

1 PRESENT

Councillor GH Jull - Chairperson

Members

His Worship the Mayor AD Livingston; Councillors – EH Barnes [from 9.18am], MEH Cox, LWE Hoverd, GG Scaramuzza [from 9.09am], DL Sharpe, GW Simmons, BJ Taranaki, BS Thomas, GRP Webber and Committee Member V Ingley

Others

Chief Executive, J Inglis; Corporate Planning Manager, Sharon Toi [Items 7 & 8]; Project Manager Heritage Development & Reserves Planning, T Roxburgh [Items 9 & 10]; Paul Ryan from Opus [Item 7]; Russell Turnbull from PB New Zealand Ltd [Item 8]; Committee Secretary, S King.

2 APOLOGIES

RESOLVED

2/08/09

That the apology for non attendance from Councillor Lee and the apology for lateness from Councillor Barnes be received.

Cr Webber / Cr Thomas

3 LATE ITEMS

There were no late items.

4 CONFIRMATION OF ORDER OF MEETING

File: 01-85-12

RESOLVED

2/08/70

That the order of the meeting be confirmed.

Cr Simmons / Cr Hoverd

5 VISITORS

There were no visitors.

6 MINUTES OF PREVIOUS MEETINGS

File: 01-85-12

Minutes of Policy Committee meeting held on 8 July 2008 were included in the agenda.

Councillor Cox left the meeting at 9.05am and rejoined the meeting at 9.06am.

RESOLVED

2/08/71

That the minutes of the meeting of the Policy Committee held on 8 July 2008 be confirmed as a true and accurate record of proceedings.

Cr Sharpe / Cr Webber

7 WAIPA DISTRICT CYCLING STRATEGY – CONSIDERATION OF DRAFT

File: 55-28-32

Draft Cycling Strategy was provided separately for Councillors with the agenda.

The Chief Executive outlined the basis of the proposal and introduced Paul Ryan, a consultant from Opus. Mr Ryan commented on the need for a cycling strategy and the initiatives by central Government to get people out of their cars.

Councillor Scaramuzza joined the meeting at 9.09am.

A steering group was convened comprising representatives of stakeholder groups and subsequently two workshops have been completed. The Te Awamutu Club is the second largest cycling club in New Zealand and they have identified all the roads they use for their training and leisure rides. The bulk of the infrastructure development would be in the urban areas by retrofitting cycle lanes. This may be achieved by widening roads or removal of car parking.

In response to a question regarding a combined walking and cycling strategy, Mr Ryan advised that walking routes have not been specially investigated. However, on the Cambridge map he noted the routes identified as possible shared paths.

Councillor Barnes joined the meeting at 9.18am.

In response to a question regarding the use of main roads, Mr Ryan advised that the roading network has a hierarchy with the main roads being where people wish to go and that they are more efficient routes. Those roads are often wider and have good shoulders which may allow the implementation of cycle lanes on those shoulders. Studies have shown that back streets are not safer as they are often narrower and cluttered with parked cars.

Mr Ryan advised the Government has a strategy to double the number of trips taken by cyclists or on foot by the year 2040. The prime focus of this document is cycling for transport but it also embraces recreational and sports cycling. Research is continuing on the type of facilities that would best attract new people to cycling.

In response to a question regarding recreational cyclists being daunted by main road traffic, Mr Ryan advised that it would be difficult to justify spending on rural roads. However pinch points could be improved and these improvements could be made during maintenance.

Mr Ryan advised that the riding on footpaths issue came up in the workshop and that putting cyclists on the footpath in the wrong place can be hazardous. This is particularly noticeable when many driveways are crossing the footpath. Combined walking and cycling tracks can be excellent when alongside a park or river, but in urban areas they can cause problems. Cyclists require a two metre width but on a reasonably heavily used footpath it would need to be three metres wide.

The Chief Executive advised the current strategy recommends one footpath down every urban road, however it does not mention cycling at this time. In response to a comment on the safety aspect of signage, the Chief Executive noted that on page 14 of the report that Council would not want to be restricted to PW 35, which is a standard yellow diamond with the profile stencil of the cyclist on it. The sentence will be changed to read "be no less than PW 35".

RESOLVED

2/08/72

That:

- a) *The proposed draft Waipa District Cycling Strategy be received;*
- b) *Subject to any amendments, the draft Waipa District Cycling Strategy as received be released for public comment in accordance with the special consultative procedure;*
- c) *The draft Strategy be released for public comment on Monday 18 August 2008, with submissions closing at 5pm on Monday 22 September 2008.*
- d) *The Policy Committee consider submissions on the draft Waipa District Cycling Strategy, and the walkway strategy be provided, at a meeting scheduled for Tuesday 14 October 2008.*

Cr Scaramuzza / Cr Hoverd

Mayor Livingston noted that the Cambridge Rotary Club want to help fund the Leamington/Karapiro road walkway/cycleway, due to the relevance of the World Rowing Championships in 2010.

8 WAIPA DISTRICT PUBLIC TRANSPORT (BUS) SERVICES - REVIEW

File: 01-69-09

Report of the Corporate Planning Manager dated 16 July 2008 was included in the agenda.

The Chief Executive introduced Sharon Toi, Corporate Planning Manager to Councillors. She then introduced Russell Turnbull, a consultant from PB New Zealand Ltd.

Councillor Scaramuzza left the meeting at 9.59am.

Mr Turnbull advised members of the background to the review and the need for public consultation. The community ideas resulting from the public consultation can be brought into the LTCCP.

Councillor Scaramuzza rejoined the meeting at 10.04am.

In response to a question regarding figures on usage, Mr Turnbull advised that the commercial operation numbers to Hamilton are unavailable and only the contract service numbers are available. The numbers provided in the report are an estimation from a snapshot view. Mr Turnbull advised that contracts are competitively tendered and are split between ratepayers and taxpayers. Mayor Livingston advised of the format of the public consultation document and does not wish ratepayers to endorse the idea without understanding the costs involved.

RESOLVED

2/08/73

That

- a) *The report of the Corporate Planning Manager dated 16 July 2008 be received;*

- b) *The Policy Committee support the review of Waipa District Passenger transport (bus) services in conjunction with Environment Waikato, and that the review be undertaken in general accordance with the options set out below, including the cost implications for Council, rate payers and passengers.*

- *Option One – New Bus, same timetable as present*

This option includes the supply of a new bus at an estimated running cost of \$301,040 per year. Environment Waikato specifies the need for low floor wheelchair accessibility and wide doors. To contract the provision of the current timetable with a new bus will cost before fares approximately \$378,000 per year. Based on these estimates, the net cost to re-contract the service with a newer bus and keep the fares would be \$72,000 per year. The inclusion of a weekend and public holiday service would cost a further \$34,000 per year Council's contribution would be approximately \$26,500 inclusive of a weekend service.

- *Option Two – New Bus, Improved timetable Monday – Friday*

A new timetable would see an increased service to and from Hamilton commencing at 6.15 am and culminating in a 6.15pm final return. The timetable has been designed to suit working commuters, shoppers and school children. This timetable (six extra services per day) would cost (after the fares have been deducted) approximately \$148,000 net per year. A weekend service can be included at a further cost of \$34,000 per year. Council's contribution under this option would be approximately \$45,000 inclusive of a weekend service.

- *Option Three – New Bus, Improved timetable including weekends via the Airport*

This option is the same as Option Two with the inclusion of a regular service via Airport. For an additional \$20,000 the route could be extended into more parts of Te Awamutu. The total cost to Council for Option Three would be approximately \$49,000.

- c) *The outcome of the consultation phase of the process be reported back to the Policy Committee for consideration prior to including a proposed level of service for public transport in the draft 2009 10-year Plan.*

Mayor Livingston / Cr Jull

The meeting adjourned for the morning tea break at 10.19am and recommenced at 10.37am.

9 PREPARATION OF A STRATEGIC PLAN AND RESERVE MANAGEMENT PLAN FOR THE KIHIKIHI DOMAIN

File: 04-03-03

Report of the Project Manager, Heritage Development and Reserves Planning dated 23 July 2008 was included in the agenda.

Project Manager, Heritage Development & Reserves Planning outlined the report which followed on from the workshop that was held recently. The level of use and the scale of that use will continue to increase in years to come. The strategic plan component of this report gives a long term view to ensure that the infrastructure is appropriate for future use. The key point is that the exercise needs to be completed before the draft LTCCP is completed.

In response to a question regarding community concerns of the speedway development being overshadowed by the equestrian component of the Domain, the Project Manager advised that the plan is to enable a co-ordination of views. This will enable every user to be able to participate in the construction of the framework. In response to a question regarding adjoining properties, the Project Manager advised that the Domain is Crown reserve land administered by Council while the Kay & Nicholson families are the key adjoining landowners.

RESOLVED

2/08/74

That the report of the Project Manager, Heritage Development and Reserves Planning dated 23 July be received.

Cr Barnes / Cr Hoverd

**10 PROPOSED LAKE NGAROTO RECREATION RESERVE MANAGEMENT PLAN –
CONSIDERATION OF SUBMISSIONS**

File: 50-01-01

Report of the Project Manager, Heritage Development and Reserves Planning dated 31 July 2008 was included in the agenda.

Project Manager, Heritage Development & Reserves Planning outlined the process and that Tainui have advised that they wish to be involved in co-management. A public statement is due on 22 August and may require the Plan to be amended.

He advised that the Lake has lost approximately ½ a metre in water level due to infilling. Peat settlement is occurring around the lake margins due to flooding. Manuka was planted with the objective to suppress the weeds, however the plants were planted around the wet areas of the lake as well as the dry areas. A raise in the water level may cause the manuka to die and be replaced by more suitable plants.

A co-management agreement would take approximately 12 months to complete and the implications of starting works around the lake before this time may mean missed funding streams. The next two-three years will be spent on the existing infrastructure and not on margin planting. The management planning has gone through various committees and the views of Iwi have been taken into consideration.

RESOLVED

2/08/75

That -

- a) *The report of the Project Manager, Heritage Development and Reserves Planning dated 31st July be received; and*
- b) *Subject to the consideration of submissions, the Draft Lake Ngaroto Reserve Management Plan, as may be amended, be referred to Council for adoption once the outcomes of the Waikato-Tainui Waikato River claim are known.*

Cr Barnes / Cr Hoverd.

There being no further business the meeting closed at 11.06am.

CONFIRMED AS A TRUE AND ACCURATE RECORD

CHAIRPERSON: _____

DATE: _____