference #	GOV1318 / 2059275
Report Title	Lake Hakanoa Motor Caravan Park Financial Report for the period ending 30 June 2018

1. EXECUTIVE SUMMARY

The purpose of this report is to provide the Infrastructure Committee with the Lake Hakanoa Motor Caravan Park Financial report for the period ending 30 June 2018.

2. RECOMMENDATION

THAT the report from the Chief Operating Officer be received.

3. ATTACHMENTS

- Lake Hakanoa Motor Caravan Park Consolidated Cost of Service Statement for the period ending 30 June 2018
- Lake Hakanoa Motor Caravan Park Notes to Support the Cost of Service Statement

154-Lake Hakanoa Motor Caravan Park
Consolidated Cost of Service Statement
for the period ending 30 June 2018

		Budget 2017 / 18	Actual 2017 / 18	Variance	Budget Usage
Income					
Fees and charges	Note 1	(178,467)	(196,632)	18,165	110%
Internal interest		(9,223)	(6,991)	(2,232)	76%
Total Income		(187,690)	(203,623)	15,933	108%
Expenditure					
Depreciation and amortisation expense		9,579	8,165	1,414	85%
Personnel costs			57,802	(57,802)	0%
Finance costs (EFTPOS Fees)		350		350	0%
Activity expenditure	Note 2	114,884	83,321	31,563	73%
Indirect costs			253	(253)	0%
Total Expenditure		124,813	149,542	(24,729)	120%
Activity (Surplus) / Deficit		(62,877)	(54,081)	(8,796)	86%
Capital					
Capital project expenditure		15,747	22,758	(7,011)	145%
Total Capital		15,747	22,758	(7,011)	145%
Total Funding Required		(47,130)	(31,323)	(15,807)	66%
Funded by					
Replacement Fund Transfers		(6,299)	(9,103)	2,804	145%
Reserve Transfers		53,429	40,426	13,003	76%
Total Funding		47,130	31,323	15,807	66%

Refer to Notes attached

Lake Hakanoa Motor Caravan Park

Notes to support the Cost of Service Statement

I Fees and Charges for the period 1 July 2017 to 30 June 2018

Dive School	(28,372)
Others	(168,260)
	<u>(196,632)</u>

2 Activity Expenses for the period 1 July 2017 to 30 June 2018

Power/Gas	15,959
Rental/Hireage	28,826
Refuse Bags/Bin	7,175
Repairs and Mai	9,313
R&M Contractors	2,340
Insurance	1,509
Printing/Statio	200
Phones	2,260
Cleaning	4,250
Watercoolers	491
General Expense	9,728
Building Security/Fire Alarms	1,269
Total Expenditure	<u>83,321</u>

Capital Expenditure	22,758
----------------------------	--------

Lake Hakanoa Caravan Park Reserve - Operations

Opening balance 1 July 2017	(126,644)
Plus operating surplus year to date	(40,426)
Closing balance as at 30 June 2018	<u>(167,070)</u>

Lake Hakanoa Caravan Park - Replacement Fund

Opening balance 1 July 2017	(34,185)
Plus depreciation year to date	(8,165)
Capital renewals	9,103
Closing balance as at 30 June 2018	<u>(33,247)</u>

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	10 August 2018
Prepared by	Karen Bredesen PA to the General Manager Service Delivery
Chief Executive Approved	Y
Reference/Doc Set #	INF2018
Report Title	Service Delivery Report for August 2018

1. EXECUTIVE SUMMARY

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

2. RECOMMENDATION

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

3. ATTACHMENTS

Dash Board Reports

REPORT

Parks and Facilities

Open Spaces

Zero Harm

There were 18 near misses reported by contractors over July with two reported incidents requiring investigation.

Citycare reported that a person had cut his/her knee with a hedge trimmer and was taken to A&E for medical attention.

Franklin Trees reported an incident where a branch connected with power lines. The incident occurred whilst the arborists were undertaking routine line clearance. Although there was no injury or property damage, the incident highlights the types of risks that arborists face on a daily basis.

Council staff continue to undertake joint health and safety audits with contractors on a monthly basis.

Scheduled Maintenance

Public Facilities Cleaning - OCS

The public toilets contract is nearing the end of the four year term. Since taking on the contract in 2014 customer satisfaction has risen from 40% pre 2014 to between 61-74% over the past four years. Audit results from July were positive with all passing.

Arboricultural Services – Franklin Trees

Severe wind over July saw a number of trees fall in parks and reserves. Franklin Trees scheduled work was affected due to the amount of reactive remedial works required. Huntly, Ngaruawahia and Matangi were worst affected by the weather. A section of the notable gum tree stand in Newstead fell during the high winds. The walkway was closed for several days until the trees could be removed.



Photos 1 & 2 – Storm Damage



Notable Stand of Gum Trees, Newstead.

During one of the storms at the end of July a tree from Lake Puketirini Reserve along the eastern side, fell down into a neighbouring property damaging the neighbouring property and power lines and crushing the resident’s car. Both Wel Energy and Franklin Trees were on site within the hour to remove the tree and reconnect the power.



Photo 3 – Damage to Private Property, Semple Street, Huntly

The District Arborist is preparing a report on the stand of trees along the Lake Puketirini boundary to determine any potential risk of trees falling into neighbouring properties and a cost.

Open Spaces Maintenance - Citycare

Citycare completed 98% of scheduled works for July. Significant improvement has been made on individual round completions with each round achieving 95% or more in completions. 10 Quality audits were undertaken over July. Aspects highlighted in the quality audits are used to improve City Care’s service delivery and increase field staff awareness of Council’s expectations.



The waste tracker above indicates the volume of rubbish removed on a monthly basis under the contract. This continues to be a challenge on the open spaces contract, especially with illegal (Household waste and appliances) dumping within parks (next to rubbish bins etc).

As a result of feedback provided to Citycare from Council staff, more attention is being given to our walkways to ensure that they are maintained to the agreed level of service. An additional report has also been added to the monthly communications to provide details on the work that has been done in this area. As a result of this issue being raised, we have seen a huge improvement in the way our walkways are maintained.

Capital Works and Operational Projects

The Point Playground, Ngaruawahia

The 2017 Playground Strategy provides a programme for playground replacements within our district. This document provides for the renewal of the Ngaruawahia Point Reserve playground in 2018. To ensure that the playground we install meets the needs of the community, we are seeking feedback from the Community Board to incorporate the community's ideas into a concept design. Once feedback is received the project will move into the design phase before the community is consulted on again around the concept plans.

Re-planting George Street, Tuakau and Main Street, Huntly

Planting season is coming to a close within the next six weeks. Tuakau Street gardens will be replanted with more vibrant plants by the end of August. Staff have attempted to increase the vibrant colours with the proposed plantings.

Woodlands Machinery Renewal

The mower at Woodlands came up for renewal and was replaced in July. The Grounds Keeper is happy with the new machinery.



Programme Delivery

Contract 17/120 - Tamahere Recreation Reserve

Drainage works and electrical ducting has been completed within the Piazza area with further earthworks commencing for preparation of the hard landscaping area.

Negotiations with Acid Skate have been ongoing for the construction of the skate park which have been confirmed for non-structural elements. Fosters Construction are finalising the pricing for the structural elements and requirements for certification (PS1's and PS4's).

The play space construction will now be delivered as a complete package for which the pricing and programme of works needs to be revised and agreed. Funding shortfall for this portion of works will be obtained from that intended for the skate park.

The car park design has been completed to match the Commercial Hub design. Pricing for this work has been submitted by Foster for review and approval. This however looks to be over contract budget for this portion and requires further negotiation.

The Fitness Trail has been put on hold and awaiting New Zealand Transport Agency's (NZTA) decision on the location of the Te Awa cycle bridge over State Highway 21. This is expected to be decided in six weeks. The result of the decision will determine if there is the possibility for the cycleway to run through the recreation reserve and past the Commercial Hub.



Tourism Infrastructure

Planning, design, consultation, and procurement for the Tourism Infrastructure Fund programme of works is ongoing.

Joyce Petchell Car Park Upgrade and Toilet

Following a second round of community consultation and co-design with key stakeholders, the detailed designs are now complete for the car park layouts in and around the museum. An archaeological report has been prepared and iwi consultations commenced. As a result, it has been decided that a Heritage NZ authority to disturb the site is appropriate.

The toilet installation and car park upgrade works have been negotiated with Fulton Hogan, who are already established in Raglan undertaking similar car park upgrade works at Papahua. This will require an increase to the approved contract sum for the additional scope to Contract 17/155.

The new four pan toilet unit has been made by Exeloo, and is ready for delivery when the programme allows installation to occur.

Car park design has taken into account the Raglan wide parking changes and the Waikato Regional Council introduction of a double decker bus service. The latter required discussion with the Community Board Chair and museum staff, and also the need to work in with the Regulatory team regarding placement of a bus stop.

All works proposed for completion by late October, with car park works coordinated to occur concurrently with the adjacent Wainui Road culvert upgrade drainage works.

Cliff Street

The toilet supply tenders have been received and the evaluation process is underway. Proposals received from two prefabricated toilet suppliers, being Exeloo and Permaloo. An agreement to provide is set to follow this process and manufacturing of the replacement four bay pre-fabricated toilet facility is expected to take 10 weeks. Demolition of the old breeze block facility and installation of the new toilet will occur after the Joyce Petchell toilet upgrade is complete.

Riria Kereopa Memorial Drive

Discussions with Iwi are ongoing. It has been indicated that a new facility may be constructed in the car park at the end of the road. However factors of concern such as security and coastal erosion are still being considered.

Ngarunui Beach

Two additional vaulted toilets are proposed at the main beach. A site visit has recently been completed with Operations staff to discuss practicalities and layout. Concept design is being completed to cover of all aspects discussed during site visit. Selected supplier through Norski to ensure look/feel same as existing toilets (if required).

Contingency planning has commenced should the Riria Kereopa Memorial Drive toilet works not be able to proceed. This will require a scope change request to go to the Ministry of Business, Innovation & Employment for approval.

District Wide Toilets

The Point, Ngaruawahia, will include two pans within the same footprint. Options are being investigated to achieve this and have been put to Building Quality for consideration.

The Pokeno toilet block is to be refurbished to ensure safety and security issues are resolved, and the block will be connected to the main wastewater system and the septic tank decommissioned. Contract scope and deliverables are complete. This work will be let alongside The Point.

Centennial Park, Ngaruawahia, is ready to go to market for pricing of the construction of the toilet block. This process will generally allow three weeks for pricing and a week for evaluation and award. Construction has a 6-8 week lead time for delivery.

Boat Ramps

The proposed work is for Mercer, Narrows, and Elbow Reserve boat ramps and involves re-establishing the existing boat ramp at Mercer, general revamp of the Narrows boat ramp, and repair of the Elbow Reserve ramp including installation of a pontoon.

A minor physical works contract 17/213 has been awarded to Schicks for Narrows Boat Ramp. Waiting on confirmed start date, river dependent with Waikato Regional Council to be notified on commencement.

Meeting to occur shortly with Tata Developments to identify possible improvements to Mercer boat ramp suitable for their purposes in accessing their tourism development.

Bloxam Burnett Oliver to provide design option for Elbow and Mercer ramps within budget. Once received will go out to the market for construction in the 2018/19 financial year.



Les Batkin Ramp

On site assessment completed, adjacent haunching collapse (undermined), under-ramp support no longer present, stormwater outfall failed, stream bank erosion. Obtaining quotes for the work.

Walkways

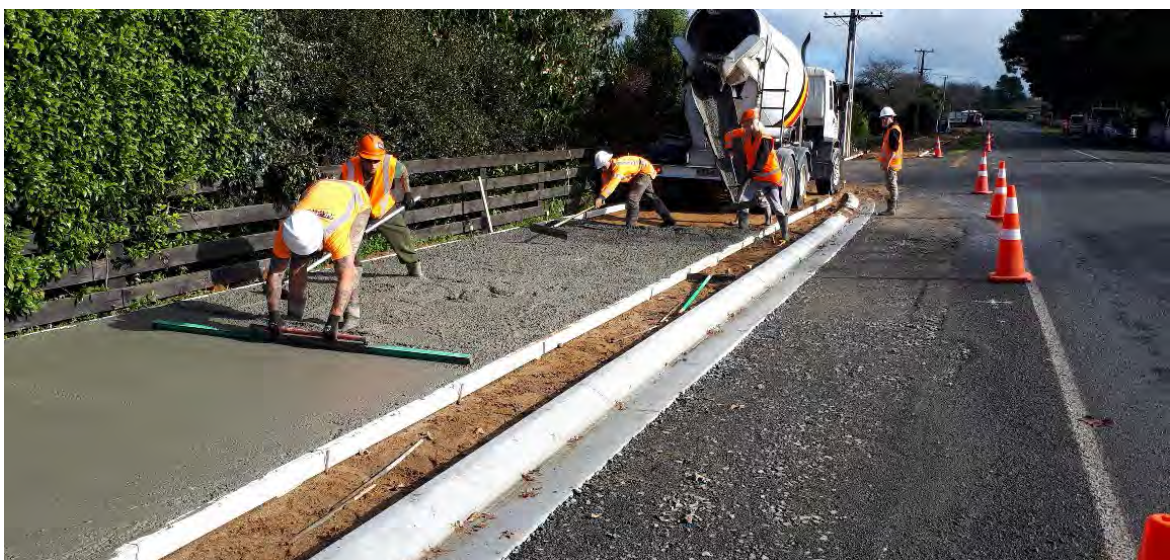
Tamahere Walkways

Construction is well underway with Contract 17/174 by our Contractor, Base Civil, for this 1.3km of shared path, and is on track to finish ahead of the projected deadline of October 2018.

The path was originally designed as a 2.5m wide path, however recent negotiations with Te Awa and NZTA has resulted in a successful agreement for NZTA to contribute additional funding. This will allow an increase of the path width to 3.0m as per the enhanced design standards of the Te Awa River Ride – Cambridge to Hamilton Design Philosophy.

To date, 800m of concrete path has been constructed. A further 400m of concrete is to be poured along with associated drainage and reinstatement works, all planned for August and September.

Community engagement with adjacent residents and road users during construction has been positive, and the path is eagerly awaited by all.



Newell Rd Shared Path – 3m wide path concrete pour 9/08/2018

Te Kauwhata Walkways

In early July, the Waikato District Alliance successfully completed the construction of the 560m long x 2.5m wide off-road shared path facility on Te Wharepu Road to connect the communities of Te Kauwhata and Rangiriri. These works were made possible by a \$100,000 funding contribution by NZTA, who also completed the on-road facility as part of the Rangiriri Bypass Waikato Expressway.

Planning works continue for the upcoming construction of the loop walkway via Te Kauwhata Road, Travers Road and Wayside Road. The Waikato District Alliance have been engaged to undertake these works, starting on Travers Road near Moorfield Road, while land purchase discussions continue with NZTA to acquire necessary land.

Further meetings with a sub-group of the Te Kauwhata Community Committee to discuss the Te Kauwhata walkway/cycleway are planned before any construction commences.



Te Kauwhata to Rangiriri Shared Path (Te Wharepu Rd) – finishing touches 05/07/2018

Waters

District Wide Watermain Renewals

Contract 17/093 District Wide Water Reticulation Renewals was awarded to Allen's United Drainage and Earthworks Ltd on 1 March 2018 for a value of \$1,141,736.00.

Fourteen programmed sites are included, with the late addition of four further sites as an initiative by the District Health Board following the outcome of the NZ Drinking Water Standards enquiry.

The works involve replacement and upgrade of cast iron and AC watermains over the district with 80% of programmed sites completed as of mid-August.

All works are expected to be completed by end of September 2018.



Open-Cut Trenching

Reservoirs

This project comprises of the construction of four reservoirs, and associated works.



Central District Reservoir – Jackson St Cemetery, Ngaruawahia

All physical works are complete including a variation for upsized pump control units. Final programming is still needed following the completion of this variation and we are awaiting availability of a SCADA control programmer to enable the full functionality of the pump station.

Pokeno Reservoir – Hitchens Road, Pokeno

This reservoir is complete and has been commissioned.

Huntly Reservoir – Water Treatment Plant, Jackson Road, Huntly

Further inspection of the roofing panels has been carried out by use of a drone. It has been agreed with the Contractor that the damaged panels found are to be replaced and a methodology statement for how they are going to carry this work out is to be supplied for review. New panels will need to be shipped from overseas as previously for the Hopuhopu reservoir, and will cause a delay in completion.

Hopuhopu Reservoir – Tainui Endowed College, Old Taupiri Road, Hopuhopu

Further inspection of roof replacement was carried out using a drone. This highlighted that there were still two panels that needed to be replaced and some additional minor works to complete to the Engineer's satisfaction. A methodology statement has been supplied and reviewed for these works and is due to be complete during August.

Pipelines

Ngaruawahia, Kent & George Stormwater Upgrade

There is an extension of this pipeline needed north along Kent Street, and this work will be carried out under Contract 17/104, which has recently been awarded to Connell Contractors Ltd. The work will start in November after the completion of the Wainui Road culvert works, also part of Contract 17/104.

Hopuhopu to Huntly Watermain Connection

Contract 15/216 with Te Aratika Drilling Ltd has now recommenced following a period of contractual suspension, while a negotiation process was undertaken. Te Aratika Drilling are onsite to finish final quality assurance of their work, and to complete commissioning and

handover of pipework completed to date. This is expected to be completed by 14 September 2018.

A report is currently being prepared by Council staff for the remaining scope removed from the Te Aratika Drilling Ltd Contract, which will now need to be delivered under a separate contract. This includes two river crossings (one pipeline crossing at Huntly, and one a branch line to Taupiri), and connectivity improvement works at Huntly and Ngaruawahia water treatment plants. These works will see completion of the Central Districts Water Scheme.

Stormwater

Raglan Stormwater Reticulation Extensions

Contract 17/104 including the Wainui Road culvert upgrade, has been awarded to Connell Contractors Ltd.

These works, designed by BECA, to significantly improve stormwater network capacity, involves deep excavation of Wainui Road at the Stewart Street intersection. The contractor's methodology to deliver this important piece of stormwater infrastructure involves a road closure and detours along Stewart Street, Gilmour Street, Bow Street and Bankart Street. This road closure is needed to enable these works to be expedited, and will also ensure the public are excluded for safety from road reserve where deep trenching and the associated machinery will be operating, with the closure in force from 20 August for around 10 weeks.

Much interest has come from community groups about the stormwater works, and consultation will continue to be led by the Waters Manager, Karl Pavlovich, to ensure the public are well informed before physical works gets underway and as the project progresses.



Location Plan from Wainui Road/Stewart Street Stormwater Design

Wastewater

Pokeno Wastewater Reticulation Scheme, Phase 2 and soon Phase 3

This involved construction of a public main and reticulation to private properties in the old Pokeno Village. The public works were completed and commissioned in December 2017 and are now operational. Practical Completion to be issued soon with final negotiations with the contractor to be completed in June.

Construction of wastewater reticulation in Pokeno was carried out under contract 15/320 with the following works completed:

- Public Main PVC Gravity = 1,590 metres max depth 5m
- Public Main PE Gravity = 370 metres max depth 4m
- Public Main PE Rising = 1,036 metres
- Public Manholes constructed = 31 max depth 5m
- Private connections PVC gravity = 2,758 metres
- Private connections PE rising = 275 metres
- Low pressure pump for private properties = 8

Some additional private connections, will be carried out under a new contract Phase 3 in the 2018/19 financial year. In total 59 properties were connected to the public system during construction of phase 2. Upon completion of Phase 3 the total number of properties connected during phase 1, 2 and 3 will be 75.



Deep excavation (4.5m) to install a gravity main and manhole around existing services

Wastewater Pumpstation Renewals (2016/17)

Contract 16/258 Wastewater Pumpstation Switchboard Replacement. Northern Electrical are now complete with their switchboard manufacturing. Installation of the panels are being carried out under a separate contract 17/200 WDC Wastewater Pump Station Panel Installations. This contract has been awarded to McKay and is expected to be a 10 week programme.

Wastewater Pump Station Renewals and Raglan Rising Main Renewals

District Wide Wastewater Pumpstation 2017/2018 Contract and Raglan Rising Main Renewals Contract have been merged into one document in the form of reused contract number 17/101.

Contract 17/101 District Wide Wastewater Pump Station Renewals 2017/18 involves renewal of valve chambers, valves, pumps, and various electrical controls in Raglan, Horotiu, Ngaruawahia, Huntly, Te Kauwhata and Meremere.

Contract 17/207 Raglan Rising Main Renewals involves renewal of six wastewater rising mains in Raglan.

The contract has been put out to open tender with three tender high quality submissions received. A preferred tenderer has been identified. The construction period has been set for 27 weeks with a completion date of 31 March 2019.

Wastewater Reticulation Renewals

Contract 17/102 Wastewater Reticulation tender closed 10 August 2018 with proposals received from six tenderers. The work focuses on critical gravity sewer pipes in Waikato Esplanade, Ngaruawahia. Tender can be awarded mid-September with completion date in late December 2018.

Buildings

Meremere Hall and Library

Meremere Community Committee meeting is to be held in August providing a copy of the proposal for the library and a walkover of the site with the doctor to view at the space. The existing community hall is to accommodate the doctor's practice. Building consent has been lodged. The new library is to be located at the rear of the existing community hall. Works on the doctor's space to commence in August.



Front of House/Call Centre, Ngaruawahia

Phase 1, the front of house refurbishment is complete under contract 17/170 by ESN Construction.

Phase 2, additional improvements to the design have commenced with a raised counter top completed, and additional door and acoustic panels to be installed in August. Confirmation of finished floor height is to be confirmed as is a secondary door.

Car Parks

Raglan Cemetery Access Road and 2017/18 District Wide Car Parks Upgrade

Fulton Hogan under Contract C17/155 have now completed the East Street Cemetery Access and have started the Papahua Car Park Upgrade extension.



Papahua – Car Park Upgrade Works underway 10/08/2018

Fulton Hogan will complete Papahua then progress onto the TIF Joyce Petchell Memorial Reserve car park upgrade, with all work expected to be completed by end of October.

Waikato District Alliance

Summary

July was a good month for Zero Harm with no Medical Treatment Injuries (MTI) and four First Aid Injuries (FAI) after an eventful month in June . There were a few incidents involving minor plant and property damage and theft of diesel. All actions have been closed.

The most significant incident involved a crew cab being side swiped by the trailer of a passing truck on a narrow unsealed road. Nobody was harmed and a full investigation is underway.

We attended flood events during the month and managed to maintain an impressive half day on Service Request responses (1.34 Days YTD). While flooding involved four crews being called out, mainly for flooding and one significant slip, the network didn't suffer significant damage.

During July we completed a large amount of unsealed road grading with some targeted spot metalling. We have had six graders working this month to provide a stable surface on vulnerable roads, this will drop down to three graders next month.

Maintenance teams have commenced pre reseal repairs in anticipation of resealing commencing in September. Drainage teams have focussed on flood callouts and clean up and culvert replacements, completion of the Te Kauwhata shared footpath and commencement of this year's footpath programme.

The Construction team has assisted with pre reseal repairs, development of resurfacing and rehabilitation designs and progressing three asphaltic concrete sites.

The Asset Management team have produced a draft Skid Resistant Strategy, prioritised high risk skid resistant sites, erected appropriate signage and developed treatment programmes. Water cutting sites has been completed at 41 sites on 20 roads and surface milling at the Mangatangi/Rawiri Intersection.

Asset and Financial staff from WDA have updated the RAMM database with asset and cost data and worked with Council Finance staff to capitalise all of this data so network asset valuations can be completed.

The Final Gainshare was audited by Brian Smith (Independent Auditor) and confirmed as \$292,945 of which \$211,744 is returned to Council for reinvestment on the network.

In summary, a safe productive month despite significant flooding events.

Zero Harm

There were no Medical Treatment Injuries (MTI) or Loss Time Injuries (LTI) in July.

We had four First Aid Cases (FAC) in July which have all been reviewed and closed out.

There were a few incidents involving minor plant and property damage and theft of diesel. All actions have been closed.

The most significant incident involved a crew cab being side swiped by the trailer of a passing truck on a narrow unsealed road. Nobody was harmed and a full investigation is underway.

Five near misses were reported during the period. Two related to appropriate PPE not being worn. These were addressed immediately and subsequently raised with the crew to point out PPE is not optional.

The Principals' Group reviewed the three significant incidences that occurred in June at their recent meeting and were satisfied that the actions taken were appropriate.

Maintenance

Unsealed

During July we completed a large amount of unsealed road grading with some targeted spot metalling. We have continued utilising our Construction teams during a quieter period to boost the grading fleet and have had up to six graders working on the unsealed network. This will reduce to three graders for August as requirements for the network change.

Pre Reseal Repairs

We have continued to undertake edgebreak and minor levelling repairs on this season's reseal sites and have also started stabilised repairs on Highway 22 and in the

Tamahere/Eureka area. Stabilising has started with three crews one month ahead of the programme in order to try and complete repairs early to enable reseals to take place at the optimum time of year.

Drainage

Drainage crews have had to attend to a number of slips due to heavy rain. The worst hit area was Falls Road where the crew had to contend with some really wet slip material and did a great job not creating additional environmental issues (refer to photo below). The drainage crews have also installed number culverts across the network. Resealing to commence in September.



Falls Road Slip Material

Footpath

New footpath installation has been completed in Pokeno (Helenslee/Pokeno intersection at the school), Matangi (Taplin/Tauwhare intersection) and Te Kauwhata (Wira Street). Footpath repairs are also underway to reduce the number of trip hazards which relate to poor condition rating and historic service requests across the network. Waikato District Alliance recently completed the New Zealand Transport Agency (partly funded Te Kauwhata) shared footpath project on time and under Budget.



Te Kauwhata Shared Footpath

Asset Management

Skid Resistance Strategy

We now have three years of High Speed Data (HSD) which provides a huge variety of pavement data including skid resistance (SCRIM [*Sideway-force Coefficient Routine Investigation Machine*]).

Analysis of the skid resistance exception reports has commenced and high risk sites have been prioritised, inspections completed and appropriate signage erected.

Risk mitigation at these SCRIM exception sites varies from site to site and includes options such as temporary slippery surface signs, temporary speed restriction signs, water cutting, resurfacing and rehabilitation.

Water cutting sites have been completed at 41 sites on 20 roads and surface milling at the Mangatangi/Rawiri Intersection.

To manage our network we have developed a draft Skid Resistance Strategy based on NZTA's T/10 Skid Resistance Specification with modifications to ensure the Strategy is relevant, practical and cost effective for our predominately rural low volume network.

Review of the exception report involves analysis of thousands of lines of data so WDA have developed an innovative network specific programme to speed up the process and assist with development of the annual Forward Work Programme.

Asset Database

WDA have compiled as-built data for all of the resurfacing, rehabilitation, new development assets, LED street light upgrades, new speed by-law signage and vested assets and updated our RAMM database.

Asset and Financial staff from WDA have worked with Council Finance staff to capitalise all of this data so network asset valuations can be completed.

Gainshare

The Final Gainshare was audited by Brian Smith (Independent Auditor) and confirmed as \$292,945 of which \$211,744 is returned to Council for reinvestment on the network.

Capital Works

Rehabilitation

Design is currently underway for this season's rehabilitation sites. The designs will vary for each project from basic pavement rehabilitation to widening, flush medians and guardrails at Whangarata Road. The first project will commence at the end of August, subject to weather conditions.

Resurfacing has started on the network with three Asphalt sites completed at Harrisville Road, Whangarata Road and Horotiu Road.

Status of Roading Projects

Rehabilitation

2018/19

Design Phase

Name/Location	RP Start	RP end	Lengths (km) to be constructed	Status
Holland Road	5.410	6.945	1.535	Pavement design to be completed
Mangatawhiri Road	5.229	5.487	0.258	Construction to start end August
Rawiri Road	0.0	0.302	0.302	Construction to start end August
Waverley Road	2.163	2.576	0.413	Full Design to be completed
Ngaruawahia Road	1.474	2.087	0.613	Pavement design to be completed
Piako Road	5.910	7.525	1.615	Pavement design to be completed
Piako Road	9.080	10.306	1.226	Pavement design to be completed
Great South Road (Taupiri)	1.240	1.505	0.265	Pavement design to be completed
Highway 22	4.700	6.523	1.823	Construction to start end August
River Road (Ngaruawahia)	8.090	8.547	0.457	Full Design to be completed
Bell Road (Mangatawhiri)	1.180	2.054	0.874	Designs to be completed
Rotowaro Road	1.700	2.245	0.545	Pavement design to be completed
Storey Road (Te Hoe)	3.635	4.107	0.472	Designs to be completed
Okete Road	0.378	1.041	0.663	Designs to be completed
Whangarata Road	2.892	3.663	0.771	Final design to be completed, Construction 18 November

Construction Phase

Name/Location	RP Start	RP end	Lengths (km) to be constructed	Status
Holland Road	5.410	6.945	1.535	Not Started
Mangatawhiri Road	5.229	5.487	0.258	Construction to start end August
Rawiri Road	0.0	0.302	0.302	Construction to start end August
Waverley Road	2.163	2.576	0.413	Not Started
Ngaruawahia Road	1.474	2.087	0.613	Not Started
Piako Road	5.910	7.525	1.615	Not Started
Piako Road	9.080	10.306	1.226	Not Started
Great South Road (Taupiri)	1.240	1.505	0.265	Not Started
Highway 22	4.700	6.523	1.823	Construction to start end August
River Road (Ngaruawahia)	8.090	8.547	0.457	Not Started
Bell Road (Mangatawhiri)	1.180	2.054	0.874	Not Started
Rotowaro Road	1.700	2.245	0.545	Not Started
Storey Road (Te Hoe)	3.635	4.107	0.472	Not Started
Okete Road	0.378	1.041	0.663	Not Started
Whangarata Road	2.892	3.663	0.771	Not Started

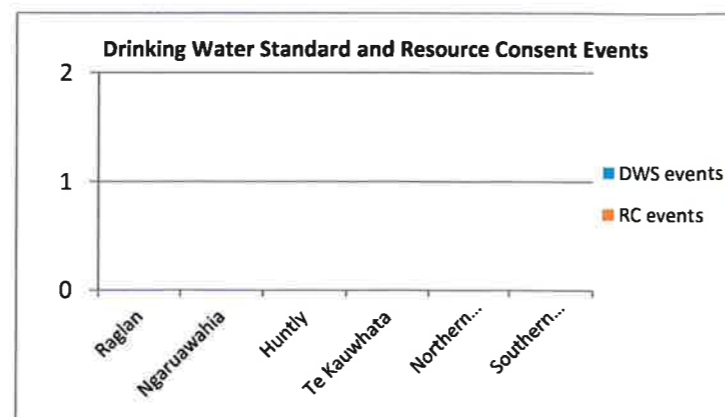
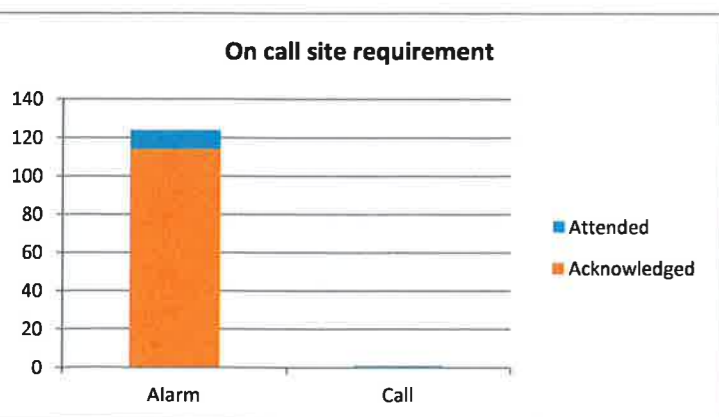
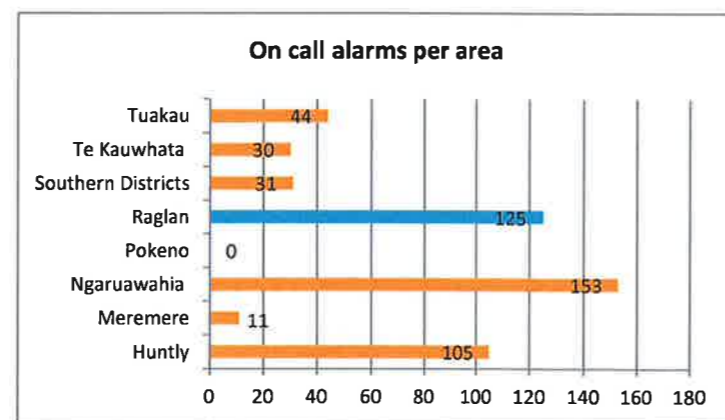
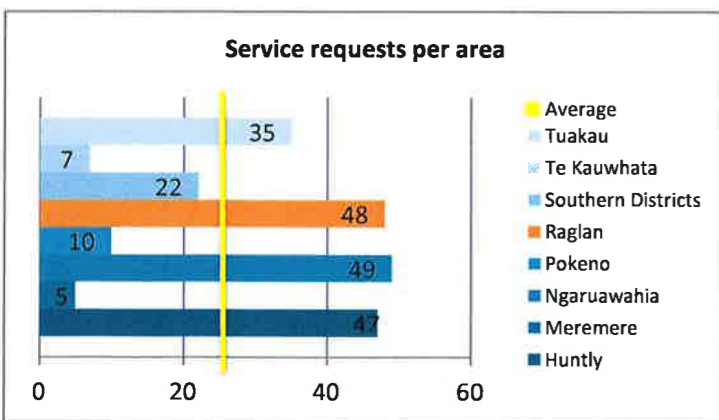
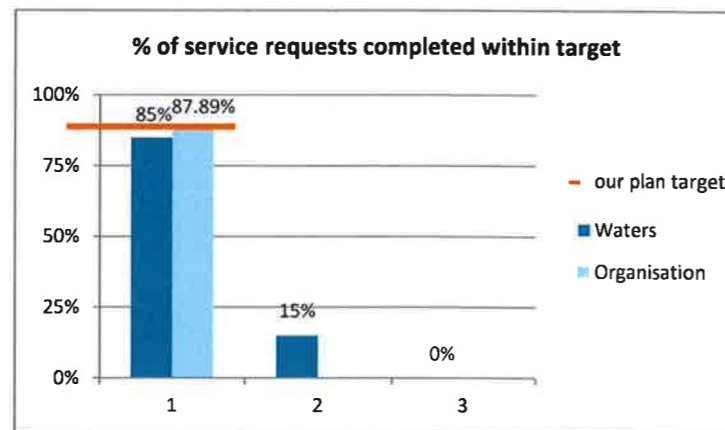
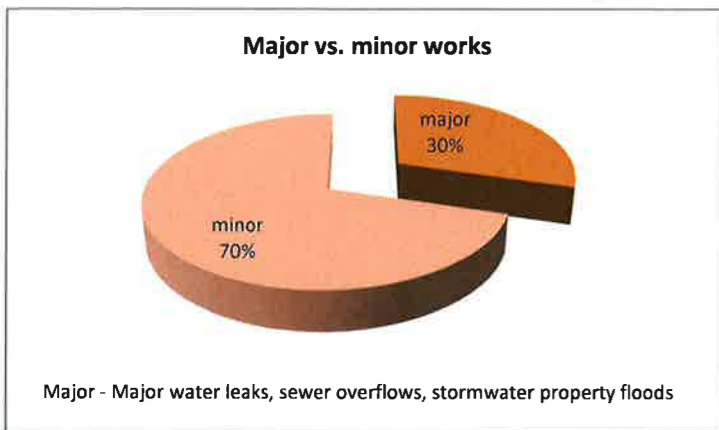
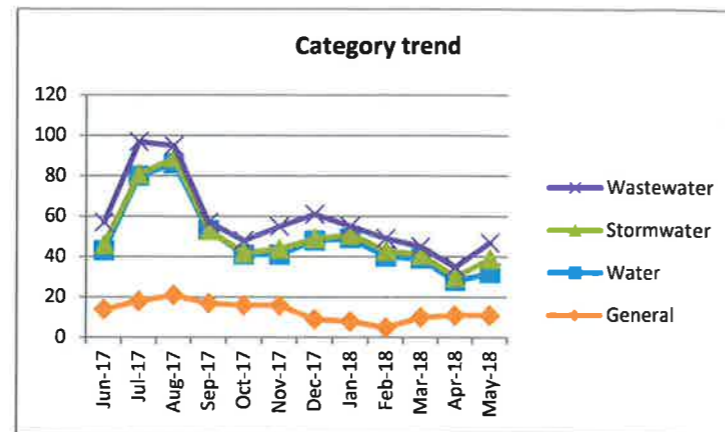
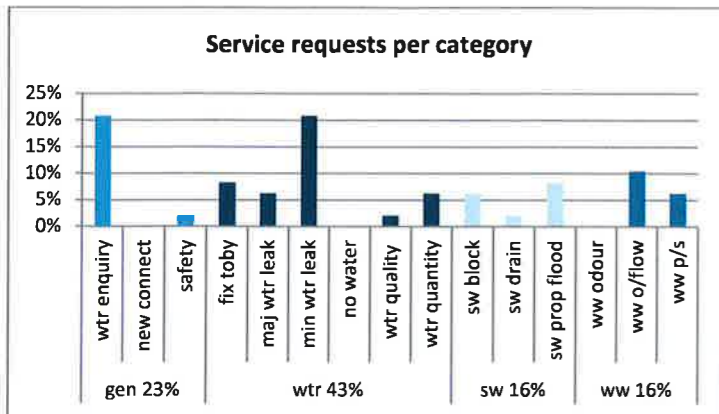
Programme: Waters – RAGLAN

Manager: Karl Pavlovich

Date: May – June 2018

Version: Final

Service Requests Breakdown



Mandatory Performance Measures – district wide

		Measure	May (16 th -)	June
Water	The number of complaints received by WDC about drinking water clarity, taste, odour, pressure, flow, continuity of supply	< 17 per 1000 connections	0.49 per 1000 connections (7 complaints)	1.88 per 1000 connection (27 complaints)
	Fault Response Times for Urgent call outs	60 minutes median	52 minutes	52 minutes
	Fault Completion Times for Urgent call outs	240 minutes median	88 minutes	144 minutes
	Fault Response Times for Non-Urgent call outs	1 day median	1 day	2 days
Wastewater	Fault Completion Times for Non-Urgent call outs	5 day median	1 day	2 days
	The number of dry weather sewerage overflows from WDC wastewater system	< 5 per 1000 connections	0.09 per 1000 connections (1 complaint)	0.18 per 1000 connection (2 complaints)
	The total number of complaints received by WDC about the waste water system	< 25 per 1000 connections	0.45 per 1000 connections (5 complaints)	0.54 per 1000 connection (6 complaints)
	Fault Response Times for Sewerage Overflows	60 minutes median	15 minutes	79 minutes
Stormwater	Fault Completion Times for Sewerage Overflows	240 minutes median	122 minutes	209 minutes
	The number of flooding events (affecting habitable floors)	<0.3 per 1000 connections	Nil	Nil
	The number of complaints received by WDC about the stormwater system	<4 per 1000 connections	0.07 per 1000 connections (1 complaint)	0.15 per 1000 connection (2 complaints)
	Median Fault Response Times to attend a flooding event	8 hours	Nil	Nil

Number of Service Requests

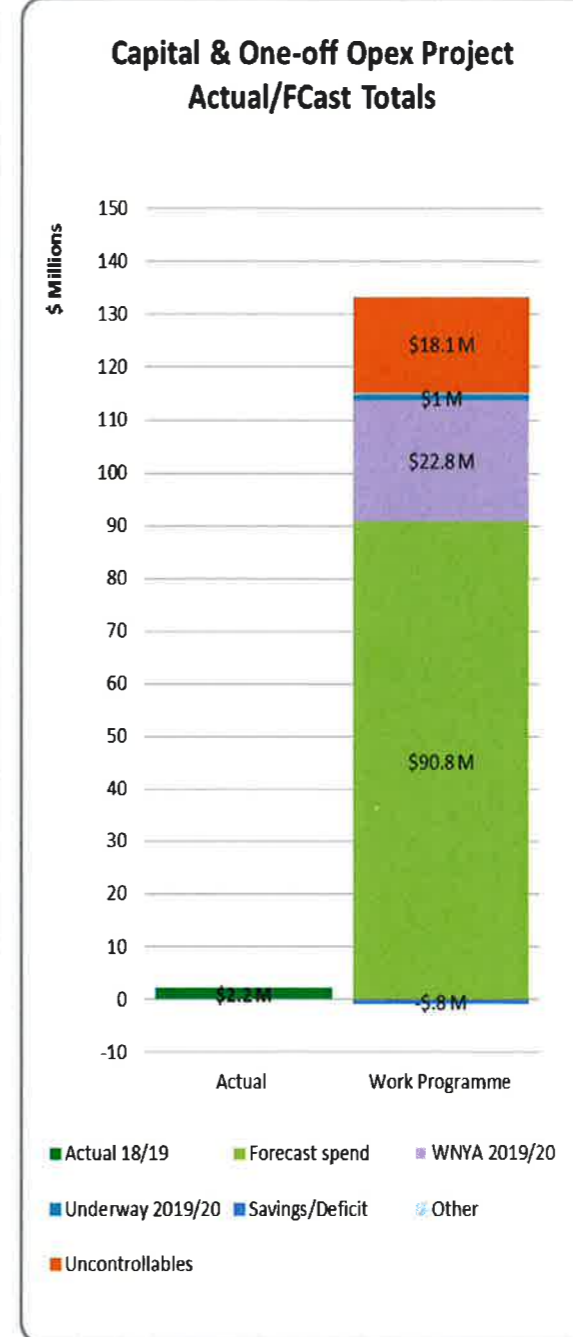
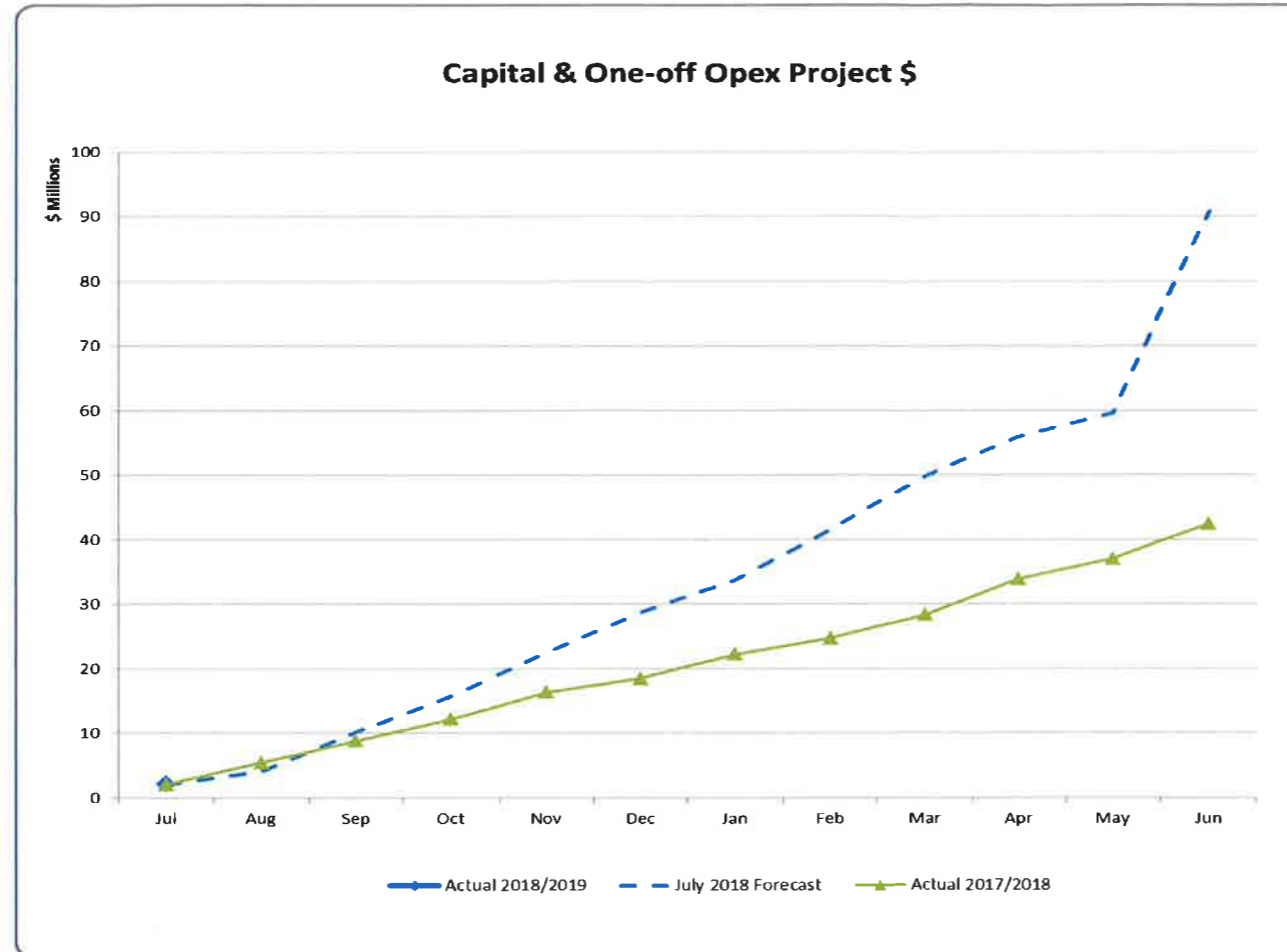
	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-17	Apr-18	May-18	YTD
Wtr enquiry	10	16	19	15	11	11	9	7	3	7	7	10	125
New connect.	4	1	2	1	3	3				3	4		21
Safety		1		1	2	2		1	2			1	10
Toby repair	3	3	1	4	3	1	6	6	5	3	3	4	42
Major wtr leak	4	9	8	5	2	1	5	7	6	2	3	3	55
Minor wtr leak	16	13	18	11	10	20	20	21	23	22	11	10	195
No water	4	7	4	9	6	3	7	6					46
Wtr quality	2	24	25	1	2		1					1	56
Wtr quantity		6	9	6	2			1	1	2		3	30
SW block		1	2		1							3	7
SW drain	1		1					1	2	2	1	1	9
SW property flood	2					3	1	1	1		1	4	13
WW odour		2	2		1	6	9	3	2	2	1		28
WW overflow	3	2	2	2	3	2	2	1	1		1	5	24
WW p/station	8	12	2	2	2	3	1		3	2	3	3	41

Comments

- One electrical outage in Greenslade road area resulting in fixed generator being used. Ran for approx. 8 hours and prevented any overflows occurring. Unit is working very effectively.
- Stormwater upgrades at Raglan arts fully completed and capitalised.
- No major incidents or breaks occurring during the period. Most work BAU
- Nil DWS and RC Events to report for May-June 18

DWS Event – compliance measure transgression requiring the Drinking Water Assessor to be notified, transgression is not the same as non-compliant
RC Event – breach of resource consent condition that requires WRC to be notified, this is not necessarily a measure of overall compliance for the year and excludes WWTP laboratory results outside of consent conditions

Service Delivery GM Summary - July 2018



CAPITAL & ONE-OFF OPEX PROJECTS						
Team	Full Year Budget	YTD Forecast	YTD Actual	Fcast vs Actual Variance	Variance %	Variance Status
Roading	52,713,668	1,074,523	1,392,396	-317,873	-30%	Red
Facilities	28,271,884	614,587	645,785	-31,198	-5%	Green
Waters	51,569,848	294,178	141,368	152,809	52%	Red
TOTAL	132,555,400	1,983,287	2,179,549	-196,262	-10%	

WAIKATO DISTRICT ALLIANCE DASHBOARD 2018-2019

ZERO HARM AUDITS COMPLETED

Month: Jul

ZH Audt Month

6

TARGET = 23

Traffic Mgmt Month

16

TARGET = 26

Critical Risk Observations

9

TARGET = 30

Worked Hours

Env score: 12 TTM Standard: 94%

	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	5	0	0	0	0	0	0	0	0	0	0	0
FAC	4	0	0	0	0	0	0	0	0	0	0	0
CRO	9	0	0	0	0	0	0	0	0	0	0	0
CoPTTM	16	0	0	0	0	0	0	0	0	0	0	0
TMP/CAR	196	0	0	0	0	0	0	0	0	0	0	0
% audits	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Worked Hrs	20219	0	0	0	0	0	0	0	0	0	0	0

SERVICE REQUEST MANAGEMENT

Response time

YTD 1.21
Ave Mnth 0.54
Target <5

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Roads Urgent	71	0	0	0	0	0	0	0	0	0	0	0
Roads Routine	66	0	0	0	0	0	0	0	0	0	0	0
Emergency	6	0	0	0	0	0	0	0	0	0	0	0
Road Assessment	88	0	0	0	0	0	0	0	0	0	0	0
Drainage	36	0	0	0	0	0	0	0	0	0	0	0
Total	339	0	0	0	0	0	0	0	0	0	0	0

NETWORK INDICATORS

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
Litter collected (tn)	16	-	-	-	-	-	-	-	-	-	-	-	16
Edge marker post(ea)	22	-	-	-	-	-	-	-	-	-	-	-	22
Sign renewals (ea)	53	-	-	-	-	-	-	-	-	-	-	-	53
Potholes filled (ea)	260	-	-	-	-	-	-	-	-	-	-	-	260
Edgebreak repair (m2)	68	-	-	-	-	-	-	-	-	-	-	-	68
Unsealed grading (km)	169	-	-	-	-	-	-	-	-	-	-	-	169
Watertable clean (km)	2.9	-	-	-	-	-	-	-	-	-	-	-	2.9
Vegetation mowing (km's)	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweeping (tn)	58	-	-	-	-	-	-	-	-	-	-	-	58

PAVEMENT REHABILITATION WORKS - STATUS

Site name	Options	Testing	Design	Construct	Complete
HIGHWAY 22	█	█	█	█	█
BELL RD (MANGATAWHIRI)	█	█	█	█	█
OKETE RD	█	█	█	█	█
WHANGARATA RD	█	█	█	█	█
HOLLAND RD	█	█	█	█	█
MANGATAWHIRI RD	█	█	█	█	█
RAWIRI RD	█	█	█	█	█
WAVERLEY RD	█	█	█	█	█
NGARUAWAHIA RD	█	█	█	█	█
PIAKO RD	█	█	█	█	█
PIAKO RD	█	█	█	█	█
GREAT SOUTH RD (TAUPIRI)	█	█	█	█	█
RIVER RD (NGARUAWAHIA)	█	█	█	█	█
ROTOWARO RD	█	█	█	█	█
STOREY RD (TE HOE)	█	█	█	█	█

FINANCIAL SUMMARY YEAR TO DATE

Rehabilitation 2018 - 19

Sealing 18-19

Subsidised Maintenance

Unsubsidised Maintenance

Subsidised Renewals

Unsubsidised Renewals

KEY PERFORMANCE INDICATORS

- Zero Harm Trends**
 - There were no MTI sustained in June or July. However, there was one LTI at the end of June.
- Customer**
 - Customer service requests have been constantly under the target set. The Alliance team are reviewing this target to set a new challenge.
- Financial**
 - The LED Programme is now completed. Maintenance costs are slightly higher than the same period last year which is largely due to the availability of our construction team. This has allowed us to get ahead on our planned maintenance. No rehabs were started this month.
- Team**
 - Paul Mcpherson and Gary DelaRue still with WDC in acting roles. Team recognised by Councillor for work on unsealed network.
- Risk**
 - WDA Risk plans are currently being updated. Risks to be added around growth.
- Quality**
 - Annual Supply Partner Evaluations and associated action plans have been completed.
- Bright Ideas/Innovation**
 - None to report for July

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

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	16 August 2018
Prepared by	Luke McCarthy Road Asset Engineer
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Waikato District Alliance Contract 14-314 – Increase to Individual Project Variation Amount

I. EXECUTIVE SUMMARY

The purpose of this report is to obtain Council approval to increase the individual project variation sum for the Waikato District Alliance (WDA). The rationale for the increase is to enable efficient commissioning and delivery of Alliance related works within the wider Programme Delivery and Three Waters teams annual construction programme. Only works that align with the scope of services covered by the WDA will be able to be commissioned as a variation to contract.

The Infrastructure Committee at its meeting of May 2017 carried the following:

That Council give pre-approval for a further 10% in contract variances (\$3 million) per annum to be actioned where the work is no more than \$150,000 per variation, and it can be shown that using the WDA will benefit the Council in terms of competitive pricing and reduction of administrative costs.

There are significant roading projects identified in the Long Term Plan (LTP), specifically the Pokeno Upgrades that require a coordinated approach to implementation. Staff across multiple teams and including the WDA have been collaborating on the planning, design and implementation. At this time staff are requesting that the current variation amount of \$150,000 is increased to \$1.0M. It is acknowledged that this represents a significant increase in value, however with the correct quality assurance in place and value checks it is considered that the Waikato District Alliance presents as being a viable option to expedite the works required to support the growth that is taking place in the district.

2. RECOMMENDATION

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

AND THAT the Infrastructure Committee recommend to Council that the previously approved individual contract variations be increased from \$150,000 to \$1,000,000 and it can be shown that using the WDA will continue to benefit the Council in terms of competitive pricing and a reduction in time and administrative costs.

3. BACKGROUND

The WDA contract was tendered using a shortlisting and contractor interactive process on the open market. The Alliance procurement process was approved by Council and the NZ Transport Agency.

The WDA contract commenced on 30 June 2015 with an approved contract sum of \$150,000,000 (excl GST) for five years. The contract sum has subsequently been increased to \$154,240,000 (excl GST) with a further variation allowance of \$3,000,000 per annum to be actioned where the work is no more than \$150,000 per variation.

The wider Programme Delivery, Three Waters and Roading teams have benefitted from the current process in place to procure services from the WDA via the variation process. In the 2017/18 Financial Year, \$2,147,176 of variations was utilised, this included the LED programme, and safety works via additional funding from ACC, various car parks and surfacing works.

Roading in particular has some significant projects in the forthcoming 2018-21 LTP, in particular Pokeno, and connections associated with the Hamilton WEX project such as Annebrook Road and Birchwood Lane. Staff are seeking ways to expedite delivery utilising the WDA, however the current \$150,000 cap for variation work is not conducive as an enabler for these works.

4. DISCUSSION

4.1 PROGRAMME DELIVERY CONTRACT VALUE EXTENSION

The Programme Delivery team undertakes project works for both the Parks & Facilities and Waters teams. At times there are works that fit in with the scope of services offered by the Alliance, however staff are unable to engage the Alliance as this will be outside the contract sum set. The types of works include reserve carpark seal renewals, cycleways/walkways, court reseals and reinstatements. Similarly, staff continue to seek a procurement approach that would support these types of works being managed through the WDA that is over \$150,000.

4.2 ROADING CONTRACT VALUE EXTENSION

4.2.1 Capital Works

The continued growth in Pokeno has been impacting on our ability to implement pavement rehabilitation or renewal projects. There is a significant programme of road improvement works to be implemented incorporating design, planning and construction. Further to this consideration coordination is taking place with Three Waters, Parks & Facilities and Planning to understand what is required to continue to provide the crucial infrastructure for our

ratepayers and the growing industrial needs. Substantial liaison and coordination is also underway with Counties Power and other utility providers wanting to utilise our corridor.

The WDA has been involved in the collaboration and are well placed to provide design and construction support, however the current \$150,000 variation cap is a blocker to staff enabling physical works and utilising the gains that the WDA can provide. Projects in Pokeno include the intersection of the newly formed Hitchen Road, Great South Road resurfacing and bridge upgrades.

There are a couple of key projects associated with the Hamilton Waikato Expressway will need to be implemented. A variation for the design of Annebrook Road has been approved for the WDA to carry out the design, projects like this benefit from an Early Contractor Involvement (ECI) approach to tease out design and construction issues and therefore assist in managing the risk associated with traditional design, tender, construct contracts. Birchwood Lane similarly could benefit from ECI.

Further, a new work category in our LTP is the Low Cost/Low Risk. This work category funded by NZTA provides for projects with a value up to \$1.0M. This work category was previously known as Minor Improvements and was largely improvements, safety related works associated with our pavement rehabilitation programmes.

4.3 PROCUREMENT BENEFITS

The WDA has been operating for three years. In that time Council have seen significant gains in performance relating to responding to our customers and delivering large roading programmes that have included emergency works response, the enhanced network wide LED replacement programme. There have been some gains in cost efficiency and these have materialised as gain share positions over the past two financial years. There are real cost savings in engaging a service provider directly via the Waikato District Alliance. This is in the form of administrative cost savings, higher costs of work that are small in nature due to disproportionate provisional and general costs, and cost of risk is shared. Margins are set at agreed levels rather than artificially inflated for works that are minor in nature to maximise profit using a more traditional approach.

Using the Alliance provides added benefits of flexibility within each project, that is, the ability to amend the scope without incurring costs as would be the case under traditional contracting arrangements Risk is more effectively managed and not a factor that influences price.

5. SUSTAINABILITY OF THE MARKET PLACE

The Waikato Expressway, other local infrastructure programmes and private subdivision works are keeping a large number of companies busy, making tendering an uncertain activity that does not guarantee value as risk and scope uncertainties are priced accordingly.

The WDA is currently delivering approximately 45% of road maintenance and renewal services with non-Downer suppliers. It is anticipated that approximately 30% by value of the contract extension will be delivered using non-Downer suppliers. In all cases value for money will be the top priority so these values may be subject to change.

5.1 COUNCIL APPROVAL OF PROCUREMENT STRATEGY

Council have accepted the Alliance procurement model as part of its approval of the Transportation Procurement Strategy. Alliances continue to be a cost effective way of delivering infrastructure projects and services.

6. DISCUSSION AND ANALYSIS OF OPTIONS

6.1 DISCUSSION

There are significant benefits in undertaking the work detailed in this report as variations to the WDA agreement as they arise. Should Council not support this initiative then a more traditional procurement approach will be necessary. This may mean the benefits are not realised and this may increase costs of the associated projects.

6.2 OPTIONS

There are three options available:

- Option 1:** Council supports the increase to the approved variation amount of \$150,000 to \$1,000,000 and remain within the pre-approval of up to 10% in contract variations during any one financial year.
- Option 2:** Council does not support the increase to the approved variation for the Waikato District Alliance Contract and prefer a traditional procurement approach
- Option 3:** Council supports the increase to the approved variation amount of \$150,000 to \$750,000 and remain within the pre-approval of up to 10% in contract variations during any one financial year.

7. CONSIDERATION

7.1 FINANCIAL

Currently any works that sit outside of the Total Cost Estimate (TCE), are a variation and require a formal approval process including an order number and or PR or GL code in order for the works to occur. The works is then itemised in the WDA monthly claim for payment.

Key capital projects include Pokeno upgrades, Annebrook Road and Birchwood Lane. In addition Horsham Downs Link is also a significant project.

As presented in the table below, Pokeno Upgrades represent over \$6.4 million in expenditure over the next 3-5 years. Given these figures are estimates staff anticipate this figure to exceed \$7.5 million as new development is coming on line which necessitates a greater level of infrastructure (i.e. signalised intersections) to be designed and constructed.

	POKENO ROADING PROJECTS	Yr	Estimate	
	Helenslee Road			
HEL-1	Ch 40-75: Upgrade	2018/19	\$80,000	WDC
HEL-8	Ch 1226-1430: Upgrade	2018/19	\$360,000	WDC
HEL-9	Ch 1430-1530: Upgrade	2018/19	\$200,000	WDC
	Munro Rd			
MUN-1	Ch 30-350: Upgrade - WDC sports park -	2018/19	\$400,000	WDC
MUN-2	Ch 350-720: Upgrade including culvert upgrade	2018/19	\$530,000	WDC
	Pokeno Rd			
POK-1	Ch 30-340: Upgrade	2018/19	\$420,000	WDC
POK-1a	Land	2018/19	\$118,500	WDC
POK-2	Ch 390-490: Upgrade	2018/19	\$135,000	WDC
POK-2a	Land	2018/19	\$93,690	WDC
POK-3	Ch 490-730: Upgrade	2018/19	\$295,000	WDC
POK-3a	Land	2018/19	\$96,440	WDC
POK-4	Ch 760-890: Upgrade	2019/20	\$123,000	WDC
POK-4a	Land	2019/20	\$10,050	WDC
POK-5	Ch 890-1160: Upgrade	2020/21	\$300,000	WDC
POK-5a	Land	2020/21	\$53,190	WDC
	Gt South Rd			
GSR-1	Gt South Road (Pokeno Rd to SH1 North): Upgrade		\$250,000	WDC
GSR-2	Main St Upgrade		\$500,000	WDC
	Intersections			
INT-1	Intersection upgrade Razorback off ramp		\$50,000	WDC
INT-2	Intersection upgrade Dean Road off ramp		\$103,000	WDC
INT-3	Intersection upgrade Helenslee/Munro	2017/18	\$200,000	WDC
INT-3a	Land		\$16,525	WDC
INT-4	Intersection upgrade Munro/Pokeno	2018/19	\$100,000	WDC
INT-4a	Land		\$53,900	WDC
INT-5	Intersection upgrade Helenslee/Pokeno		\$200,000	WDC
INT-5a	Land		\$11,400	WDC
	Intersection upgrade Helenslee/Pokeno - signals		\$200,000	WDC
INT-7	Intersection upgrade Pokeno/Gt South		\$400,000	WDC
INT-8	Close Ford/Gt South intersection + Cul-de-sac		\$100,000	WDC
INT-8a	Land		\$12,450	WDC
INT-12	Replace Pokeno Road bridge		\$800,000	WDC
INT-13	Gt South Rd - Dean Rd Intersection		\$200,000	WDC

Annebrook Road

Council staff finalised the property purchase in 2017/18 and have commissioned the WDA to undertake design for the new alignment to join Matangi Road that includes a shared walkway/cycleway and the closure of the road at the Cambridge Road/SH1 end. The estimate for the physical works is considered to be approximately \$500,000. The cost

cannot be determined until such time as the design is finalised to a position whereby a schedule can be prepared and priced accordingly.

Birchwood Lane Extension

The Birchwood Lane extension is required to be in place before the official opening of the Hamilton WEX. Some enabling works have previously been completed (retaining wall/culvert). A length of approximately 350m is required to link Birchwood Lane to Devine Road including shared walkway/cycleway. The estimate for the physical works is considered to be approximately \$400,000 - \$500,000. The cost cannot be determined until such time as the design is finalised to a position whereby a schedule can be prepared and priced accordingly.

7.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The strategic direction in local, regional and central government is focused on improved efficiency and effectiveness in the delivery of essential public infrastructure. This needs to be achieved in the face of constrained budgets in the amounts set out in our Long Term Plan. All opportunities to increase cost effectiveness of delivering projects needs to be explored and Council has taken the step to adopt the Alliance model in an attempt to deliver better value for money. This proposal is another step along that path to efficient delivery by increasing the WDA scope of works to include project work included in other units programmes in Service Delivery.

The current documented Council procedure for including work in the WDA requires that a Council report is necessary to approve the approach with associated adjustments to the contract sum before work is undertaken. This proposal satisfies that requirement, while allowing flexibility during the financial year to engage directly with the contractor on any variations up to 10% of the original per annum contract value.

7.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discussions with relevant teams internally and with NZ Transport Agency is on going					

8. CONCLUSION

There are significant benefits that have been identified in undertaking works as part of the WDA agreement. The ability to undertake work that is similar in nature to that included in the WDA allows for work to be completed efficiently and enables staff to be responsive to our customers' needs. A more traditional approach to procuring delivery may result in the costs increasing and time delays. It is therefore considered appropriate to increase the variation sum to make allowance for work across Service Delivery to be procured through the WDA as a viable option.

9. ATTACHMENTS

N/A

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	21 August 2018
Prepared by	Gareth Bellamy Road Safety Engineer
Chief Executive Approved	Y
DWS Document Set #	INF2018
Report Title	Rural Intersection Activated Warning Signs - SH1B/Gordonton Road

I. EXECUTIVE SUMMARY

The Gordonton Road/Taylor Road intersection has been identified as having a high crash rate as part of a national safety programme. Discussions were held between the local NZ Transport Agency Safety Engineer and Waikato District Council staff to confirm that the site requires safety improvements. The agreed safety intervention is the installation of Rural Intersection Activated Warning Signs (RIAWS) with a variable speed limit of 60km/hr when activated.

Waikato District Council has been approached by the New Zealand Transport Agency to alter their 2011 Waikato District Council Speed Limit Bylaw by way of resolution to support the variable speed limit at the Gordonton Road/Taylor Road intersection (as part of the intersection is local road). The variable speed limit would be for 60km/hr for a distance of 155m on Gordonton Road south of Taylor Road.

The proposed speed limit change was notified for public consultation from 5 to 30 March 2018 and received 11 submissions with nine in support and two do not support.

2. RECOMMENDATION

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

AND THAT subject to any amendments, the proposed amendment to the **Waikato District Council speed limit** be further considered by the **Committee** at its meeting with a view to recommending the proposed amendment to the **Waikato Speed ByLaw 2011** be approved.

3. BACKGROUND

The Gordonton Road/Taylor Road intersection has been identified by Safe Roads as having a high crash rate using the criteria in the NZ Transport Agency High Risk Intersection Guide (as part of a national safety programme). Discussions were held with the local NZ Transport Agency Safety Engineer and Waikato District Council staff to confirm that the site requires safety improvements.

Safety interventions at this intersection need to take into account that the completion of the Hamilton section of the Waikato Expressway is anticipated to significantly lower traffic volumes on SH1B, which would suggest that larger scale interventions are not warranted at this location.

Rural Intersection Activated Warning Signs (RIAWS) have been identified as a suitable interim safety solution, based on the crash history and surveyed travel speeds through the intersection. Altering the speed through the intersection will address the crash risk by reducing the severity of any impacts and, reducing the number of crashes by shortening the stopping distance in the event of a driver making an error at the intersection.

RIAWS are currently in place in two other locations within the Waikato District - Mill Road/Harrisville Road, Pukekohe, and Telephone Road, Holland Road/Marshmeadow Road, Puketaha. In both instances the installation has found to have a significant impact on safety at the intersections.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 SUMMARY OF SUBMISSIONS RECEIVED

4.2 CONSULTATION CARRIED OUT

The proposed speed limit change was notified by the New Zealand Transport Agency for public consultation from 5 to 30 March 2018.

Eleven submissions were received by New Zealand Transport Agency with nine in support and two against the proposed change. From the comments received regarding the opposing submissions it appears that the submitters do not fully understand how the RIAWS will operate.

4.3 PROPOSED AMENDMENT OF BYLAW

The proposed change affects Gordonton Road for a distance of 155m heading in a southerly direction from Taylor Road (SH1B).

The 2011 Waikato District Council Speed Limit Bylaw has the provision to alter speed limits by resolution and due to the simplicity of the proposed change it is recommended that this mechanism be used.

5. CONSIDERATION

5.1 FINANCIAL

It is not envisaged that the proposed change to the Speed Limit Bylaw will require any extra funding over that which is currently provided in operational budgets.

When the Hamilton Expressway is completed then this section of road will revert to local road, at which time the operational and maintenance costs of the signage will become the responsibility of Waikato District Council. Due to the expected drop in traffic flows it is recommended that the operation of the intersection be reviewed. Consideration may be given at that time to removing the RIAWS.

5.2 LEGAL

Council is authorised under S.145 of the Local Government Act 2002 and the Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017 to make a Speed Limit Bylaw for the safety of the public. Making a speed limit bylaw is the most effective way of ensuring reasonable speed limits for the safety of the public.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Staff have identified that there are no specific policies, plans or strategies relating to this proposed change to the bylaw.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

This bylaw amendment triggers Council's Significance and Engagement Policy as the Special Consultative Procedure is required in respect of bylaws.

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

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

Planned	In Progress	Complete	
		✓	Internal
		✓	Community Boards/Community Committees
		✓	Waikato-Tainui/Local Iwi Environmental Groups
		✓	Households
		✓	Business
			Other Please Specify

6. CONCLUSION

The Gordonton Road/Taylor Road intersection has been identified as having a high crash rate. Discussions were held with the local NZ Transport Agency Safety Engineer and Waikato District Council staff to confirm that the site requires safety improvements and the agreed intervention was for the installation of Rural Intersection Activated Warning Signs (RIAWS).

The installation of the RIAWS requires a variable speed limit to be imposed on Gordonton Road for a distance of 155m heading in a southerly direction from Taylor Road (SHIB). The variable speed limit proposed is 60km/hr.

It is recommended that the Council approve the installation of the RIAWS and that the situation be reviewed once the Hamilton Expressway has been completed and SHIB is revoked.

7. ATTACHMENTS

- Appendix A - NZTA Report - SHIB Gordonton/Taylor Rd (Rural Intersection Activated Warning Sign) 60km/hr & 100km/hr Variable Speed Limit
- Appendix B - A summary of the submissions to the proposal
- Appendix C - Recommended amendment to the 2011 Speed Limit Bylaw

SH1B Gordonton/Taylor Rd (Rural Intersection Activated Warning Sign) 60km/hr & 100km/hr Variable Speed Limit

15 May 2018

Version 1.0

DRAFT

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Published April 2018

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Table of Contents

Project Location	4
Current Situation	4
Background Information	5
Proposed Treatment	6
Sign Location Plan	8
Appendix 1: Site Assessment	9

BACKGROUND

As part of a national safety programme Safe Roads, an NZTA/ Becca/BBO and Northern Civil alliance, is delivering intersections improvements at 10 high risk intersections throughout New Zealand. The SH1B at the Gordonton Road / Taylor Road intersection is one of these intersections

PROJECT LOCATION

The project area is located on SH1B at the Gordonton Road/ Taylor Road intersection, west of Gordonton, Waikato (Figure 1).



Figure 1: Project Location

CURRENT SITUATION

This intersection had been identified by Safe Roads as having a high crash rate using the criteria in the NZ Transport Agency High Risk Intersection Guide. Discussions were held with the local NZ Transport Agency Safety Engineer and Waikato District Council staff to confirm that the site requires safety improvements.

Safety interventions at this intersection need to take into account that the completion of the Hamilton section of the Waikato Expressway will significantly lower traffic volumes on SH1B. This suggests that larger scale interventions are not warranted at this location. Rural Intersection Activated Warning Signs (RIAWS) have been identified as a suitable interim safety solution, based on the crash history and surveyed travel speeds through the intersection. Altering the speed through the intersection will address the crash risk by reducing the severity of any impacts and, reducing the number of crashes, by shortening the stopping distance in the event of a driver making an error at the intersection. RIAWS have been used at a number of locations throughout New Zealand and have been found to have a significant impact on safety at intersections. Evidence supporting the RIAWS at this location is contained in Appendix 1.

From 2012 to 2017, ten crashes occurred at this intersection which resulted in zero fatal, one serious and three minor injuries (Figure 2). Using the analysis methodology laid out in the High Risk Intersection Guide, the intersection is rated as having a Medium-High crash risk.

The Transport Agency has undertaken public consultation on a RIAWS at the intersection of Gordonton and Taylor Road. 88% of the public supported implementation of a RIAWS at this intersection. Of the three key stakeholders who provided feedback for this site NZ Police and Waikato District Council supported the implementation of a RIAWS. The Road Transport Association did not support the installation of a RIAWS sign at this location, as it believes that the projected completion of the Hamilton Section of the Expressway in 2020 will likely significantly reduce traffic at this intersection. Following completion of the Hamilton Section of the Expressway the residual safety risk can be reassessed and if necessary the RIAWS can be relocated to another intersection.

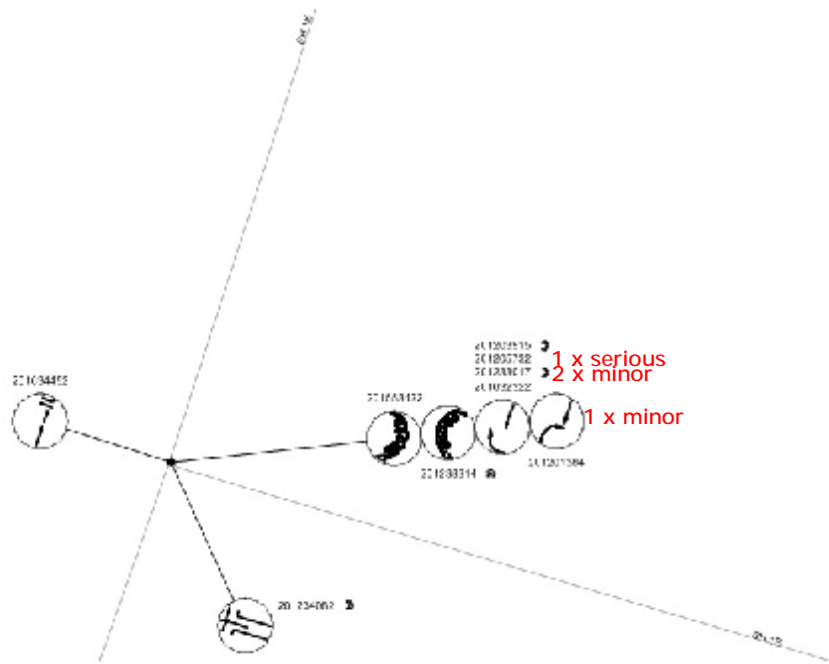


Figure 2: Crash collision diagram at Gordonton / Taylor Road 2012 – 2016

BACKGROUND INFORMATION

One Network Road Classification (ONRC)	Primary Collector
KiwiRAP Star Rating	2
Traffic Count (ADT)	SH1B (Gordonton Road) – 9,200 vpd Gordonton Road (south of intersection) – 7,777 vpd SH1B (Taylor Road) – 2,967 vpd
Collective Risk	Medium (SafetyNET 2017)
Personal Risk	Medium high (SafetyNET 2017)
Intersection Risk	Medium high (SafetyNET 2017)
IRR	Medium

PROPOSED TREATMENT

The proposed treatment is to install RIAWS with a variable 60km/hr and 100km/h speed limit. One sign will be placed 155m south of the Gordonton / Taylor Road intersection and one 165m north of the Gordonton / Taylor Road intersection. See Figure 5 for more details.

Shifting the speed limit will require vehicles to slow through this section of Gordonton Road when traffic is turning right into Taylor Road or turning onto Gordonton Road from Taylor Road. This will improve safety for all road users.



Figure 3: Proposed speed limit sign location on northern approach to Taylor Road



Figure 4: Proposed speed limit sign location on southern approach to Taylor Road

SIGN LOCATION PLAN



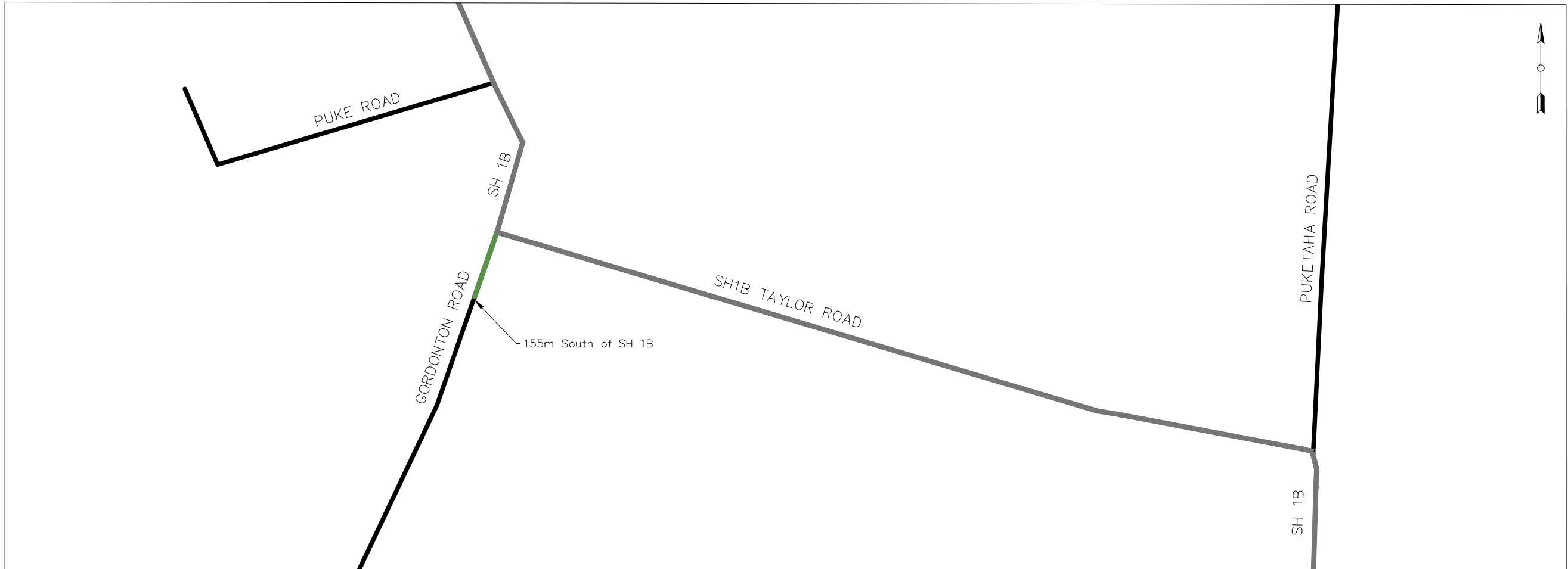
Figure 5: Concept plan

APPENDIX 1: SITE ASSESSMENT

Assessment of SH1B/SH1B (Gordonton Road/Taylor Road) intersection against criteria in 2.3 of RIAWS manual

Criteria	Comment	Criteria Met
HRIG identification procedures: Start with three Fatal or Serious crashes over a 5-year period, use two of the other evidence required in the HRIG.	Indicated on SafetyNET as being a high-risk intersection (medium-high collective risk). 1 serious injury crash and 2 minor injury crashes in the five year period from 2012-2016 inclusive.	Yes
Evidence of crash codes compatible with the objectives of RIAWS, i.e. turning or crossing vehicle vs vehicle crashes.	Two JA injury crashes (one serious and one minor) and one LB minor injury crash included in the 5-year crash data.	Yes
Preferably higher volume on the through route, with side road traffic volume lower, but not so low that exposure is minimal (although a crash problem with very low side road traffic may indicate a problem with side road vehicles being unexpected). Side road volume not so high that sign will be activated most of time.	2016 AADT volumes are as follows: <ul style="list-style-type: none"> - SH1B (Gordonton Road – through road) – 9,200 vpd - Gordonton Road (south of intersection – through road) – 7,777 vpd - SH1B (Taylor Road – side road) – 2,967 vpd 	Yes
80 -100 km/h through road speed limit.	Yes (100 km/h).	Yes
Possibly intersection approach visibility issues (too little or too much).	Yes. Horizontal curve on SH1B just north of the intersection, limits visibility between southbound traffic on the through road and vehicles entering/exiting Taylor Road. Furthermore, a left-turn deceleration lane for vehicles turning left into Taylor Road creates the potential for through traffic to be obscured from the view of side road traffic, by vehicles turning left into Taylor Road.	Yes
Relatively simple geometry (T or X), without complicating factors such as multiple lanes on through road (accepting that many intersections have acceleration lanes and right turn bays).	T-intersection, with right-turn bay and left-turn deceleration lane into Taylor Road.	Yes
A full understanding of any regional site works planned for the intersection over the short to medium term. Longer term may be ok as RIAWS may provide a good interim solution (compared to a rural roundabout).	Once the Hamilton section of the Waikato Expressway is completed (in 2020), the SH status of the corridor that includes this intersection (i.e. SH1B) will be revoked. 2016 to 2021 forecast traffic volumes suggest that traffic volumes along Gordonton Road will remain at similar levels, while those on Taylor Road will significantly reduce, as follows: <ul style="list-style-type: none"> - SH1B northern leg – 9,200 to 9,066 - Gordonton Road southern leg – 7,777 to 8,900 - Taylor Road side road – 2,967 to 200 It is also important to note that as part of the SH1B Safe Roads project that is currently being implemented, a proposal has been made to consider removal of the left-turn deceleration lane in this location (potentially as a trial removal). This would not conflict with a RIAWS installation, but may partially address the crash problem that would also be targeted by the RIAWS. No formal decision has yet been made regarding this proposal.	Yes

Title	Name	Name of organisation	Have your say by ticking one of the boxes below and providing any comments you may have	Comment
Member of the public 1			I do not support a RIAWS at this site	We need the speed limit to be permanently 70kph from west of Gordonton village to East of the intersection of Gordonton Road and Taylor Road. There is a huge amount of traffic using this intersection . A lot of it is not turning but travelling between Gordonton and Hamilton. I do not believe a temporary change of speed limit will even be noticed by those using this intersection.
Key stakeholder	Mr Keith McGuire	Road Transport Association of New Zealand	I do not support a RIAWS at this site	The Road Transport Association of New Zealand does not support the installation of a RIAWS sign at this location. The projected completion of the Hamilton Section of the Expressway in 2020 will likely significantly reduce traffic at this intersection
Key stakeholder	Inspector Peter McKennie	New Zealand Police	I support a RIAWS at this site	It has been demonstrated that RIAWS contributes to a reduction of crashes at high risk intersections, with corresponding reductions in serious crash outcomes. This location has been identified as a high risk intersection. Therefore the introduction of RIAWS treatment at this location is supported.
Key stakeholder	Mr Wayne Furlong	WDC	I support a RIAWS at this site	The RIAWS electronic sign that has already been installed on Gordonton road is too dim and difficult to see in sunlight. We drove through it yesterday and the driver didn't even notice the active sign, nor did the vehicle in front of us slow down despite the sign activating the lower speed.
Member of the public 2			I support a RIAWS at this site	
Member of the public 3			I support a RIAWS at this site	Good idea
Member of the public 4			I support a RIAWS at this site	
Member of the public 5			I support a RIAWS at this site	
Member of the public 6			I support a RIAWS at this site	this is a tricky intersection and while traffic volumes should decrease once the Hamilton bypass is completed, that is still a few years away - so this is a good immediate safety measure
Member of the public 7			I support a RIAWS at this site	
Member of the public 8			I support a RIAWS at this site	



SH1B/TAYLOR ROAD

LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
	20 ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 ROAD DECLARED TO BE 40Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 SCHOOL SPEED ZONES DECLARED TO BE 40Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 ROAD DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 60km/hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

Waikato District
 Speed Limit Bylaw 2011
 2017 Amendments
 (August 2018 Amendment)
 Sheet 11A of 18



Schedule 1	Speed Limit	Description
Sheet 1	20km/h	<u>Port Waikato:</u> The area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 20 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments		
20km/hr	Waikato District Council Speed Limit Bylaw 2011	

Schedule 2	Speed Limit	Description
Sheet 2	40km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	40km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments		
40km/h	Waikato District Council Speed Limit Bylaw 2011: 2017 amendments	

Schedule 3	Speed Limit	Description
	40 km/hr Variable Speed School Zones	<p>Variable Speed School Zones:</p> <p>School zones marked on the map and identified in the legend as having a variable speed limit of 40kph, subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The speed limit is 40km/hr when the variable speed limit signs are operating and the numerals “40” are displayed. 2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> (a) 35 minutes before the start of school until the start of school. (b) 20 minutes after the end of school commencing no earlier than 5 minutes before the end of school. (c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside. 3. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 1	40 Variable	<p><u>Pukeoware School – Baldhill Road:</u> From a point of 60 metres north east of Waiuku Road for a distance of 230 metres in a north easterly direction.</p>
Sheet 3	40 Variable	<p><u>Pokeno School – Pokeno Road:</u> From a point of 80 metres west of Helenslee Road for a distance of 380 metres in a westerly direction.</p>
Sheet 3	40 Variable	<p><u>Pokeno School – Helenslee Road:</u> From the intersection of Pokeno Road for a distance of 95 metres in a north westerly direction.</p>
Sheet 8	40 Variable	<p><u>Te Kauwhata College – Merlot Place:</u> From the intersection of Waerenga Road for a distance of 25 metres in a southerly direction.</p>
Sheet 8	40 Variable	<p><u>Te Kauwhata College – Rimu Street:</u> From the intersection of Waerenga Road for a distance of 30 metres in a southerly direction.</p>
Sheet 8	40 Variable	<p><u>Te Kauwhata College – Waerenga Road:</u> From a point 35 metres east of Rata Street Road to a point 45 metres west of Roto Street.</p>
Sheet 10	40 Variable	<p><u>Huntly College – Harris Street:</u> From a point of 40 metres south of Semple Street to a point 125 metres north of Paki Street .</p>
Sheet 10	40 Variable	<p><u>Huntly College – Bridge Street:</u> From the intersection of Harris Street to the eastern end of Bridge Street.</p>
Sheet 10	40 Variable	<p><u>Huntly College – Semple Street:</u> From the intersection of Harris Street for a distance of 60 metres in a westerly direction.</p>
Sheet 10	40 Variable	<p><u>Huntly College – Parry Street:</u> From the intersection of Harris Street for a distance of 40 metres in an easterly direction.</p>
Sheet 10	40 Variable	<p><u>Huntly Primary School – Onslow Street:</u> From a point of 20 metres east of William Street for a distance of 200 metres in an easterly direction</p>
Sheet 10	40 Variable	<p><u>Huntly West School – Paki Street:</u> From the intersection of Harris Street to a point 30 metres north east of Baker Street.</p>
Sheet 11	40 Variable	<p><u>Gordonton School –Woodlands Road:</u> From a point of 320 metres north east of State Highway 1B (Gordonton Road) for a distance of 300 metres in a north easterly direction.</p>

Schedule 3	Speed Limit	Description
Sheet 13	40 Variable	<u>Ngaruawahia Primary School – Galileo Street:</u> From the intersection of Great South Road for a distance of 300 metres in a north easterly direction.
Sheet 13	40 Variable	<u>Ngaruawahia Primary School – Ellery Street East:</u> From the intersection of Galileo Street for a distance of 30 metres in a north easterly direction.
Sheet 13	40 Variable	<u>Ngaruawahia Primary School – Carlton Avenue:</u> From the intersection of Galileo Street for a distance of 30 metres in a north easterly direction.
Sheet 13	40 Variable	<u>Ngaruawahia Primary School – Great South Road:</u> From the intersection of Jordan Street to a point 20m south east of Belt Street.
Sheet 13	40 Variable	<u>St Pauls School – Belt Street:</u> From the intersection of Great South Road to a point 20 metres south east of Waikato Esplanade.
Sheet 13	40 Variable	<u>Ngaruawahia Primary School – Ngaruawahia Road:</u> From the intersection of Great South Road for a distance of 45 metres in a south westerly direction.
Sheet 14	40 Variable	<u>Horotiu School – Horotiu Bridge Road:</u> From a point of 100 metres north east of Great South Road for a distance of 300 metres in a north easterly direction.
Sheet 15	40 Variable	<u>Rotokauri School – Rotokauri Road:</u> From the intersection of Bagust Road for a distance of 70 metres in an easterly direction and for a distance of 300 metres in a westerly direction.
Sheet 17	40 Variable	<u>Tauwhare School – Scotsman Valley Road:</u> From a point of 80 metres south east of Tauwhare Road for a distance of 300 metres in a south easterly direction.
Legal Instruments		
40km/h Variable	Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments.	

Schedule 4	Speed Limit	Description
Sheet 1	50km/h	<u>At Port Waikato:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	50km/h	<u>At Otatau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otatau, on Sheet 1 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	50km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	50km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4	50km/h	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	50km/h	<u>At Mercer:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mercer, on Sheet 5 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	50km/h	<u>At Meremere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Meremere, on Sheet 5 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 8	50km/h	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 8 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	50km/h	<u>At Rangiriri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rangiriri, on Sheet 9 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	50km/h	<u>At Huntly:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly, on Sheet 10 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	50km/h	<u>At Taupiri</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri, on Sheet 10 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	50km/h	<u>At Gordonton:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Gordonton on Sheet 11 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 4	Speed Limit	Description
Sheet 12	50km/h	<u>At Glen Massey:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Massey, on Sheet 12 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12	50km/h	<u>At Glen Afton/Pukemiro:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Afton/Pukemiro on Sheet 12 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13	50km/h	<u>At Hopuhopu:</u> All the road within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu, on Sheet 13 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 13	50km/h	<u>At Ngaruawahia:</u> All the road within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 13 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	50km/h	<u>At Horotiu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	50km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata on Sheet 15 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	50km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara on Sheet 15 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	50km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai on Sheet 15 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	50km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 17 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	50km/h	<u>At Scotsman Valley:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Scotsman Valley, on Sheet 17 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 18	50km/h	<u>At Raglan:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan, on Sheet 18 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 18	50km/h	<u>At Whale Bay:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whale Bay, on Sheet 18 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 4	Speed Limit	Description
Sheet 18	50km/h	<u>At Te Mata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Mata, on Sheet 18 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments		
50km/h		New Zealand Gazette Notice, 24 May 2001, No. 52, page 1185; NZ Gazette Notice, 14 Feb 1985, No. 24, p 539; NZ Gazette Notice, 5 March 1964, No.11, p 320; NZ Gazette Notice, 5 April 1984, No. 56, p 1096; NZ Gazette Notice, 11 January 1968, No. 1, p 8; NZ Gazette Notice, 16 November 1975, No. 87, p 2286; NZ Gazette Notice, 12 March 1992, No. 33, p 761; Waikato District Council Speed Limits Bylaw 2005; NZ Gazette Notice, 13 June 1963, No. 34, p 803; NZ Gazette Notice, 25 October 1984, No. 195, p 4613; Waikato District Council Speed Limit Bylaw 2011, Waikato District Council Speed Limit Bylaw 2011: 2014 Amendments, Waikato District Council Speed Limit Bylaw 2011: 2017 Amendments

Schedule 5	Speed Limit	Description
Sheet 1	60km/h	<u>At Port Waikato:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	60km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments		
60km/hr		Waikato District Council Speed Limit Bylaw 2011: 2017 amendments

Schedule 6	Speed Limit	Description
	60km/hr Variable Speed School Zones	<p>Variable Speed School Zones:</p> <p>School zones marked on the map entitled "Waikato District Council as at 1 May 2010 and identified in the legend as having a variable speed limit of 60km/hr, subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The speed limit is 60kph when the variable speed limit signs are operating and the numerals "60" are displayed. 2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> (a) 35 minutes before the start of school until the start of school. (b) 20 minutes after the end of school commencing no earlier than 5 minutes before the end of school. (c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside. 3. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 5	60 Variable	<p><u>Mangatangi School – Miranda Road:</u> From a point of 290 metres north east of Kaiarau Road for a distance of 360 metres in a north easterly direction.</p>
Legal Instruments		
60km/h Variable	Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments.	

Schedule 7	Speed Limit	Description
Sheet 1	70km/h	<u>At Otatau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otatau, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	70km/h	<u>At Pukeoware:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukeoware, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	70km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	70km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4	70km/h	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	70km/h	<u>At Pukekawa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukekawa, on Sheet 5 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 6	70km/h	<u>At Mangatawhiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 6 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 6	70km/h	<u>At Maramarua:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Maramarua, on Sheet 6 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 6	70km/h	<u>At Waerenga:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waerenga, on Sheet 6 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 8	70km/h	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 8 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	70km/h	<u>At Ohinewai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ohinewai, on Sheet 9 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 10	70km/h	<u>At Huntly:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly on Sheet 10 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	70km/h	<u>At Taupiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri, on Sheet 10 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 7	Speed Limit	Description
Sheet 11	70km/h	<u>At Eureka:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Eureka, on Sheet 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	70km/h	<u>At Gordonton:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Gordonton, on Sheet 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	70km/h	<u>At Puketaha:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Puketaha, on Sheet 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12	70km/h	<u>At Glen Massey:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Massey, on Sheet 12 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12	70km/h	<u>At Waikokowai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waikokowai, on Sheet 12 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13	70km/h	<u>At Hopuhopu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu, on Sheet 13 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13	70km/h	<u>At Ngaruawahia:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 13 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Horotiu:</u> All the roads marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Horsham Downs:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horsham Downs, on Sheet 14 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Komakarau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Komakarau, on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Orini:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Orini, on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Whitikahu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whitikahu on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	70km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata, on Sheet 15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 7	Speed Limit	Description
Sheet 15	70km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara, on Sheet 15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	70km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai, on Sheet 15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 16	70km/h	<u>At Tauwhare Pa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare Pa, on Sheet 16 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	70km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 17 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	70km/h	<u>At Tauwhare:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare, on Sheet 17 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 18	70km/h	<u>At Te Mata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Mata, on Sheet 18 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments		
70km/h	New Zealand Gazette Notice, 24 May 2001, No. 52, page 1185; NZ Gazette Notice, 5 April 1984, No. 56, p 1096; NZ Gazette Notice, 4 December 1980, No. 141, p 3816; NZ Gazette Notice 13 November 2003, No. 154, p 4314; NZ Gazette Notice, 12 March 1992, No. 33, p 761; NZ Gazette Notice, 25 October 1984, No. 195, p 4613; Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments. Waikato District Council Speed Limit Bylaw 2011: 2017 amendments	

Schedule 8	Speed Limit	Description
	70km/hr Variable Intersection Speed Zones	<p>Variable Intersection Speed Zones:</p> <p>Variable Intersection Speed Zones are subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The speed limit is 70km/hr when the variable speed limit signs are operating and the numerals "70" are displayed. 2. The variable speed limit signs are activated by vehicles approaching the intersection from a side road. 3. The variable speed limit applies on the main road(s) of the intersection only. 4. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 2	70km/hr Variable	<p><u>Mill Road:</u> From the intersection of Harrisville Road for a distance of 190 metres in an easterly direction.</p>
Sheet 2	70km/hr Variable	<p><u>Pukekohe East Road:</u> From the intersection of Harrisville Road for a distance of 200 metres in a westerly direction.</p>
Sheet 11	70km/hr Variable	<p><u>Holland Road:</u> From a point 150 metres north east of Marshmeadow Road to a point 150 metres south west of Telephone Road.</p>
Legal Instruments		
70km/h Variable	Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments.	

Schedule 9	Speed Limit	Description
Sheet 1	80km/h	<u>At Tuakau Bridge - Port Waikato</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau Bridge - Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	80km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	80km/h	<u>At Pukekohe:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukekohe, on Sheet 2 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	80km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4	80km/h	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	80km/h	<u>At Mangatangi:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatangi, on Sheet 5 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	80km/h	<u>At Hampton Downs:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Hampton Downs on Sheet 5 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 6	80km/h	<u>At Mangatawhiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 6 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 7	80km/h	<u>At Chapman Road/Pukekawa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Chapman Road/Pukekawa, on Sheet 7 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 8	80km/h	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 8 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	80km/h	<u>At Rangiriri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rangiriri, on Sheet 9 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	80km/h	<u>At Huntly:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly, on Sheet 10 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	80km/h	<u>At Huntly South:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly South, on Sheet 10 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 9	Speed Limit	Description
Sheet 11	80km/h	<u>At Puketaha/Greenhill:</u> All the roads marked on the map entitled "Waikato District Speed Limits", at Puketaha/Greenhill, on Sheet 11 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	80km/h	<u>At Ruakura:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Ruakura, on Sheet 11 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13	80km/h	<u>At Ngaruawahia:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 13 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	80km/h	<u>At Horotiu:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	80km/h	<u>At Taupiri/Gordonton:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri/Gordonton, on Sheet 14 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	80km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata, on Sheet 15 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
Sheet 15	80km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai, on Sheet 15 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
Sheet 15	80km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara, on Sheet 15 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 16	80km/h	<u>At Whatawhata/Dinsdale:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata/Dinsdale, on Sheet 16 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 16	80km/h	<u>At Newstead:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Newstead, on Sheet 16 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 16	80km/h	<u>At Tauwhare Pa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare Pa, on Sheet 16 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	80km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 17 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw. Note: Waikato District Council has delegated authority from Hamilton City Council to set an 80km/h speed limit in respect of that length of Matangi Road, which is situated within the Hamilton City boundary.

Schedule 9	Speed Limit	Description
Sheet 18	80km/h	<u>At Waitetuna:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waitetuna, on Sheet 18 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 18	80km/h	<u>At Raglan:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan, on Sheet 18 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
	80 km/h	<u>At Hautapu - Hautapu Road:</u> Note: Waipa District Council has delegated authority from Waikato District Council to set an 80 Km/h speed limit in respect of 450m of Hautapu Road, which is situated within the Waikato District Council boundary.
Legal Instruments		
80km/h	NZ Gazette Notice, 12 March 1998, p 919; NZ Gazette Notice, 19 November 1998, No. 6, p 4408; New Zealand Gazette Notice, 8 January 2004, No. 1, page 46. Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments. Waikato District Council Speed Limit Bylaw 2011: 2017 amendments	

Schedule 10	Speed Limit	Description
	100km/h	All Waikato District roads outside an urban traffic area listed in Schedule 4 have a speed limit of 100 km/h, except for those roads or areas that are: (a) described as having a different speed limit in the appropriate schedule of this bylaw; or (b) shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw.

Schedule 11	Speed Limit	Description
	60km/hr Variable Intersection Speed Zones	<u>Variable Intersection Speed Zones:</u> Variable Intersection Speed Zones are subject to the following conditions: <ol style="list-style-type: none"> 1. The speed limit is 60km/hr when the variable speed limit signs are operating and the numerals "60" are displayed. 2. The variable speed limit signs are activated by vehicles approaching the intersection from a side road. 3. The variable speed limit applies on the main road(s) of the intersection only. 4. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 11A	60km/hr Variable	<u>Gordonton Road:</u> From Taylor Road to a point 155 metres south west of Taylor Road.
Legal Instruments		

60km/h Variable	Waikato District Council Speed Limit Bylaw 2011: August 2018 amendments – Council resolution XXXX.
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Note: Hamilton City Council is responsible for setting speed limit restrictions on those parts of Ruakura Road and Silverdale Road that share a common boundary with Waikato District Council.

Open Meeting

To	Infrastructure Committee
From	Ian Cathcart General Manager Service Delivery
Date	15 August 2018
Prepared by	Luke McCarthy Road Asset Engineer
Chief Executive Approved	Y
Reference #	INF2018
Report Title	New Footpath Proposed Programme 2018/19

I. EXECUTIVE SUMMARY

Delivery of the footpath programme is directly aligned with delivering Council's vision of a Liveable, Thriving and Connected Community. Council approved \$500,000 per annum over the next three years to support the vision. In addition to this the newly released Government Policy Statement places a greater emphasis on access, as a result the New Zealand Transport Agency (NZTA) has implemented subsidy to support footpath programmes. Staff have generated a prioritised programme that includes over 120 sites with a value in excess of \$4.5M and are seeking approval to commence planning and construction for the 2018/19 year.

2. RECOMMENDATION

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

AND THAT Council approve the footpath programme for 2018/19 to allow planning and construction to commence.

3. BACKGROUND

As part of the 2018/21 Long Term Plan deliberations, Council decided to increase the level of funding for the construction of new footpaths to \$500,000. Staff receive requests from the public via Community Boards, and Councillor requests that are all captured in an overall spreadsheet that covers multiple years of requests from across the District. Prior to the 2018/19 Financial Year new footpath has been constructed utilising unsubsidised funds. With the change in Government and the introduction of a new Government Policy Statement, a new focus and mechanism for funding was provided for increased access including walking and cycling. The available Financial Assistance Rate (FAR) is set at Council's existing rate of 52%.

4. DISCUSSION AND ANALYSIS OF OPTIONS

4.1 DISCUSSION

Staff have amassed a programme of new footpaths totalling \$4.5M. In order to derive some order out of approximately 120 sites a priority system has been derived based on the following:

Percentage	30%	35%	35%
Weighting Factor	Traffic Volume	Distance to nearest Community Facility	Network Integration
5	2500 plus	0-199	Linkage between existing footpaths
4	1000-2499	200-499	Direct connection to existing footpath
3	500-999	500-999	Indirect connection to existing footpath
2	250-499	1000-1999	Connection to Planned footpath
1	0-249	2000 plus	No connections, existing or planned

The intent of the prioritisation and weightings was to provide a basis for decision-making that took account safety, connectivity (planned or otherwise) and an acknowledgement of community. The intention would be to review the first 20 sites on the programme and use a 'floating line' approach to the programme that allows for new sites to be added dependent on their priority ranking.

Note that Newell Road has been removed from the priority list as a new 3.0m cycleway/shared path is being constructed that will link to the Hamilton City Council boundary and also the Waipa District Council boundary in the south as part of the Hamilton to Cambridge section of the cycleway.

4.2 OPTIONS

Staff have not been able to visit all the sites to get an understanding of full requirements, so costs allocated to each may vary as might the construction methodology and depending on where it is, there may be resource consent requirements.

Delivery of the programme will be via the Waikato District Alliance and its supply partners. There may be options in the next year or two to package some works for the open market.

5. CONSIDERATION

5.1 FINANCIAL

This table shows the funding in the current Long Term Plan (unsubsidised) for new footpaths.

		2,019	2,020	2,021
8UF70002C000000000	New footpaths	500,000	511,000	522,242

As previously discussed, Council can apply for subsidy for new footpaths. This effectively doubles the budget available for construction.

5.2 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Council’s Roading Asset Management Plan includes for footpaths and notes the following:

Walking has multiple benefits across the district including health and safety, sustainability, environmental and efficiency. The recent release of the Government Policy Statement on Land Transport 2018/19 (GPS 2018) places increased emphasis on the role that walking and cycling plays in achieving the strategic priorities of Safety, Access and Environment. Provision of adequate infrastructure is essential to encourage increased public participation in walking and cycling activities.

Liveable, Thriving and Connected Communities
He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi

Liveable communities are well-planned and people-friendly, providing for a range of quality residential options, social infrastructure, walkways and open spaces. They reflect what’s important to people, and support a shared sense of belonging both to the local community and the wider district.

Thriving communities participate in Council decision-making and community-led projects, provide input into the management of their local assets, and sustain the local business sector providing local employment.

Connected communities have fit-for-purpose infrastructure to create liveable, thriving communities. Connectivity through roads, cycleways, walkways and digital capabilities enable rapid information sharing and engaging in activities together. By these means, people in connected communities access services and amenities that meet their social, health, education and employment needs.

The implementation of an enhanced footpath programme directly supports Council’s new vision.

5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform <input checked="" type="checkbox"/>	Consult <input type="checkbox"/>	Involve <input type="checkbox"/>	Collaborate <input type="checkbox"/>	Empower <input type="checkbox"/>
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In relation to engagement with the wider district, it is with some regularity that Service Requests appear requesting footpaths. The positive for ratepayers, residents and communities is that the increase in funding will see a significant increase in new footpath across the district.

6. CONCLUSION

Council has approved \$500,000 per annum for new footpaths. The release of the GPS has signalled an increased focus and emphasis on walking and cycling and role each plays in achieving the strategic national priorities of safety, access and environmental objectives. Staff have built a programme with over 120 sites with a value in excess of \$4.5M that has been prioritised using a set of weighted factors. The delivery of the footpath programme is directly aligned with Council's vision of Liveable, Thriving and Connected Communities.

7. ATTACHMENTS

Prioritised programme covers multiple years (Year 1 (green), Year 2 (orange), Year 3 (blue))

Score	AADT	Estimated \$/m	Estimated Project Cost	Rank	Road Name	Subarea
4.7	243	100	14000	1	HELENSLEE RD	AWAROA-TUAKAU
4.65	6399	100	17400	2	TAUWHARE RD	TAMAHERE
4.65	3490	100	4500	2	WAINGARO RD	NGARUAWAHIA (SW)
4.65	3490	100	19800	2	WAINGARO RD	NGARUAWAHIA (SW)
4.65	6399	100	17400	2	TAUWHARE RD	TAMAHERE
4.65	2787	100	27700	2	MATANGI RD	TAMAHERE
4.35	2092	100	8100	8	WAERENGA RD	WHANGAMARINO
4.35	3800	100	10000	8	GREAT SOUTH RD (POKENO)	AWAROA-TUAKAU
4.3	2787	100	53000	10	MATANGI RD	TAMAHERE
4.1	418	100	1000	12	RIMU ST	WHANGAMARINO
4.1	300	100	38400	12	CROSS ST	RAGLAN
4.1	300	100	33400	12	CROSS ST	RAGLAN
4.1	317	100	7000	12	WIRA ST	WHANGAMARINO
4.05	#N/A	100	51300	16	Marine Pde Reserve	RAGLAN
4.05	992	100	10000	16	WAINGARO RD	Glen Massey
4	1831	100	24100	18	ONEWHERO-TUAKAU BRIDGE RD	ONEWHERO - TEAKAU (NW)
4	1628	100	12200	18	DUKE ST	NGARUAWAHIA (SE)
3.95	5354	100	48900	21	GREAT SOUTH RD (NGARUAWAHIA)	NGARUAWAHIA (SW)
3.95	5354	100	59400	21	GREAT SOUTH RD (NGARUAWAHIA)	NGARUAWAHIA (SW)
3.8	226	100	35000	23	ROSE ST	RAGLAN
3.8	190	100	11300	23	ALEXANDRA ST	HUNTLY (NW)
3.75	378	100	10400	25	WI NEERA ST	RAGLAN
3.7	554	100	16000	26	KENT ST	NGARUAWAHIA (SE)
3.7	680	100	31800	26	CLIFF ST	RAGLAN

Score	AADT	Estimated \$/m	Estimated Project Cost	Rank	Road Name	Subarea
3.7	623	100	800	26	BAGUST RD	NEWCASTLE
3.65	1520	100	13300	29	PORRITT AVE	HUNTLY (NW)
3.65	1946	100	11400	29	PAKI ST	HUNTLY (NW)
3.65	1298	100	2700	29	BAILEY ST	HUNTLY (SE)
3.65	1298	100	15300	29	BAILEY ST	HUNTLY (SE)
3.6	4183	0	0	34	HERSCHEL ST	NGARUAWAHIA (SW)
3.45	96	100	47400	35	KOPPENS RD	TAMAHERE
3.45	113	100	34700	35	JOHN ST	RAGLAN
3.45	87	100	14000	37	O'BRIEN RD	NEWCASTLE
3.45	243	100	10400	37	HELENSLEE RD	AWAROA-TUAKAU
3.45	88	100	14700	37	EAST ST	RAGLAN
3.4	317	100	7800	40	WIRA ST	WHANGAMARINO
3.4	317	100	2500	40	SCHOOL RD (WHATAWHATA)	NEWCASTLE
3.4	278	100	1200	40	PICKERING RD/OAKLEA LANE RAB	TAMAHERE
3.4	349	100	32100	40	LOWER WAIKATO ESP	NGARUAWAHIA (SW)
3.4	324	100	22600	40	GILMOUR ST	RAGLAN
3.35	854	100	30900	45	TRAVERS RD	WHANGAMARINO
3.35	811	100	19200	45	TE HUTEWAI RD	RAGLAN
3.35	523	100	32300	45	ROTO ST	WHANGAMARINO
3.35	599	100	34400	45	POINT ST	RAGLAN
3.35	554	100	23000	45	KENT ST	NGARUAWAHIA (SE)
3.3	1198	100	16600	51	STEWART ST	RAGLAN
3.3	1506	100	10400	52	OLD TAUPIRI RD	NGARUAWAHIA (SE)
3.25	4505	100	535600	53	WAINUI RD	RAGLAN
3.25	3523	100	313300	53	HAKARIMATA RD	NGARUAWAHIA (SW)
			1808700			

Open Meeting

To	Infrastructure Committee
From	General Manager Service Delivery Ian Cathcart
Date	17 August 2018
Prepared by	Pranavan Kasipillai Asset Engineer
Chief Executive Approved	Y
Reference #	INF2018
Report Title	Onewhero and Te Akau Water Supply Options

I. EXECUTIVE SUMMARY

Council owns and operates two water treatment plants that service a combined 31 properties. These treatment plants are the Onewhero Water Treatment Plant and the Te Akau Water Treatment Plant. These schemes meet the definition of a Small Water Supply, under the Drinking Water Standards of New Zealand (DWSNZ).

There has been a raising awareness of the public health risks present for isolated small communities. It has been well documented that smaller drinking water supplies across New Zealand often struggle to meet current compliance requirements.

Given the identified risks and the increased focus on improved compliance with the DWSNZ, the Waters team have reviewed existing water services to the Te Akau and Onewhero communities.

Currently these supplies comply with DWSNZ through the Small Water, Alternative Compliance Criteria provisions in the Standards (Section 10). Section 10 is a compliance criteria that relies heavily on the implementation of a Water Safety Plan supported by minimal online compliance monitoring and quarterly network sampling.

Through discussion with Drinking Water Assessors (DWAs), it has been established that Section 10 criteria may be removed from the DWSNZ or may no longer be available to Council as a method of compliance. Further to this, there is some discussion relating to the requirement of Council supplies complying with the Continuously Monitored Chlorine Disinfection Criteria (Criteria 2A) and also in meeting the Protozoal Compliance Criteria (Section 5).

In order for the Onewhero and Te Akau Water Treatment Plants to meet these standards, significant capital investment would be required.

As an alternative, the Waters team are proposing to decommission two drinking water schemes in Onewhero and Te Akau. This would be achieved by providing alternative rainwater storage tanks and treatment systems to the 31 households.

Significant engagement with the potentially ¹¹⁷ affected communities would be needed if the proposal was approved and the Waters team is seeking approval from the Committee to go out and talk to residents to find out their opinion of the proposal.

2. RECOMMENDATION

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

AND THAT the preferred Option 3 to decommission treatment plants and provide rain water storage tanks and treatment units for those properties connected to the current reticulated systems be undertaken.

3. BACKGROUND

Onewhero and Te Akau are small isolated communities in the district. A portion of residents in those areas are supplied with drinking water via small water treatment plants.

Council took over the Onewhero reticulated water scheme from Franklin District Council after amalgamation in 2010. The treatment plant currently supplies 12 properties in the Onewhero township.

The Te Akau scheme was established in 1994 to provide drinking water to 19 properties in the Te Akau Wharf community.

- The source of the Onewhero water supply is a single spring and water passes through a small treatment plant before being supplied to the community.
- Te Akau water supply comes from a single bore, passes through a small treatment plant and to a timber tank storage reservoir before being supplied to the community.

The table below reflects characteristics of Onewhero and Te Akau current water supply schemes.

	Onewhero	Te Akau
Water source	Spring	Bore
Water source limit	No consent	68m ³ /day until 2024
Existing WTP capacity	65m ³ /day	68m ³ /day
Existing treatment process units	Cartridge filters, UV treatment	Cartridge filters, Chlorination
Treatment upgrade for quality	Does not apply with the protozoal nor bacterial compliance criteria of DWSNZ	Does not apply with the protozoal nor bacterial compliance criteria of DWSNZ
Existing storage capacity	0 m ³	45 m ³
Properties who pay water rates	12	20

These supplies meet Section 10 of the DWSNZ. This criterion is designed for small water supplies (serving less than 500 people).

The Section 10 criterion takes a minimum approach taken to back protozoal and bacterial treatment (quarterly network monitoring with a combination of filtration followed by chlorine or UV disinfection).

4.1 DISCUSSION

4.1.1 Cost of running the services

Maintenance costs are high due to the isolation of the treatment plants and there is the potential for the cost of that maintenance to increase further as the assets continue to age.

Over the last three financial years, the operating expenses attributed to the Onewhero WTP totalled \$18,692.75 and Te Akau WTP totalled \$34,369.75. (Excludes general expenses such as power, chemical costs and vehicle expenses).

Scheduled maintenance is set for 52 times per year. Average round trip for Te Akau is 120km per visit and a minimum of 6 hours needed at the site per visit. However, Onewhero is on the way to Port Waikato WTP, travel time is negligible but need 3 hours at the site per visit. Every year 468 operator hours are needed just for the routine site visits. In the last three years Council spent \$20,897 on operational cost of electricity and planned maintenance (see attachment) on top of these costs there are reactive operational costs that need to be added.

4.1.2 Differed works

Required notification has been sent out to DHB regarding the deferred works. Some of the recommended upgrades are instructed by DHB in water safety plans.

4.1.3 Public Health Risk/DWS

After the Havelock North drinking-water crisis of 2016, there has been increased focus from Central Government on the quality of drinking water supplied by local authorities. This means Council is in a situation where it needs to review the safety and security of current drinking-water supply in the Onewhero and Te Akau schemes. Due to the age of the small water treatment plants in Onewhero and Te Akau the condition of these assets is very poor. There have also been several complaints from the residents regarding the water quality and service over the years, which suggests that residents are not happy with the service Council is providing.

4.1.4 Costs to meet emerging standards

Cost estimation is just over \$1.1M (see Table 2.3 Option 2) to meet the standards. Onewhero required \$784,000 for the 12 connected properties, and Te Akau required \$324,000 for 20 connected properties.

4.1.5 Cost to Divest

Cost estimation is \$522,400 (see Table 3.3 option 3) to provide residents with a sustainable water solution. Every household will require:

- 25,000L Tank
- Pump set
- UV filtration
- Housing for pump and UV
- Pumping and installation
- Bedding-in period of 12 months

There are three options for the Committee to consider.

Option 1: Status quo

This would mean the continuation of reactive and planned work as needed. As mentioned, this could lead to an increase in costs as quality problems and maintenance requirement could increase in time. Security of supply will also continue to be a concern. There is no health risk identified with the current system.

Risk – Potential contamination in the future, high and increasing maintenance cost and longer time to respond.

Option 2: Replacement/upgrade of the existing treatment plants

To ensure security of supply and water quality in these areas, the treatment plants need to be replaced. Onewhero requires a significant replacement/upgrade to meet the future standards. Te Akau also requires some of the replacement/upgrade of the assets.

This would be a very costly exercise for such isolated communities but would provide the level of service required to ensure those residents receive quality water (See section 5.1 for estimated cost details).

Risk – Cost both to Council and community in rates, does not solve the geographical isolation problem which leads to high cost of maintenance and longer time to respond to issues.

Benefits – New system, better water quality.

Option 3: Decommission treatment plants and provide rain water storage tanks and treatment units for those properties connected to the current reticulated systems

The rural nature of these communities suggests that rainwater tanks would be the expected method these residents would receive their drinking water.

Council would arrange for the installation at each property of a 25000 litre water tank, with pump and UV treatment system.

After installation Council will provide 12 months of servicing and at the end of servicing period, it would be the property owner's responsibility to maintain the tanks and pumps.

If Council decided to pursue Option 3 significant one-on-one engagement would be needed with affected property owners and residents.

This option would require 100% buy-in so a substantial effort would be required to explain the reasons for installing water tanks, education on how to maintain them, and description of the benefits of rainwater supply to them.

This would include the fact that they would no longer be paying water rates, lower risk of contamination and more control of their water supply.

Risks - Condition of the roofs of the properties, size of sections/space for tank installation, people can be resistant to change hence the need for engagement and education.

Benefits – One off cost to Council for storage tanks and treatment, no more water rates for residents, greater security of supply and, 12 months of servicing (Estimated cost – see below).

5. CONSIDERATION

5.1 FINANCIAL

Current Expenses

From 2014/15 to 2017/18 operating costs below:

Locations	Cost
Onewhero	\$ 18,693
Te Akau	\$ 34,370
Chemical cost	\$ 20,897
Total	\$73,960

Operator hours (planned maintenance)

	Frequency	Minimum hours per visit	Total Hours
Onewhero	52	6	312
Te Akau	52	3	156
			468

Option 1: Status Quo

Option 2: Asset Replacement/LOS Upgrade Estimates

Assets	Cost
New building	\$ 75,000
Reservoir	\$ 100,000
Chlorination unit	\$ 15,000
Land and easements	\$ 250,000
Chlorine analysers	\$ 20,000
pH correction	\$ 15,000
Turbidity	\$ 20,000
UVT	\$ 20,000
PLC	\$ 30,000
Comms upgrade	\$ 14,000
UV unit	\$ 20,000
Backflow on connections	\$ 5,000
Design + construction + Project Management	\$ 200,000
Total Estimation	\$ 784,000

Table 2.1 Onewhero WTP

Assets	Cost
Renewal of the bore	\$ 60,000
UV unit	\$ 20,000
Turb	\$ 20,000
UVT	\$ 20,000
PLC	\$ 30,000
New Comms	\$ 14,000
New chlorine dosing system	\$ 15,000
New pH correction system	\$ 15,000
Design + construction + Project Management	\$ 150,000
Backflow on connections	\$ 5,000
Total Estimation	\$ 349,000

Table 2.2 Te Akau Asset Replacement/LOS Upgrade

Onewhero	\$ 784,000
Te Akau	\$ 349,000
Total	\$ 1,133,000

Table 2.3 Overall Cost Estimation

Option 3: Rain Water Storage and Treatment Estimates

Cost per households	Price
25000L Tank	\$ 3,500
Pump set	\$ 500
UV filtration	\$ 1200
Housing for pump and UV	\$ 500
Plumbing and installation	\$ 10,000
Total	\$ 15,700

Table 3.1 Price Breakdown

	Households	Cost
Onewhero	12	\$ 188,400
Te Akau	20	\$ 314,000
Total	32	\$ 502,400

Table 3.2 Total Cost Per Scheme

Onewhero	\$ 188,400
Te Akau	\$ 314,000
Decommission cost	\$ 20,000
Required funding	\$ 522,400

Table 3.3 Overall Cost Estimation

5.2 LEGAL

Consultation with the affected residents will occur under Section 82 of the Local Government Act 2002 *Principles of Consultation*.

Council responsibility to provide services will occur under Section 130 of the Local Government Act 2002.

Acceptable drinking water standards are provided under the Health Act 1956 as amended by the Health (Drinking Water) Amendment 2007.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Consultation with affected residents is in alignment with Council's Significance and Engagement Policy. Although the number of affected residents is not high, it is expected that those residents affected will have a high interest in this issue and any resulting decisions.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

(Ascertain if the Significance & Engagement Policy is triggered or not and specify the level/s of engagement that will be required as per the table below (refer to the Policy for more detail and an explanation of each level of engagement):

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	As there are only 32 residents affected by the proposal, we plan on meeting with each ratepayer individually to gain a better understanding of their concerns. We can also have a conversation with the ratepayers about the location of the water tanks should they be installed.				

Planned	In Progress	Complete	
	x		Internal
x			Community Boards/Community Committees
			Waikato-Tainui/Local iwi (provide evidence / description of engagement and response)
x			Households
x			Business
			Other Please Specify

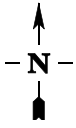
6. CONCLUSION

Council faces several challenges when it comes to servicing small isolated communities around the district. These challenges come in the form of costs of providing the service and concern about the security and quality of water supply.

Decommissioning these treatment plants and providing an alternative option for the provision of drinking water will help both the community and the Council in the long term. The Waters team seeks approval from the Infrastructure Committee to engage with the affected communities in Onewhero and Te Akau to gauge their appetite for moving on to a rainwater tank method of receiving their drinking water.

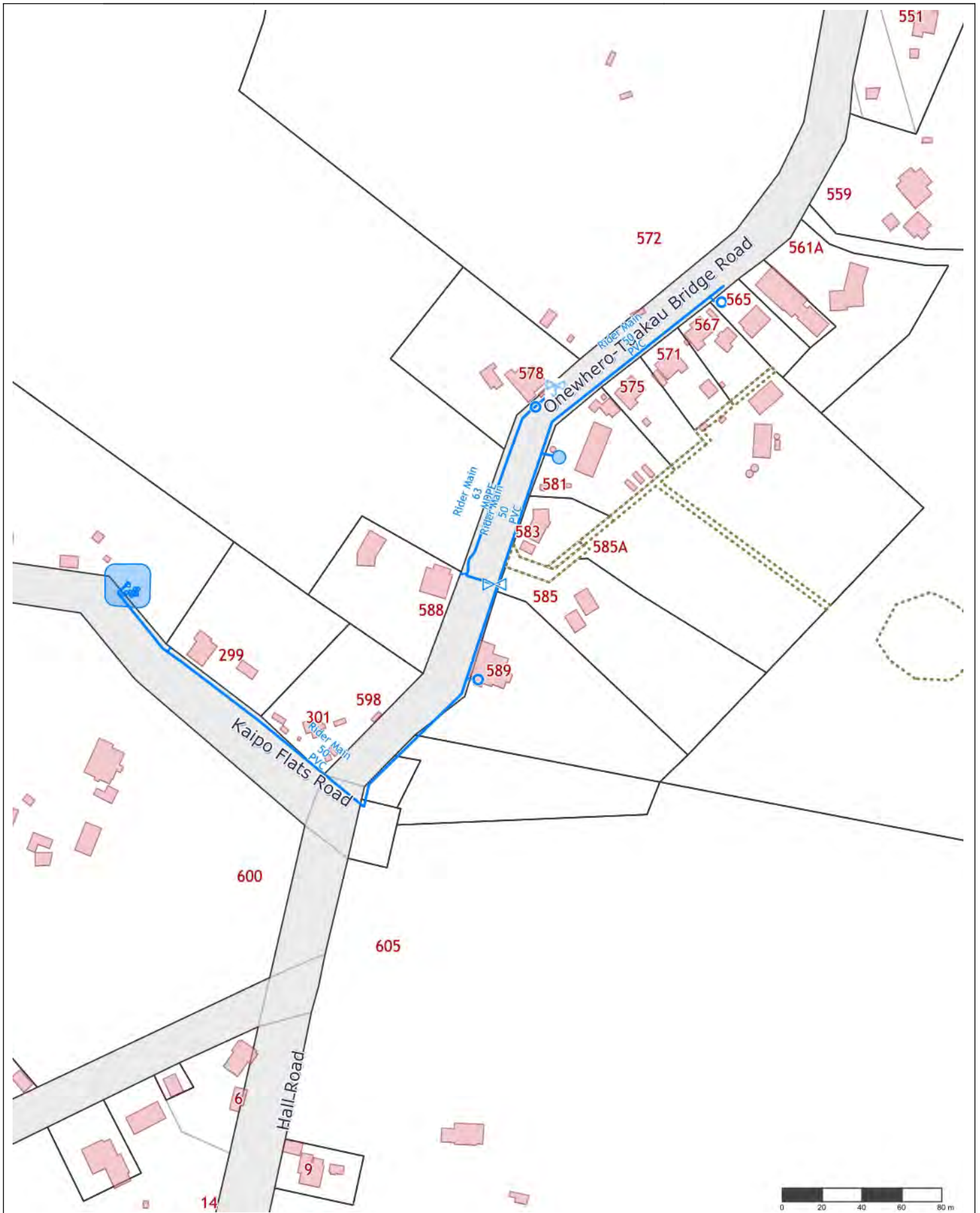
7. ATTACHMENTS

Location maps
Maintenance cost details






















Service Plan





























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



Water Supply

-  WS Pumpstation
-  WS Valves
-  Air
-  Butterfly
-  Non Return
-  Control
-  Flushing Scour
-  Valve
-  WS Point
-  Chamber
-  Connection
-  Dummy Node
-  Meter
-  Sampling Point
-  Toilet
-  Water Treatment
-  Fittings
-  Flush Point
-  Hydrant
-  WS Line
-  Mains 100
-  Mains 200
-  Mains 300
-  Suction Duct Scour
-  Aerial Main
-  Service
-  WS Plant

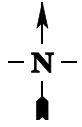
Waste Water

-  WW Pumpstation
-  WW Valves
-  Air
-  Butterfly
-  Non Return
-  Control
-  Flushing Scour
-  Valve
-  Valve Chamber
-  WW Point
-  Flow Meter
-  Flush Point
-  Chamber
-  Manhole
-  WWTP Pond
-  TP WW Pump Station
-  Fittings
-  WW Treatment Plant
-  WW Line
-  Gravity 100
-  Gravity 200
-  Gravity 300
-  Rising Main 100
-  Rising Main 200
-  Rising Main 300
-  Service
-  Aerial main
-  Other
-  WW Plant

Storm Water

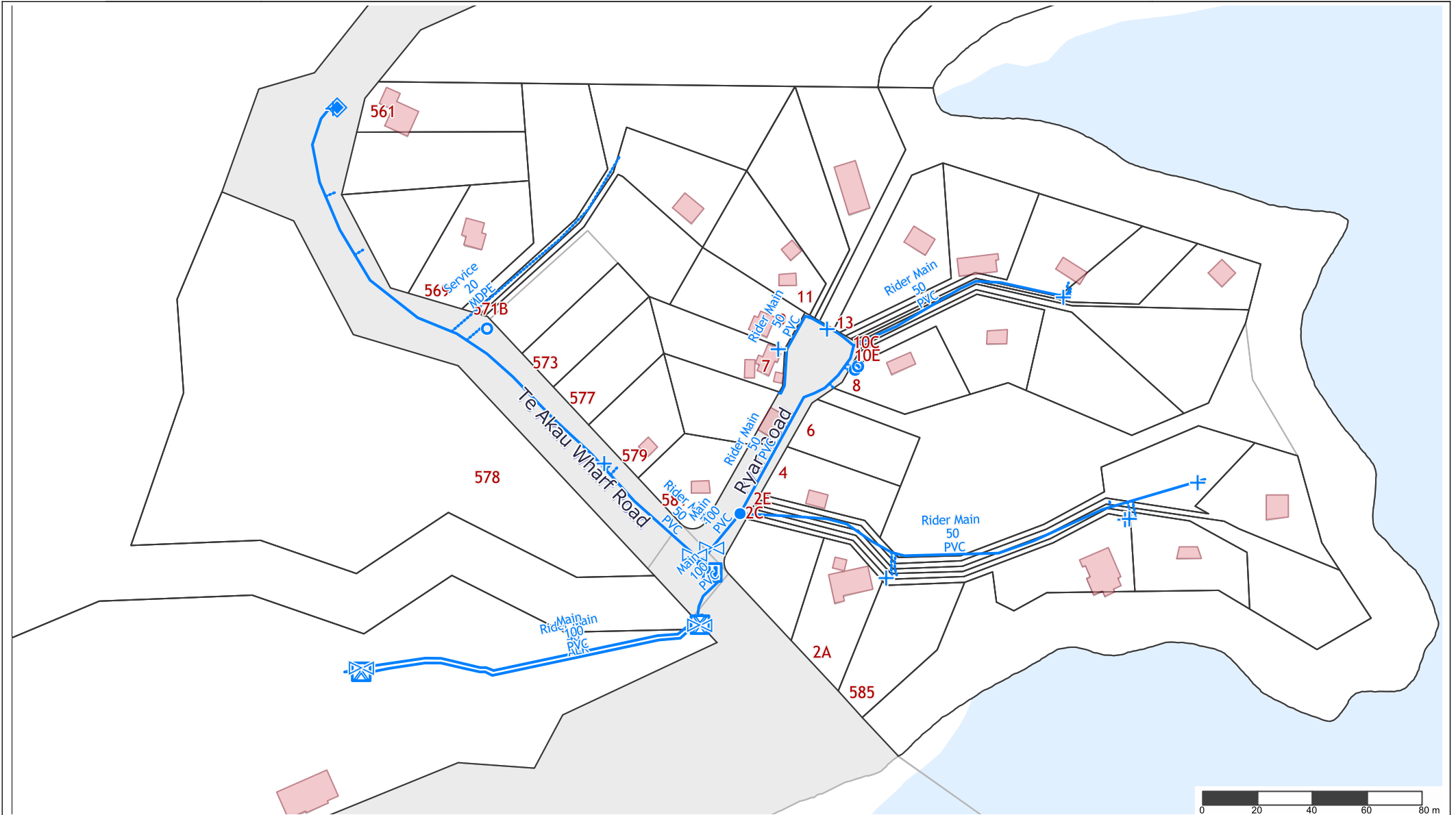
-  SW Pumpstation
-  SW Point
-  Catchpit
-  Inlet
-  Manhole
-  Valve
-  Other
-  SW Line
-  Catchpit Lead
-  Gravity Main upto 200
-  Gravity Main upto 300
-  Gravity Main > 300
-  Service
-  Other
-  Rising Main
-  SW Plant

UTILITIES



Service Plan

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Water Supply

- WS Pumpstation
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 - Meter
 - Sampling Point
 - Toby
 - Water Treatment
 - Fittings
 - Flush Point
 - Hydrant
- WS Line
 - Mains 100
 - Mains 200
 - Mains 300
 - Suction Duct Scour
 - Aerial Main
 - Service
- WS Plant

Waste Water

- WW Pumpstation
- WW Valves
 - Air
 - Butterfly
 - Non Return
 - Control
 - Flushing Scour
 - Valve
- Valve Chamber
- WW Point
 - Flow Meter
 - Flush Point
 - Chamber
 - Manhole
 - WWTP Pond
 - TP WW Pump Station
 - Fittings
 - WW Treatment Plant
- WW Line
 - Gravity 100
 - Gravity 200
 - Gravity 300
 - Rising Main 100
 - Rising Main 200
 - Rising Main 300
 - Service
 - Aerial main
 - Other
- WW Plant

Storm Water

- SW Pumpstation
- SWPoint
- Catchpit
- Inlet
- Manhole
- Valve
- Other
- SW Line
 - Catchpit Lead
 - Gravity Main upto 200
 - Gravity Main upto 300
 - Gravity Main > 300
 - Service
 - Other
 - Rising Main
- SW Plant

UTILITIES

Year 2016 – 2017

Onewhero

Chemicals approx. \$200.00

PO #	Supplier	Item	Cost	Total	
					\$ 6,793.32
157470	Pump R & M	Annual pump service	\$	300.50	
157468	Chemfeed	Annual service UV/dose pump	\$	2,056.10	
158304	P Fairhead	Drainage issue	\$	504.00	
158311	Chemfeed	UV display locked	\$	1,083.00	
158312	Taylors	Filters	\$	438.00	
158715	Chemfeed	new lamps	\$	1,135.00	
161729	bunnings	shelf	\$	86.71	
161740	Chemfeed	UV lamp and sleeve	\$	504.00	
162209	Chemfeed	display on UV incorrect	\$	287.50	
162216	Taylors	filter PX01 40 inch	\$	413.00	
161729	bunnings	shelf	-\$	41.29	
161729	bunnings	shelf	\$	26.80	

Te Akau

Chemicals = approx. \$1600.00

PO #	Supplier	Item	Cost	Total	
					\$ 2,527.00
160985	P Page	water testing	\$	1,120.00	
158731	PSL	standpipe			
159520	taylor	5mu & 20 mu 20 inch jumbo pleated filters and 1mu PX01 40 inch	\$	1,207.00	
161060	Bunnings	post & fittings	\$	200.00	

Year 2017 - 2018

Onewhero

Chemicals = approx. \$200.00

PO #	Supplier	Item	Cost	Total	
					\$ 6,952.06
NGA001548	Pump & Elec	Annual service pumps	\$	2,333.83	
NGA001531	Chemfeed	Annual service UV/dose pump	\$	2,133.43	
NGA002276	Chemfeed	UV fan fault	\$	320.00	
NGA004264	Chemfeed	UV lamps and sleeves	\$	2,164.80	

Te Akau

Chemicals = approx. \$2000.00

PO #	Supplier	Item	Cost	Total	
					\$ 4,624.83
NGA001669	M & P Page	water testing	\$	1,200.00	
NGA003685	stowers	drum/measuring jug/funnel	\$	227.63	
NGA003407	Pump & Elec	annual service & bore inspection	\$	1,627.20	
NGA003409	Chemfeed	annual service	\$	1,570.00	
		Total			\$ 20,897.21

Open Meeting

To	Infrastructure Committee
From	Gavin Ion Chief Executive
Date	17 August 2018
Prepared by	Lynette Wainwright Committee Secretary
Chief Executive Approved	Y
Reference #	GOV1318
Report Title	Exclusion of the Public

I. EXECUTIVE SUMMARY

To exclude the public from the whole or part of the proceedings of the meeting to enable to the Infrastructure Committee to deliberate and made decisions in private on public excluded items.

2. RECOMMENDATION

THAT the report from the Chief Executive be received;

AND THAT the public be excluded from the meeting to enable the Infrastructure Committee to deliberate and make decisions on the following items of business:

REPORTS

- a. **Proposed Extension to the Te Kowhai Village Green - Acquisition Scenario Analysis**

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

Reason for passing this resolution to withhold exists under:	Ground(s) under section 48(1) for the passing of this resolution is:
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Section 7(2)(a)(b)(ii)(i)(j)

Section 48(1)(3)(d)