

Roading

TO Thames-Coromandel District Council
FROM Scott Summerfield - Policy & Planning Manager
DATE 8 May 2018
SUBJECT **Roading**

1 Purpose of report

This is one of a series of reports which presents submissions received on the 2018-2028 Long Term Plan, staff analysis and recommendations for Council consideration. This report focuses on the key consultation questions relating to Road Maintenance extensions, Wentworth Valley Road sealing, Pottery Lane extension and Totara Valley Road service extensions along with points generally raised on the district roads and footpaths activity.

2 Issue

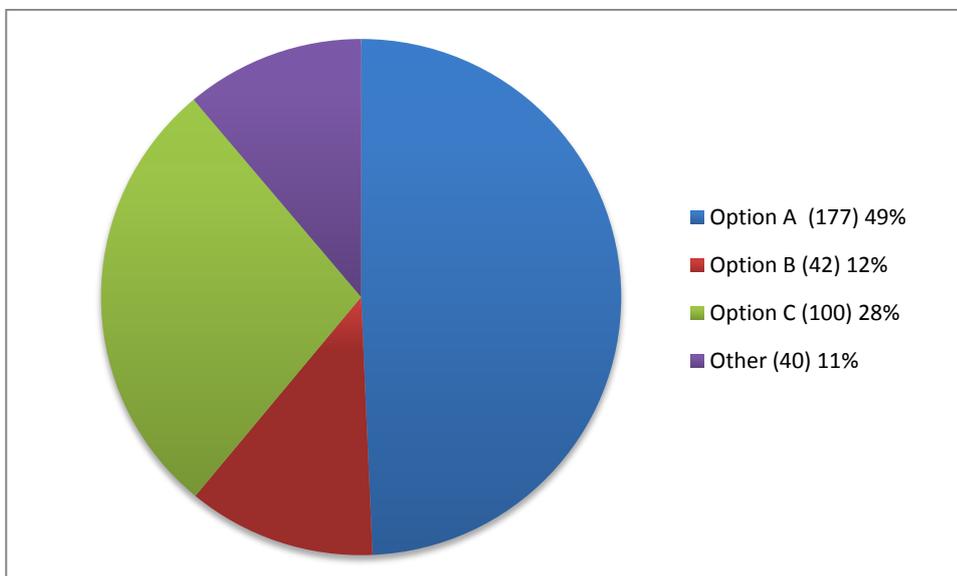
Council decisions are required on the proposals included in the consultation document and on the matters raised by submitters.

3 Road maintenance service extension

Council consulted on a proposal to take on maintenance of structures, including upgrades where necessary, on 24 currently unmaintained roads formed on Council land. As public access to these roads needs to be provided, maintenance to a safe standard is required to avoid unreasonable risk to all users. Council's proposal was expected to cost \$3.7M over 4 years. Other options included upgrading and maintaining all of these roads to a low standard of maintenance at a cost of \$11.8M over 10 years, or upgrading and maintaining all of these roads to a standard where Council would receive annual maintenance subsidy from NZTA at a cost of \$16.7M.

	OPTION A (proposed) Structures only	OPTION B - Low standard of maintenance	OPTION C - Higher quality which meets NZTA funding standards
What is it?	We will upgrade and maintain all structures on Council owned roads over years 1 to 4. This includes bridges, fords, retaining walls, culverts and the like.	We will upgrade and maintain Council owned roads, and where appropriate provide a lower standard of road than other roads in the district. This will be across the 10 years of the Plan.	We will maintain Council owned roads to a standard which will attract on-going NZTA maintenance subsidy. This will be across the 10 years of the Plan.
How does this impact our level of service?	This will improve the integrity and safety of structures on 24 currently unmaintained Council roads.	This will improve the integrity and safety of all 24 roads, including upgraded structures, minimal widening and improved surfaces.	The integrity and safety of all 24 currently unmaintained Council roads will be greatly improved, including upgrades to all structures, additional widening and a more even surface resulting in a smoother ride.
What will it cost?	Upgrade cost of \$3.7 million. The total cost of these upgrades and future maintenance requires \$15.05 each year per ratepayer across the life of the asset.	Upgrade cost of \$11.8 million. The total cost of these upgrades and future maintenance requires \$61.05 each year per ratepayer across the life of the asset.	Upgrade cost of \$16.7 million. The total cost of these upgrades and future maintenance requires \$54.40 each year per ratepayer across the life of the asset.

** Please note - If an alternate option to the proposed option is adopted after consultation then the rates required is substituted for the proposed rates required.*



Submission points

Where submitters opted for option A, the following submission points were made:

- One submitter noted that the 24 unmaintained roads aren't the highest priority for infrastructure spend. One submitter said that roading is an essential service above some of the discretionary projects.
- Four submitters were concerned about debt levels and the rates impact of options B and C.
- Two submitters said that Council should legally stop roads which only benefit one or two properties.

- One submitter has requested that Council does not maintain Waitaia Road beyond the last permanent resident's property.
- Five submitters felt that unless there is high usage of a road, there is no need to spend high amounts of money on these roads. Two further submitters said that maintaining the structures is a higher priority than the surface on a low use road.
- Three submitters supported option A to provide the minimum structures for safety but that where there are few residents on the road, if those residents want more maintenance then they should pay for it.
- One submitter noted that if there are any proposed commercial developments on the roads, then the developer should be contributing.
- One submitter noted that since some of these rural people don't contribute to water and rubbish equivalent contributions should go towards these roads.

Submitters in favour of either option B or C gave common reasons as to why Council should take on full maintenance responsibility of these 24 roads.

- Twenty submitters said that privately maintained public roads can become dangerous and have adverse effects on residents and the environment as a result of natural weather events, long-term deterioration, and increased use.
- Twenty seven submitters stated that the responsibility for upgrading and maintenance to the public safety standards and of provision of public access is not the responsibility of residents.
- Fourteen submitters noted that beyond physical structures, the following are valid safety matters for Council to be responsible for: visibility, surface quality, width, water tabling and passing areas.
- Eight submitters said that it is acceptable that road upgrading and maintenance by Council extend only to levels appropriate to limited usage (Option B).
- Twenty submitters said that formed public roads must be passable by emergency services including ambulances and fire services.
- Four submitters said Council should ensure access up the Rangihau Road as this is the only access to the power lines that feed the Northern peninsula.
- Nine submitters noted that providing safe roads in each of the communities is a key function of the Council.
- Twenty one submitters said that with increasing visitors and rising road tolls, safety on all of our roads is important.
- Five submitters said build it once and build it well.
- Six submitters pointed out that unmaintained roads have knock on effects on other Council infrastructure and communities, e.g. stormwater and access to important infrastructure.
- One submitter said that the cost of maintaining or upgrading roads will not decrease, only increase. Thinking ahead will provide safe roads and increase employment.
- Eleven submitters said that Council has a responsibility to be fair to all ratepayers and residents, and that there should not be some roads unmaintained when other ratepayers have maintained roads.
- Two submitters said that many of these roads do not warrant upgrading but they support full maintenance as long as safety issues are addressed.
- One submitter supported full maintenance but said if any of these roads simply service a few houses and are not used by the public then they should be excluded.
- Two submitters thought that better roads will bring more growth which will benefit the whole area.
- Thirteen submitters noted that the Karuna Falls community on Waikanae Valley Road has permission for thirty dwellings and five minor units as a permitted activity in the District Plan. This will greatly increase traffic volume on an unmaintained road which Council should be responsible for as their rules allow this.

A range of other comments were made on the topic, including:

- Three submitters suggested Council have different levels of funding for the roads dependent on the public use.
- Four submitters said that road maintenance should be categorised based on actual and likely public usage.
- Two submitters did not support the road maintenance service extensions at all.
- One submitter noted support for Council upgrading and maintaining the Kirikiri Valley Road specifically for both Option A and B.
- Two submitters requested further information on where these 24 unmaintained roads are and what they access.
- One submitter said that Woods Road South is below standard for safe access due to poor slope stability and poor drainage.
- Two submitters thought that the rates already charged should be sufficient to pay for roading, and that other expenditure should be re-prioritised to pay for the road maintenance extensions.
- One submitter said that Radar Road in Hot Water Beach should be Council maintained.
- One submitter Could better parking provision be made please on or near the end of roads that lead to the Forest Park. Tararu Rd and the entry on Tapu-Coroglen Rd are two such.
- One submitter queried why Comers Road is not on the list of unmaintained roads.
- One submitter requested that Kitahi Road not be maintained by Council, and to proceed with existing arrangement in place.
- One submitter wanted to see a mix between options A and B.
- Transition Town Thames asked that in planning for this maintenance extension, Council consider mapping all coastal hazards and taking future sea level rise into account.
- One submitter said it would be prudent for Council to grant the property owners of 323A, B and C Waikawau Beach Road legal access and allow them to join Waikanae Valley Road as their properties are currently landlocked.
- One submitter requested that Council not maintain McBeth Road (alternate).
- One submitter requested that Victoria Road be added to the list - to extend existing council maintenance to 120m beyond the current road maintenance end.
- One submitter requested that Council in the LTP the raising of the road level along Wharf Road, Colville from the intersection on Colville Road.

Analysis

177 submissions supported a structures only approach, while 142 submissions supported Council taking on full responsibility for the unmaintained roads.

Five roads were not included in the initial costings for this proposal and have been raised through submissions, or been identified by staff after the period for confirming the consultation document closed. These are:

- part of Wires Road (Hikutaia);
- part of Neavesville Road (Puriri);
- part of Black Jack Road (Opito Bay);
- part of Kennedy Bay Road (Kennedy Bay);
- part of Flays Road (Coromandel).

Upgrades and maintenance of these five roads, combined, would add an extra:

- \$162,106 in capital cost and \$11,590 in annual maintenance costs to Option A (approx. \$1.50 per ratepayer per year once the work is completed)
- \$1,780,225 in capital cost and \$200,040 in annual maintenance costs to Option B (approx. \$21 per ratepayer per year once the work is completed)
- \$2,270,416 in capital cost and \$83,565 in annual maintenance costs to Option C (approx. \$17.30 per ratepayer per year once the work is completed)

Three submitters requested that the respective roads they adjoin and currently maintain themselves - Kitahi Road, McBeth Road and Russek Road - continue to not be maintained by Council. Staff recommend exploring with the property owners and ratepayers adjoining these portions of legal road stopping the road and transferring the land to those property owners. This will remove the right of public access from the roads and take away any future liability arising from lack of road maintenance on these formed roads from Council. Council will also not need to upgrade these roads or maintain them, saving considerable cost.

One of Council's core functions is providing roads - and as such Options B or C most closely ensure Council's fulfils this function. An entire road maintenance approach also has sufficient support from submitters, and a range of well-articulated reasons presented, to help justify this approach.

Staff recommend Council adopt Option C so that all formed Council roads are upgraded and maintained to a standard which will attract ongoing maintenance subsidy from NZTA.

Option B, while ostensibly cheaper, will within 20 years end up costing ratepayers more than Option C. This is because the maintenance costs on roads upgraded to a low standard are expected to be significantly higher than roads upgraded to NZTA standards and will not attract the maintenance subsidy received from NZTA.

Following deliberations, the road maintenance policy will be drafted to reflect Council's decision. The policy will also set out the standard to which Council will upgrade and maintain roads should NZTA decline maintenance subsidy on them. The policy will also determine the point at which Council maintenance of formed legal roads will be triggered, the expected formation required of developers on newly developed roads as part of consenting, and other matters.

Adoption of Option C, including the five additional roads as identified above, will cost an estimated \$18.75M over the ten years of the Long Term Plan to upgrade the formed section of all these unmaintained roads to a standard at which Council can expect to receive ongoing maintenance subsidy from NZTA. This will cost each district ratepayer \$79.21 extra from 2028/29 when the upgrades are completed, for the life of the assets, and \$19.50 per year additional from 2028/29 for the ongoing maintenance of the new roads to be maintained. This cost will likely be reduced to a small degree by removal of several of the roads from the list of those to be maintained after further discussion with adjoining ratepayers (Kitahi Road, McBeth Road and Russek Road as discussed above), and staff will seek funding from NZTA for the upgrades where the roads may qualify for funding support.

As a major infrastructure investment in coming years, staff will ensure greater public information on where each road is, what it gives access to, and the type of upgrades required is available online.

Recommendations

Council proceed with Option C: Maintain all formed Council roads to the standard which will attract NZTA maintenance subsidy.

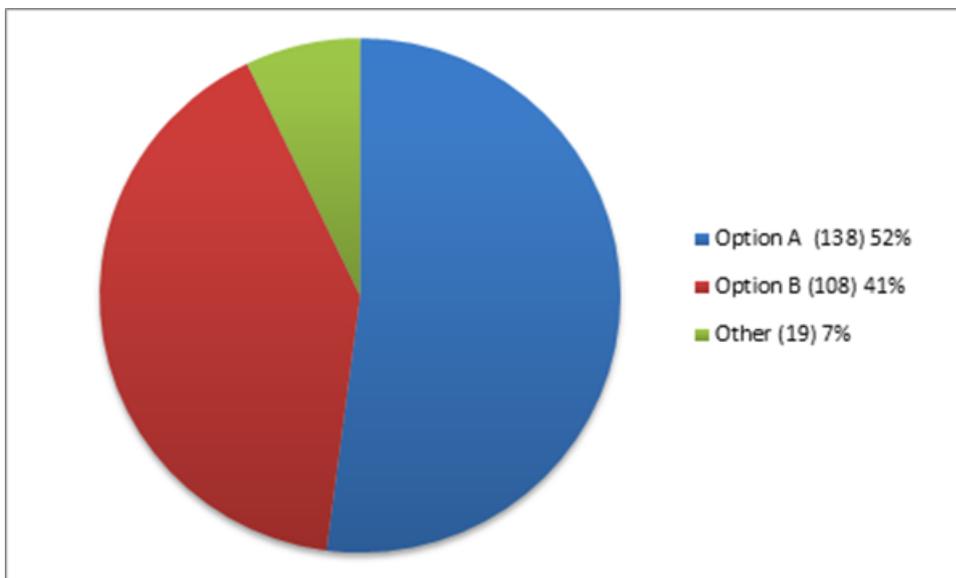
Direct staff to engage with property owners and ratepayers adjoining McBeth Road, Kitahi Road and Russeks Road on options around stopping these public roads and divesting of the land.

4 Wentworth Valley Road extension

As part of the 2015-2025 Long Term plan Council consulted on the seal extension of Wentworth Valley Road and providing a formed walkway and cycleway. After undertaking a business case for the project, Council proposed to only undertake the seal extension and not the walkway and cycle way. The road is currently narrow and metalled for most of its length. Council proposed sealing the total length of 3.2km.

The options were:

- A. Complete sealing of Wentworth Valley Road (a total additional sealed area of 3.2km). This seal extension would be an increased level of service replacing a gravel surface with asphalt resulting in a smoother ride at a cost of \$1.3 million and requiring \$4 per ratepayer across the life of the asset.
- B. Do not seal the remaining 3.2km. The road would remain a gravel surface. No cost implication.



Where submitters opted for option A, the following submission points were made:

- One submitter asked that it be completed within the next 12-24 months as a priority even if this meant locally funding or 50/50 local/district funding to ensure its completion.
- Fifteen submitters asked that the project be made a priority and not deferred again as it is long overdue.
- Three submitters suggested that the cycleway/walkway should not be removed from the project.
- Seventy two submitters (including the Whangamata Community Board, Whangamata Ratepayers Association and Whangapoua Beach Ratepayers Association) suggested that sealing of the road was important for safety and meeting the needs of tourism in the area, particularly with the DoC Camp at the end of the road.
- Two submitters suggested the road be sealed as this is an important area and will be a real benefit to the community.
- One submitter suggested that with improved access consideration would need to be given to parking areas on the road.
- One submitter asked that the area that floods in front of their property to the Quarry be concreted and include a gabion basket on the river otherwise the tarseal would wash away.
- Waikato Regional Council supports the proposal to seal the road to reduce dust generation to better control discharges into the water from unsealed roads.

- One submitter supports the sealing of Wentworth Valley Road but requests that Council submit to NZTA to change the speed limit to 50 km/hr.
- A petition with 49 signatures in favour of sealing the remainder of the Wentworth Valley Road was also received.

Where submitters opted for Option B, the following submission points were made:

- One submitter suggested that the road shouldn't be sealed until there has been major flood protection works carried out on the road and its surrounds.
- Six submitters suggested that there were other district roading priorities including:
 - Replacement of one lane bridges, such as Delmany bridge.
 - Robert St and Prices Avenue in Thames should be regraded and kerb and channeled.
 - Kennedy Bay Road
- Three submitters suggested that roads with new developments on them such as Wentworth Valley should be paid for through development contributions.
- Nine submitters suggested that this should not be paid for by the district as it does not benefit enough people.
- Six submitters suggested the road should be left unsealed as it is a rural area and this is what is appropriate; and one suggested the road should remain unsealed as it will always be a road that requires a lot of maintenance and therefore gravel is more cost effective; one suggested that keeping the road unsealed will deliberately keep visitor numbers lower, and better protect the environment.
- Three submitters suggest the road should remain unsealed to avoid any additional debt or that it was a bad use of ratepayer money.

Other

- Four submitters asked that local funding of the project be an option.
- One submitter advised that there is insufficient information to decide the benefits or risks.
- Two submitters asked that more consideration be given to long term benefits of cycleways and support for other non-fossil-fuel based activities.
- One submitter suggested that given the benefit is largely in Whangamata it should be split 25% district 75% local.
- One submitter suggested basic sealing is only required up to the DoC campground but no further.

Analysis

This project was listed for completion in both the 2012-2022 and 2015-2025 Long Term Plans, but has yet to be completed. In the 2015-2025 LTP the project included a separate track for cyclists and pedestrians. However after further investigation this additional infrastructure was deemed to be too expensive, unnecessary and unachievable given the additional land purchases required.

The beginning of the Wentworth Valley is less than 2km from Whangamata, and is a potential future growth area. The road is currently narrow and unsealed for most of its length with regular complaints from those who live on it that it is unsafe and dusty. The road is also prone to flooding in heavy rain events. The road services 28 properties. Approximately 15,000 visitors per year are recorded using the DOC forest park, and the DOC campsite and waterfall at the end of the road are popular.

The roading network is funded as a district activity. Other priorities raised by submitters will be considered by staff to establish need and priority on the work programme if they are not planned already. Speed limits on local roads are determined by Council through the Speed Limit Bylaw and a request for a change of speed limit will be referred to staff to consider.

Recommendation

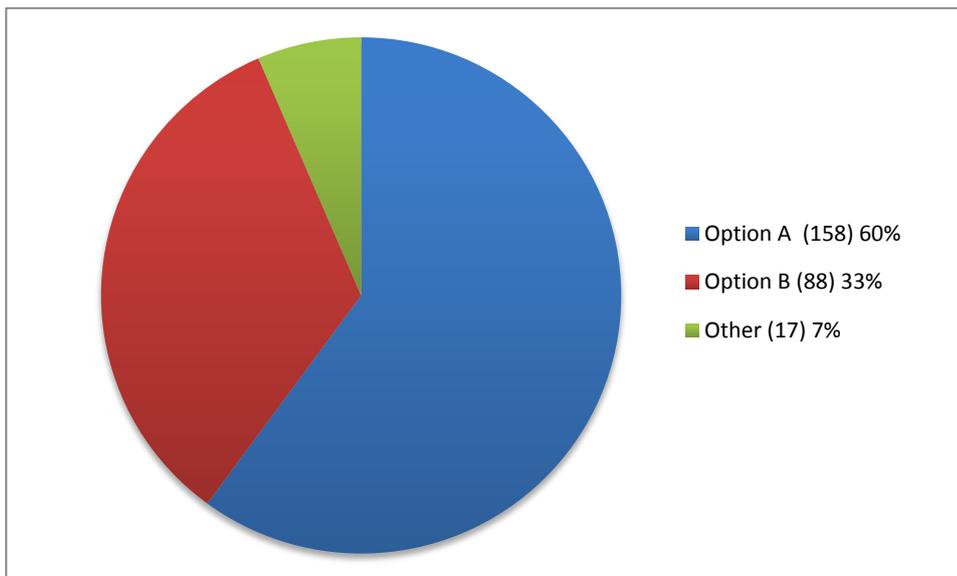
That Council approve Option A - the complete sealing of Wentworth Valley Road (a total additional sealed area of 3.2km) to be loan funded at a cost of \$1.3 million, requiring \$4 each year per ratepayer across the life of the asset.

5 Pottery Lane extension

Council consulted on a proposal to extend Pottery Lane, Coromandel Town, as part of the LTP. Traffic to and through Coromandel Town is stilted over busy periods, and with visitor and ratepayer numbers set to increase, relieving this congestion and redirecting traffic where possible is becoming more important. A proposed extension of Pottery Lane to 255 Kapanga Road will reduce the number of service vehicles stopping on Kapanga Road which will relieve congestion from commercial traffic. The extension would be undertaken in years 2 to 4 of this Long Term Plan at a cost of \$2.2M, or \$7 per ratepayer.

The options were:

- A. Complete the Pottery Lane Extension in Coromandel Town, through to 255 Kapanga Road, over three years. Residents, ratepayers and visitors will see the benefit of reduced congestion in Kapanga Road at a cost of \$2.2 million and requiring \$7 per ratepayer across the life of the asset.
- B. Do not undertake the extension project. Pottery Lane will remain a dead end service lane and traffic flow will remain congested at peak times. No cost implication.



Summary of submissions

Where submitters opted for option A, the following submission points were made:

- One submitter supports this option if users in the area of benefit pay for the extension.
- One submitter sought a tourist tax to finance Option A.
- One submitter states that traffic flow will improve while removing large vehicles from the main street.
- Twelve submitters state this is a better solution, less/reduced congestion in town, a good practical option for future planning and visitors to Coromandel.
- Two submitters stated Coromandel Town needs ways to handle its tourism influx in the busy season; being increasingly swamped by tourists whose numbers will keep growing; one other submitter state this option promotes tourism and visitor experience.

- Six submitters state that it is essential that this project proceeds; it's an appropriate, sensible and necessary use of funds; and has the potential to benefit not just Coromandel Town.
- Three submitters states this extension is badly needed in Coromandel Town; there are serious economic benefits to freeing up the CBD area.
- One submitter states this will benefit Coromandel Town only.
- One submitter supported constructing better transport routes; and asked Council to consider toll roads, so non-Coromandel ratepayers paid to use some roads.
- One submitter asked Council do it properly, plan it properly so you don't have to do it again.
- One submitter supports this strategic route for Coromandel Town. It will make a significant impact for the overall vehicular movement around and through the township and has been planned and negotiated for years.
- One submitter supports Option A, but wishes to know the life of the asset.
- One submitter supports Option A, but Tairua has many roading issues also needing TCDC support.
- One submitter noted the town needs the northern bypass to reduce traffic through the main street.

Where submitters opted for Option B, the following submission points were made:

- Five submitters consider the traffic is not highly congested, it is a very minor inconvenience and there are far higher priorities.
- One submitter states this is similar to Tairua congestion. Service vehicles could adjust their timing.
- Two submitters state this extension should not be financed by general rates, it should be financed by a 'bed tax' or similar, or should be government funded.
- One submitter suggested putting lights onto the intersection of Tiki Road and Kapanga Road to govern traffic flow.
- Two submitters do not see a need to extend Pottery Lane compared to more immediate and urgent projects in TCDC.
- Two submitters want to address the main traffic problems for the Coromandel District first, such as in local areas such as Tairua; this is a "peak time" issue no different to Tairua.
- One submitter states this is a non-issue.
- One submitter sees no logic in proceeding with this extension, can already bypass the main street in one direction if necessary.
- Three submitters state no extra debt is wanted, the rate payers cannot afford these options; not a priority for spending scarce ratepayer funds; does not want to spend more unless we all agree. One submitter questions is it worth \$2.2 million for traffic flow to be better at peak times, to save that money and reduce rates. One submitter noted a project like this is unnecessary; handy at peak times, but it does attract debt.
- One submitter wants to keep land taxes under inflation.
- One submitter states Coromandel ratepayers should fund this as it is for their benefit.
- One submitter notes is this even possible? There are now properties on Pottery Lane which will make this project impossible.
- One submitter notes projects which focus on safety should be considered above convenience.

Other

- One submitter supports Option B and asks what about the 'stilting' of traffic at the Tairua one way bridge.
- Two submitters state this is not an area of concern for the Cooks Beach Ratepayers Association or Mercury Bay South Residents and Ratepayers Association.
- Two submitters state the intersection between Tiki, Kapanga and Wharf Roads needs some serious thought.
- One submitter supports local Coromandel residents if they want this project to go ahead.

- One submitter seeks to lobby for means of charging tourists and then re-consider funding for Option A.
- One submitter believes that Pottery Lane should be a Coromandel Town targeted rate, not District wide.
- One submitter notes as a property owner he was sent a letter advising that Pottery Lane would not be extended.
- One submitter questions why all roading projects are not listed together under the heading of 'roading.' These projects seem to be to relieve congestion, open up an area for development and or commercial for a cycle and walk way path.

Analysis

The issue of vehicle congestion and the impact this has on Coromandel's commercial area was noted in a significant number of submissions. Other benefits that submitters saw in adopting Option A included the promotion of tourism and the visitor experience in Coromandel Town; where an increase in tourists is expected with consequent economic benefits to the town.

Improvements to traffic flow and safety through the Pottery Lane extension are expected following completion of the project. Submitters in support of Option A were also cognisant of the costs of this project, with suggestions for a tourist tax, toll roads, an area of benefit to help pay the costs of extending Pottery Lane, or funding provided by central government.

Several submitters considered the vehicle congestion issue was only a peak period problem which did not justify the option of undertaking the project. It is noted in submissions as a similar problem to Tairua, although the vehicle congestion at Tairua is on the state highway. Submitters also raised other issues that were seen as greater traffic related matters - the Tiki Road-Kapanga Road intersection, one-way bridges in Tairua or other 'more urgent' Council projects. Affordability was an issue in many submissions.

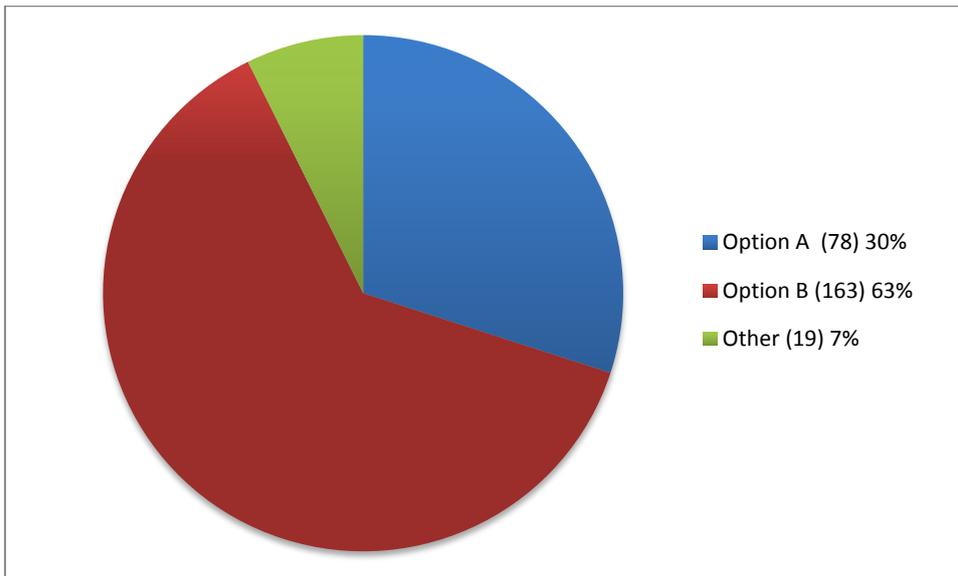
There were submissions that Coromandel ratepayers should fund the extension and this project should not be a priority for scarce ratepayer funds. The issue to determine is whether the Pottery Lane extension is a priority for Coromandel and the district. The extension will provide an alternative route for traffic travelling through Coromandel. In peak holiday periods for a short time, it will reduce vehicle congestion on Kapanga Road. The LTP places the cost of the project across all ratepayers, not just those in the Coromandel-Colville area.

Recommendation

Proceed with the proposed extension of Pottery Lane, Coromandel Town years 2 to 4 of the Long Term Plan 2018-28 at a cost of \$2.2M (\$7 per ratepayer).

6 Totara Valley, Thames service extension

Council consulted on a proposal to extend wastewater, water supply and stormwater services further up Totara Valley Road, as well as to undertake some extension of road seal and road widening. Council views the Totara Valley as a strategic area of growth in Thames, and has zoned the land favourably in order to generate development. Growth in this area would be beneficial for Thames and the wider district, reducing housing pressure and in turn stimulating business development by having more properties available for new workers. This reflects Council's direction to support likely development in desirable locations by ensuring services are available for developers. These service extensions (Option A) would cost \$2.8M, district funded, over years 1 to 3 of the LTP. Alternatively, Council could wait for development to occur under its own steam with no upfront support (Option B).



Option A

- Six submitters, including Cirtex Industries, see proactively enabling residential development in Thames as a positive way to assist development of business. They believe it is critical to the longer term development of Thames and that Thames needs subdivision of land and this will have a low cost to rates.
- Five submitters, including Hauraki-Coromandel Federated Farmers, note this is the obvious place for Thames to grow. Land needs to be opened up to make it attractive to developers to invest in Totara/Kopu. The merits of getting ahead of growth in this district are clear.
- Three submitters, including Thames Community Board, note this will benefit growth and economic development in Thames; but it comes with some risk. They also support rezoning changes.
- Two submitters state that facilitating development in this area away from the coast sounds sensible especially as other areas become restricted through effects of climate change.
- One submitter states this will present a significant development opportunity that will enable economic growth and capacity building within the Thames community over the next decade. It will encourage residential activity leading to local economic and job creation benefits and ensure Thames can attract increased business capacity.
- One submitter states that all developers should be considered across the district.
- One submitter states sewage and water should take priority, but also need to consider Simpsons Beach/Wharekaho.
- Tairua-Pauanui and Whangamata Community Boards support this initiative if it applies across the whole district and not a one off. They support growth and increased ratepayers.
- One submitter says the location of new developments needs to reflect our "100 year plan" for Thames.
- One submitter notes that with more people moving to Thames basic services will help; concentrate on small sections and small building size to facilitate more houses that are cheaper.
- One submitter states there are benefits for this project to the area; but are concerned that if the area of benefit for infrastructure is extended, then all existing properties are "required to connect".
- One submitter states developers reap all the profits of subdividing but pay nothing for infrastructure.

Option B

- Twenty four submitters, including Mercury Bay Community Board and Whangamata Ratepayers Association, consider the property developer should pay for infrastructure

applying a 'user pays' principle. There is little need for ratepayers to subsidise developers; developers will benefit from subdivision.

- Eleven submitters suggest requiring developers to pay for infrastructure improvements and extending infrastructure once development has consent. This makes more financial sense..
- One submitter states if it is done ahead of time, then make the developer pay through some type of covenant on the properties. One submitter considers that once development gets consented, this is where the costs for upgrades need to be recouped. One submitter suggests to help developers in other ways such as quick consents, discounted processes etc. but don't make the rest of us pay for their development projects.
- One submitter considers let developers deal with these issues, poor scope for any major expansion in this area.
- One submitter sees no justification for these works without the guarantee of a developer. Any such works should constitute the absolute minimum needed to attract a developer. One submitter states Council needs to get interested parties consented and contributions flowing before supporting this
- One submitter notes we should be extending wastewater and water services to existing communities first i.e. Wharekaho residents.
- One submitter suggests making use of the empty and charity units in Thames plus the vacant space in Kopu first.
- One submitter considers that Hot Water Beach should receive more development funding than Thames, to attract the tourist dollar, at minimal cost to the environment, if the roads, water, wastewater were all upgraded.
- Four submitters including Onemana Ratepayers Association and Mercury Bay South Residents and Ratepayers Association consider this should be locally funded as the benefits are to current and future residents of Thames only.
- One submitter believes that the Council has better ways to ensure that future developments happen in "desirable locations".
- One submitter states questions encouraging growth where current infrastructure cannot cope.
- One submitter asks how do ratepayers get the \$2.8 m back.
- One ratepayer states in light of sea level rise predictions, further development in this area would seem a high risk.
- Whangapoua Beach Ratepayers Association states Council's own research predicts that Thames population will decline from 2024; it seems counter intuitive to fund infrastructure to attract developers.
- One submitter needs more information as to whether this is facilitating growth or subsidising the developer.
- One submitter stated that projects which focus on safety should be considered above development, such as footpaths around the Tairua Harbour under Paku and along Ocean Beach Road.
- One submitter considers this a non-issue.

Other

- One submitter notes that there are flooding issues.
- One submitter suggests to do the work, then seek contributions from those carrying out the developments.
- One submitter would like to apply for dispensation from the proposed serviced water rate. Their property is serviced by a community water supply and collected rainwater runoff. The cost to install a pipe and carry water the approximate 400 metres to a house is prohibitive.
- One submitter states this is for the benefit of Thames and suggests split funding (eg \$15 Thames; \$5 district)
- Transition Town Thames states that this is a good opportunity to develop Totara Valley. Establishing services up the valley should not be for the sole purpose of

making it attractive to future developers, but rather as a destination for relocating parts of Thames that in the future become uninhabitable.

- One submitter states that if Option A is adopted more information must be made available about how this work will be planned and managed in line with climate change predictions.

Analysis

The proposed extension of wastewater, roading, water supply and stormwater services up Totara Valley Road was opposed by a large number of submitters. The principle reason for this was that the developer should pay for these utility services, rather than have them implemented by Council ahead of development. Submitters opposed to this proposal saw this as a situation where developers will benefit from ratepayers subsidising implementation of utility services. However, one submitter saw a benefit in a subsidy for affordable housing.

Those in favour of extending utility services saw the positive economic benefits of developing this area which consequently would assist with development of business in the Thames to Kopu area. Other reasons for support included the future contribution to job creation and growth with more residential land becoming available. Totara Valley was seen as an attractive area for developers to invest and an obvious place for Thames to grow. One submitter supported this approach for all developers across the district.

There is a clear preference for the development of utility services to be paid for by the developer. With Totara Valley already having a substantial level of development, it is unlikely that one developer will 'take the lead' and install the required services without Council support. Zoning in this area has been favourable for development for many years.

Council's strategy is to take a lead on stimulating development in areas where it is considered strategically important for the growth of the district to do so. There will be a district wide benefit from the further growth of the Thames area, and if there is an appetite for landowners in Totara Valley to subdivide, then Council should proactively seek to support them. There will be some recovery of the costs of implementing services through development contributions, as alongside an increase to the number of rateable units in the district.

Budgets of \$45,000 in 2018/19, \$1.654M in 2019/20, and \$1.127M in 2020/21 have been included in the Long Term Plan for this work. Staff recommend this work be deferred by one year to allow time for the required consultation of affected existing property owners on Totara Valley Road with regard to connection to Council wastewater services and payment options. A staged implementation programme may also limit the risk to Council, including a clear understanding of the intentions of developers and their timeframes.

Recommendation

Approve the proposed Totara Valley Road services extension project but defer to years 2-4 of the LTP 2018-28.

Direct staff to work further with Totara Valley landowners to determine appetite for development and report to Council for consideration in setting budgets for the 2019/20 Annual Plan.

7 Road and Footpaths - other submissions

MERCURY BAY

Mercury Bay cycleway development

- Nine submitters support the Mercury Bay Cycle way and bringing the start date forward to 2018/19.
- An additional submitter suggested engineering cycle ways into any new road design, any roading upgrades need to take into consideration cycle ways.
- MBCB request that the planning phase of the project (\$28,000) be brought forward from 2021/22 to 2018/19

Analysis

Staff support advancing the planning and prioritisation phases of the MB cycleway project and bringing the budget associated with this phase forward to 2018/19 to ensure an early understanding of those areas with the greatest need. There may also be an opportunity to coordinate this cycleway planning work with the MBAS travel planning (refer item 1.4) and investigate alternate funding sources prior to commencing the design and physical works project phases.

Recommendation

Bring forward the Mercury Bay cycleway planning budget of \$28,000 from 2021/22 to 2018/19.

Traffic calming and safety considerations

- One submitter requested traffic calming on Tutaritari Road in Hahei, including the use of judder bars, signage and reducing the speed to 20-30kph.

Mercury Bay area school requested.

- The installation of a roundabout at the Cook Drive/South Highway intersection to flow and route traffic smoothly (this suggestion may be redundant if point (1) adopted).
- To increase the path width on the North and South sides of South Highway from Albert St to Kupe Drive, and up Cook Drive both East and West sides to Joan Gaskell Drive, adequate to take scooters, skate boards and 'walking buses'
- To have a designated cycle lane along both sides of Cook Drive from South Highway to Surf Street.
- The designation change of South Highway (East side) to Albert Street (a name change to remove confusion).
- That safe mid road traffic islands be constructed on:
 - Joan Gaskell Drive W of the Cook Drive roundabout to extend for c. 25 m W along Joan Gaskell Drive
 - Campbell Street E of the Cook Drive roundabout to extend for c. 25m E along Campbell Street
 - That there is a chicane constructed on each island on Joan Gaskell Drive and Campbell Street and a fence be erected on the kerb corners at the road side edge of the paths leading to this intersection for 10m or so to align with the safe pedestrian crossing point.

One submitter requested a safety audit for Purangi Road, including:

- Reducing the speed from Cooks Beach turnoff to Flaxmill Bay from 80Kph to 50Kph, to maintain consistency;
- The placement of judder bars as per Hahei at entrance to Flaxmill Bay;
- Bridge over Flaxmill Ford as per plan along with improved walkways and creation of new ones where non-existent;
 - Increased monitoring of speed by MOT;
 - Electronic speed signage.

Analysis

Evidence will be required (traffic speed data) to determine an appropriate treatment of speed concerns in this location. Alterations to speed limits will be considered and consulted with reference to NZTA's speed management guide to ensure speed management is applied consistently across New Zealand. The cost of this speed limit review has been included within existing draft Long Term Plan budgets.

Design of pedestrian safety improvements in vicinity of the Joan Gaskell/Cook Drive intersection have recently been completed and are being consulted with key stakeholder (including the MBAS and the Blind Foundation) prior to construction in 2018/19.

Recommendation

That requests to amend speed limits are considered as part of a wider speed management review during the 2018-21 period.

Road sealing requests

- Two submitters request Kaimarama Road be sealed and widened.
- Two submitters request the sealing of Mill Creek Rd. The significant increase in residents on this road has made the road condition unsafe.

Analysis

There are two separate sections (total length of approximately 770 metres) of Kaimarama Road on the dust seal programme. Both of these sections will be completed at the same time with construction planned for 2018/19.

The remainder of Kaimarama Rd is not a priority for sealing in terms of safety, maintenance costs or dust nuisance. Staff will ensure appropriate gravel road permanent warning signage is in place to warn motorists of the change in surface from seal to gravel.

There are no further sections of Mill Creek Rd on the dust seal programme. Sealing the remainder of Mill Creek Rd is not a priority in terms of safety, maintenance costs or dust nuisance. Staff will ensure appropriate gravel road permanent warning signage is in place to warn motorists of the change in surface from seal to gravel.

Recommendation

Do not seal Kaimarama Road or Mill Creek Road outside of what meets the dust seal policy.

Flaxmill Bay footbridge

- Three submitters support Flaxmill Bay footbridge, with one suggesting it should be done earlier.
- One submitter also requests that funding is allocated to cover the footpath approaches to the bridge and links to the existing footpath along Purangi Rd.
- Coromandel Peninsula Coastal Walkway Society support it subject to the pathway formed to link to the existing route.

Analysis

The proposed footbridge will connect to the existing walkway on the Cooks Beach side of the ford. On the Flaxmill Bay side of the ford approximately 110 metres of footpath (to match existing Hoggin footpath) is required to join the new footbridge to the existing footpath. The estimated cost of 110 metres of Hoggin footpath is \$11,000.

The current budget in the Long Term Plan for the footbridge does not include allowance for the 110 metre long footpath connection on the Flaxmill Bay side of the ford.

Recommendation

Increase the Flaxmill Bay footbridge project budget in the 2018/19 year from \$133,664 to \$145,000 to include the cost of constructing the footpath connection on the Flaxmill Bay side of the ford.

Submissions not requiring recommendation

Lees Road:

- Two submitters support Lees Road roading upgrades. This project was supported by the South Mercury Bay Group, on behalf of the Hahei, Hot Water Beach and Mercury Bay South resident and ratepayer associations.
- One submitter asks that the public receive more information before Council commits expenditure.
- Four submitters were opposed to the Lees Road Car Park and Improvements. One submitter asked that if this proceeds Council will be setting a precedent for other projects to demand roading to their venue and requests a complete revaluation of this entire "Walk Project".
- One submitter raised concern at the process to date re Lees Road and whether the car park will mitigate Hahei's car parking issues and justify the expenditure.
- One submitter asked that the project be re-consulted on with the public now the planning is more fixed.

THAMES

Disability Parking

- One submitter requested disability parking upgrades in the following Thames locations:
 - Jack McLean centre with consideration for roadside disability parking, disability parking in the new upper car park and wheelchair access from it.
 - Eastern side of Rolleston Street, directly south of the pedestrian crossing in a similar set up as the Centennial pools disability car park.
 - Fit some chequer plates at the pedestrian crossing on Rolleston Street to allow easier access for wheelchair users from this car park and street parking.

Analysis

Staff have worked with the submitter since January 2018 to resolve their disability parking concerns. The matter of school vehicles parking in the gym disability car parks has been resolved through more effective management by the Thames High School and are working to improve awareness of these onsite (THS) disabled car parks (through marking and signage improvements). An on-street disabled car park is also planned for construction within the 2017/18 year as part of the gymnasium construction project, subject to confirmation of budget.

Thames pedestrian crossings and road safety matters

- Four submitters stated there is a lack of pedestrian crossings between the roundabout on Queen Street in Thames and the junction of Queen and Pollen Street.
- One submitter requested a pedestrian crossing on Mackay Street, preferably near the library.
- Moanataiari School state there are road safety and parking issues adjacent to their school.

Analysis

There are requests for additional safe crossing points on Queen Street in Thames between the roundabout and Pollen Street/Queen Street Junction. Queen Street is a State Highway and so under the control of NZTA. This request will need to be directed to them to consider and respond to.

An investigation is currently underway to determine the need, preferred location and type of pedestrian crossing on Mackay Street. Once the investigation is complete any improvements required will be prioritised.

Footpath construction on the school side of Kuranui St and Moanataiari St were completed in 2017 to improve pedestrian access between roadside parking and Moanataiari School. Installation of safer crossing points on Moanataiari St, Ensor St and Burke St were also completed at the same time.

Further detail on the safety and parking issues is required in order to consider any further improvements.

Recommendation

That TCDC staff work with the Moanataiari School to better understand their road safety and parking concerns so that any investment required can be prioritised against other road safety and parking improvements.

Currie Street

Housing New Zealand requested, after consulting with Currie Street residents and other stakeholders, the following upgrades on Currie Street, Thames:

- Speed humps - hoons often speed down the street and do doughnuts
- Better lighting at end of street and through walkways
- Change the streetscape - turn the berms into hard area i.e concreted or cobbled, for off street parking bays.

Analysis

Currie street currently has 3 streetlights, an investigation to identify any gaps in the street lighting of Currie Street is required to determine whether additional lights are required or not. If additional lights are required then these will be programmed based on their Thames Streetlight improvement priority.

Speed humps and parking improvements would need to be investigated and based on the urgency of any improvements to Currie Street, these could be included as an amendment to the 2019/20 Annual Plan.

Recommendation

For the roading team to complete investigation in 2018/19 with funding from district roading to inform the 2019/20 Annual plan.

Submissions not requiring recommendations

- One submitter requested Robert Street and Prices Avenue should be upgraded.
- Three submitters requested that Council make the centre of town, in particular along Pollen Street between Mary and Sealey Street, more friendly to non-car users. There could be a one way system, or shared car/pedestrian area.
- One submitter requested one way along Mary St from Pollen St to Queen St.

- Two submitters requested that Kauaeranga Valley Road is raised so it doesn't flood so easily
- Kauaeranga Tramping Club request Council upgrade and maintain a further 120m of Victoria St, Tararu

WHANGAMATA

Submissions not requiring recommendations

- One submitter noted that a road going around their property from Winifred Avenue to Ranfurly Road crosses over the corner of their property

TAIRUA-PAUANUI

Duck Creek one lane bridge replacement

- Two submitters requested urgent replacement of the one lane bridge at Duck Creek on Hikuai - Pauanui Rd.

Analysis

The Duck Creek Bridge wouldn't normally be widened until the bridge is due for replacement or it is considered necessary for safety reasons, which may be triggered by increased traffic volumes associated with development east of the bridge.

Replacement of the duck creek bridge is not included in the Long Term Plan as it currently is not due for replacement due to structural reason until outside this timeframe.

There are safety issues due to poor visibility at both approaches to this bridge. However ongoing maintenance is carried out to remove vegetation and ensure that the maximum visibility for this site is maintained.

Signage has also been upgraded in the past to provide adequate advance warning signage.

Recommendation

Do not replace this bridge until it is due for replacement or is required to be upgraded to accommodate increased traffic volumes.

Red Bridge Road, Tairua upgrade

- One submitter requested that Red Bridge Road, Tairua be upgraded.

Analysis

The length of Red Bridge Road is 546 metres of this currently 196 metres is sealed.

Sealing the remainder of Red Bridge Rd is not a priority in terms of safety, maintenance costs or dust nuisance.

Recommendation

Do not upgrade Red Bridge Road.

Submissions not requiring recommendation

- The Tairua Residents and Ratepayer Association (TRRA) support the Council advocacy for improvements to one lane bridges which are an ongoing safety problem. In particular the Grahams Creek one lane bridge which has no separate pedestrian bridge and is in a 70 kph zone needs urgent attention.

COROMANDEL-COLVILLE

Footbridge over Potae Stream, Kennedy Bay

- Te Kura Kaupapa Maori o Harataunga, the Harataunga Marae Komiti and Te Roopu Tautoko O Harataunga request a footbridge/walkway adjoining Kennedy Bay Bridge between Harataunga and Te Paea Maraes (Potae Stream bridge).

Analysis

This is a well-used bridge on Kennedy Bay Road especially in summer for vehicles and pedestrians. The existing bridge is also used for swimming hole access.

The length of footbridge required is approximately 50 metres and the approximate cost of a 1.5 metre wide footbridge for this length is \$200,000 (based on modifying the existing bridge deck). Footbridge construction at this location is included within TCDC's footpath construction project list (for the CCCB area) however this work is yet to be prioritised against other pedestrian access improvement works within the ward.

Recommendation

That this footbridge construction project is prioritised against other local roading improvement projects within the CCCB area to determine the appropriate timing of this project and investment.

Road Sealing

- The Te Kouma Residents and Ratepayers association and one other submitter supported provision for sealing the road between the Sugar Loaf and Kowhai Drive in the Te Kouma area.
- One submitter requests Council seal the last remaining 1 km of unsealed road Coromandel side of the Tokatea Hill.

Analysis

Staff support road sealing from the Sugar Loaf to Hannaford's Wharf. Budget of \$460,000 should be provided in 2018/19 to complete this work. The rating impact of this will be \$2 per district ratepayer for the life of the asset.

Recommendation

Include a budget of \$460,000 in the 2018/19 year for road sealing on Te Kouma Road, from Hannaford's Wharf to the Sugar Loaf.

Wharf Road, Colville raising

- Four submitters request raising the road level along Wharf Road, Colville from the intersection on Colville Road to at least the corner where it meets the ocean.

Analysis

Due to the level of Wharf Road at times water from the wetlands either side of the road can come across the road. The depth of water does not close the road, nor does it cause a significant safety issue to motorists due to low traffic volumes and adequate visibility of the flooding for approaching motorists. It also does not damage the road structure or surface.

Therefore raising this section of Wharf Road would be considered a low priority based on the benefits and the high cost to raise this section of road.

Recommendation

Do not raise Wharf Road.

DISTRICT

Coromandel Forest Park access car parks on Council road

- Kauaeranga Tramping Club request an upgrade to Council car parks for walkers, trampers and other users at Rangihau Road end, Waiomu Valley Road, Tapu Coroglen road summit and Victoria St road end.

Analysis

Evidence of the need for car parking upgrades is required in order to better understand any car parking capacity requirements and support investment in the requested improvements.

Recommendation

That staff work with DOC and the Kauaeranga Tramping Club to establish the scope of future car parking capacity improvements on a site by site basis so that any investment required can be prioritised against other planned roading improvements.

One lane Council bridges

- Twelve submitters made comments about replacing one way bridges with two way bridges (this is over and above the number of submitters who made specific requests relating to local road bridges).
- Five submitters requested one way bridges be replaced across the peninsula; and TCDC advocacy to NZTA.
- Particular mention was made of the Tairua bridge by five submitters. One submitter specifically cited the Coroglen Bridge.

Analysis

As with Council improvement projects, NZTA require evidence of a particular issue or problem and the likely value of the benefits associated with addressing the issue in order to ensure the most cost effective treatment for that problem (or investment decision). NZTA follow The Treasury's better business case approach in order to ensure consistent best value from investment (from the National Land Transport Fund) on both SH's and local roads across New Zealand.

Staff have been working with NZTA since late 2017 to consider the current SH levels of service in order to understand the need for SH improvements based on NZTA's highway performance criteria and benchmarking with similar highways across NZ. The outcome from this assessment is expected to assist in supporting investment in SH upgrade works, including bridge capacity improvements within the Coromandel Peninsula (i.e. on SH 25 and SH25a).

Recommendation

That staff continue to work with NZTA on developing a business case to support investment in state highway improvements, which may include increasing capacity at one way bridges.

Submissions not requiring recommendation

- One submitter requested district wide cycleways be included in the strategy.
- Two submitters request the sealing of the Tapu-Coroglen Road
- One submitter requested white arrows on roads to remind tourists to stay left.
- One submitter requested more disabled parking district wide.
- The Waikato Regional Council noted its support for TCDC's work on road safety and encourages Council to ensure there is sufficient funding to address high risk infrastructure and emphasis on high risk user behaviour through road safety coordination and community engagement across the district.

Hauraki Rail Trail

The Hauraki Rail Trail Charitable Trust submitted their 3 year draft business plan to the Thames-Coromandel District Council at the Council meeting dated 3 April 2018 where a resolution was passed to approve the draft business plan.

The budget presented for the next 3 years 2018/19-2020/21 by the Hauraki Rail Trail Charitable Trust requires an increased funding amount above what has been budgeted for in the Thames-Coromandel District Council's first three years of the proposed Long Term Plan. The funding amount requested is equal to the three settlor councils underwriting/funding agreement with the Hauraki Rail Trail Charitable Trust.

The table below shows:

- the Thames- Coromandel District council Long Term Plan budget for the years 2018/19 - 2020/21 (Contract Other line)
- The 3 year funding agreement and plan budget line is the funding amount required by the Hauraki Rail Trail Charitable Trust for their draft 3 year business plan.
- The variance line is the increase required for each year of the first 3 years of the Long Term Plan.

A total increase over the three years of \$201,395.00 - an additional rating impact of \$3.14 in year 1.

	2018/19	2019/20	2020/21
LTP Budget - Contract Other	92,655	94,635	96,705
3 year Funding agreement and Plan budget	164,937	159,093	161,360
Variance	-72,282	-64,458	-64,655

Reason for the increase: During the period of budgeting for the Long Term Plan the three settlor councils new funding/underwriting agreement was going through the process of negotiation and had not yet progressed to the correct funding amount required, hence the request for an increase in the budgeted amount for the first three years of the Long Term Plan.

Recommendation

Increase the Hauraki Rail Trail budget by the following amounts:

2018/19	\$72,282
2019/20	\$64,458
2020/21	\$64,655

8 Suggested resolution(s)

That the Thames-Coromandel District Council:

1. Receives the 'Roading' report, dated 8 May 2018.
2. Accept/decline the recommendations contained within this report.