



Kawhia Community Board

AGENDA

13 April 2017

1.00pm

This meeting will take place at the Kawhia Community Boardroom

Workshops will take place at the conclusion of this meeting

Members of the Kawhia Community Board

Mr CE Jeffries (Chair)
Ms A Gane
Mrs DM Pilkington
Mr AJ Rutherford
Mr DM Walsh

Meeting Secretary: Mr CA Tutty (Governance Supervisor)

KAWHIA COMMUNITY BOARD

13 April 2017

Notice is hereby given that an Ordinary meeting of the Kawhia Community Board will be held in the Kawhia Community Boardroom, Jervois Street, Kawhia on 13 April 2017 commencing at 1pm.

7 April 2017

DC Clibbery
CHIEF EXECUTIVE

AGENDA

ORDER OF BUSINESS:

| ITEM | PRECIS | PAGE |
|---------|--------------------------------------------------------------------------|------|
| | PRESENT | 1 |
| | IN ATTENDANCE | 1 |
| | APOLOGIES | 1 |
| | PUBLIC FORUM – UP TO A MAXIMUM OF 30 MINUTES ALLOCATED | 11 |
| | ITEMS TO BE CONSIDERED IN GENERAL BUSINESS | 1 |
| | CONFIRMATION OF MINUTES – 17 FEBRUARY 2017 | 1 |
| | DECLARATION OF INTEREST | 1 |
| | REPORTS | |
| ITEM 16 | REQUEST FOR VESTING OF POU | 2 |
| ITEM 17 | DRAFT MANAGEMENT ACCOUNTS FOR THE PERIOD ENDING 31 DECEMBER 2016 | 4 |
| ITEM 18 | KAWHIA COMMUNITY FOOTPATH CONSTRUCTION PROGRAMME | 5 |
| ITEM 19 | COMMUNITY BOARDS EXECUTIVE COMMITTEE LGNZ – THE GOOD GOVERNANCE GUIDE | 14 |
| ITEM 20 | HOUSING FOR THE ELDERLY RENTAL REVIEW | 15 |
| ITEM 21 | KCB MATTERS REFERRED FROM 17 FEBRUARY 2017 | 17 |
| GENERAL | | 17 |

PRESENT

IN ATTENDANCE

APOLOGIES

PUBLIC FORUM – UP TO A MAXIMUM OF 30 MINUTES ALLOCATED

ITEMS TO BE CONSIDERED IN GENERAL BUSINESS

CONFIRMATION OF MINUTES – 17 FEBRUARY 2017

DECLARATION OF INTEREST

REPORTS

ITEM 16 REQUEST FOR VESTING OF POU

**To: Chairperson and Members
 Kawhia Community Board**

From: Chief Executive

Date: 13 April 2017

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
 - Provide for the unique history and culture of the District
-

Executive Summary

A request has been received for vesting in Council of the new large pou in the Omimiti Reserve.

Staff Recommendation

It is recommended that:

The Board requests that the Otorohanga District Council accepts the request for vesting in Council of the recently completed large pou in the Omimiti Reserve, with Council to be responsible for routine maintenance of the pou, but not its eventual replacement.

Report Discussion

A letter has been received (copy attached) from the Kawhia Community Projects Trust Inc, which requests that the recently completed large pou-maumahara in the Omimiti Reserve is vested in Council and that Council becomes responsible for it's insurance and maintenance.

Whilst the letter suggests that the required ongoing maintenance will be 'minimal' the large size and value of the carving is still likely to require a significant expenditure on this maintenance, with a figure of at least \$1,000 per year seeming likely on average.

Such a figure would also not include an allowance for the depreciation and eventual replacement of the structure, and it would be suggested that if vested in Council this would be on the basis that Council would not be committed to replace it if it deteriorated to a point where routine minor maintenance was no longer sufficient to keep it in a satisfactory condition.

It is envisaged that the costs associated with maintaining the pou would be met from the Kawhia Parks and Reserves account, and since this is District Funded, Council would need to approve this.

DC Clibbery
CHIEF EXECUTIVE

KAWHIA COMMUNITY PROJECTS TRUST INC.

c/o P.O. Box 56, Kawhia 3843

18 March 2017

Mr Kit Jeffries
Chairman
Kawhia Community Board
KAWHIA

Dear Mr Jeffries

POU-MAUMAHARA PROJECT – OMIMITI RESERVE

The above project was completed and erected in Omimiti Reserve on the Kāwhia foreshore where it was blessed and unveiled in a dawn ceremony on Sunday 4 December 2016. At that ceremony the pou was named "*Hau Whakareia*" (Carving the Wind).

A representative of the Māori King (Tame Pokaia), together with our local Member of Parliament (Barbara Kuriger), Otorohanga District Council Deputy Mayor & Kāwhia/Tihiroa Ward Councillor (Deborah Pilkington), yourself as Chairman of the Kāwhia Community Board, Kāwhia/Tihiroa Ward Councillor (Annette Williams), Te Kuiti Stewart (master carver), Trustees of the Kawhia Community Project Trust, Kaumatua (Jack Cunningham), other local kaumatua and major sponsors were among those dignitaries who attended the ceremony. Approximately 160 members of the general public were also present.

This carving is a monument to the people of Kāwhia and their history and will be viewed by the many visitors (national and internationally) to Kāwhia as a unique and iconic work of indigenous art.

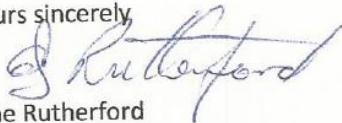
The Trust now wishes to vest the carving to the Kawhia Community and seeks acceptance from the Kawhia Community Board and the Otorohanga District Council of this gift.

Council currently has the carving insured and other than the annual premium for that insurance the carver (Mr Te Kuiti Stewart) considers that ongoing maintenance of the carving will be minimal, as follows:

1. Paua shell and bone teeth replacements (when required);
2. Paint touch-ups (when required);
3. 'Everdure' replenishing (5 yearly);
4. Replacement of cracked/broken Hinuera stone tiles (when required);
5. Maintenance of internal and external floodlighting (when required).

Your favourable consideration to this request will be appreciated.

Yours sincerely



Jane Rutherford
SECRETARY

**ITEM 17 DRAFT MANAGEMENT ACCOUNTS FOR THE PERIOD ENDING 31
DECEMBER 2016**

**To: Chairperson & Members
Kawhia Community Board**

From: District Accountant

Date: 13 April 2017

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
 - Promote the local economy and opportunities for sustainable economic development
 - Foster an involved and engaged Community
-

Executive Summary

The Draft Management Accounts for the period ended 31 December 2016 are attached under separate cover.

Staff Recommendation

It is recommended:

That the Draft Management Accounts for the period ended 31 December 2016 be received.

B O'Callaghan
DISTRICT ACCOUNTANT

ITEM 18 KAWHIA COMMUNITY FOOTPATH CONSTRUCTION PROGRAMME

**To: Chairperson & Members
 Kawhia Community Board**

From: Roading Manager

Date: 13th April 2017

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Ensure services and facilities meet the needs of the Community
-

Executive Summary

This report reviews the current footpath construction programme and the prioritised list of footpaths for construction, updating the programme previously established in 2008.

The factors affecting priority for construction have been validated in the field, and the calculation of the priority has been reviewed and updated as required to confirm which footpaths should be constructed first, and which footpaths should not be included on the construction list. Data from recent customer satisfaction surveys and safety records has been considered but the information does not suggest that there is a serious need or desire for footpaths in the community.

The existing desire to provide a footpath in every street, will take another 292 years to implement (\$1.46 million) at the current level of funding,

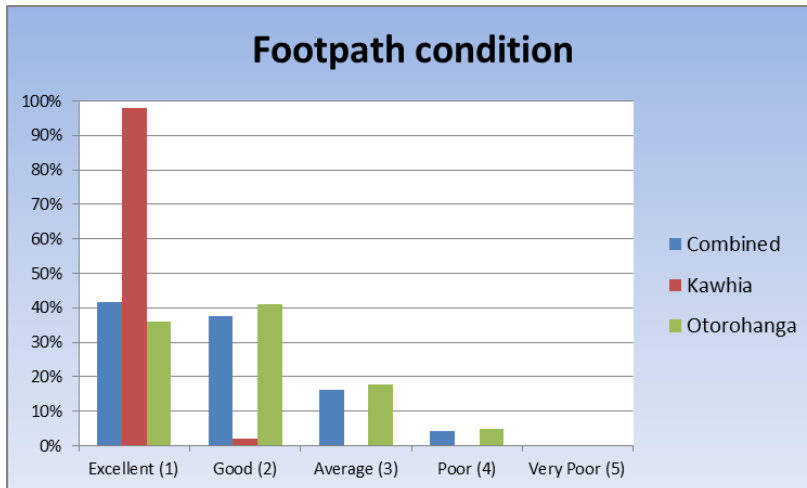
Staff Recommendation

It is recommended:

That the proposed construction programme is reviewed by the Board to confirm the construction order, and adopts the construction plan for implementation commencing in 2017/18.

Report Discussion

It is a long held ambition of the Community Board to provide a footpath in each road within the Kawhia Community, and an annual budget of \$5,000 has traditionally been provided for new footpath construction, in addition to funding for footpath maintenance. Currently there is a total length of 2.69 km of footpath in the Kawhia community, mostly in solid concrete and generally in good serviceable condition



Current programme to construct footpaths

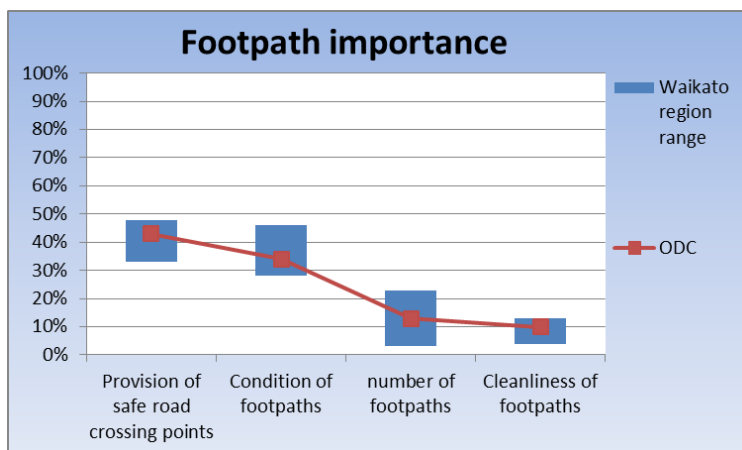
To achieve a single footpath on every urban Kawhia township road a total length of 3.9km of additional footpath is required. The construction costs for this footpath is estimated to be \$660,000, and to achieve the final aim of full network provision at the current investment rate of \$5,000 per annum will take 132 years to complete.

With some of the footpath network indicating as being in poor condition, it is expected that full renewal of sections of the existing footpath network will need to commence in the next ten to twenty years, and the budget costs for this will start to be shown in the 10 year forward planning.

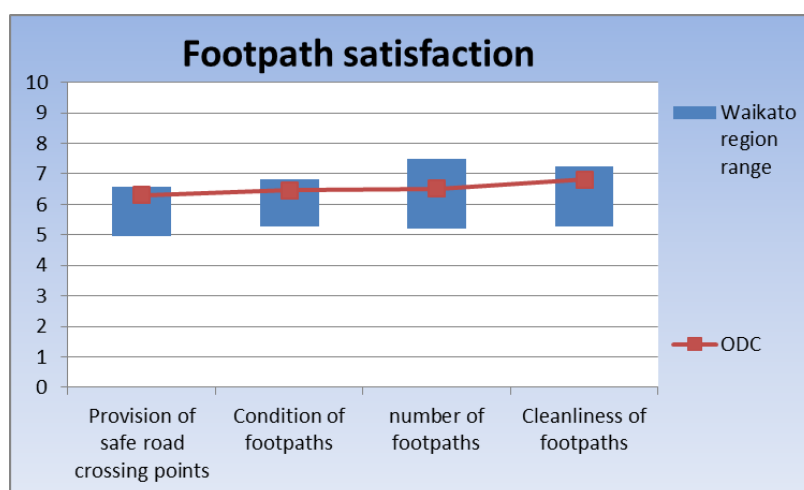
Based on the current prioritised construction list, which includes a second footpath for all roads, the next footpath due to be constructed is the first footpath in Charlton Street

Current customer satisfaction and demand

In a 2015 customer service satisfaction survey undertaken by Road Asset Technical Accord (RATA), Otorohanga District compared very well with the other Councils in the Waikato region. Survey participants were asked what they felt was important to be provided in a footpath, choosing between provisions of safe road crossing points, condition of footpaths, and number of footpaths and cleanliness of footpaths. Only 11% of the respondents reported there were not enough footpaths, with 77% of respondents being satisfied, or very satisfied with the current footpaths in the Otorohanga District (combined Kawhia and Otorohanga townships) The current customer level of satisfaction with those factors was also surveyed, results are as shown below.



The survey indicates that it is more important to our community for footpaths to be safe and in good condition, than for there to be more footpaths (1 being not satisfied and 10 being completely satisfied) as shown below.



The survey indicates our community is generally satisfied with the footpath network, and the level of satisfaction with footpaths compared well to the other districts within the Waikato Region for footpath satisfaction.

Staff are not aware of a level of desire from ratepayers and residents for additional footpaths, with few if any requests for paths or complaints about a lack of footpaths.

History of injuries as a result of no footpath.

Information from the crash database has been checked to determine the numbers of recorded crashes involving cyclists and pedestrians.

In the period between 1980 and 2016, 3 cyclists have been recorded as having involved in a crash, all of whom were aged 10 or under and riding on the footpath may have prevented the crash, but it is still illegal for cyclists of any age to ride on the footpath. Cyclist safety is difficult to include as evidence for construction of footpaths.

In the period from 1980 to 2016, 2 pedestrians have been recorded as having been involved in a road crash, both when crossing the road and the existence of a footpath is very unlikely to have had an impact on the recorded incidents.

The crash data does not support construction of additional footpaths for pure road safety improvements, although the clear risk to pedestrians using a live traffic lane remains.

The One Network Road Classification

The NZTA are strongly promoting the adoption of the ONRC for use in setting levels of service for Council transport facilities. While the NZTA fund neither footpath construction or footpath maintenance, the principals of the ONRC apply well to where a footpath may be required.

The higher the ONRC hierarchy classification the higher the vehicle / freight movement is considered to be of importance and priority. Conversely the lower the ONRC hierarchy classification the lower the priority for vehicle movements and the greater the importance given to alternative mode travel including bicycles and pedestrians. On a high ONRC level road, vehicles can expect to move smoothly and efficiently along a road without needing to make allowance for the slower and more vulnerable road users, and so provision of good footpaths to cater for pedestrians and cyclists is appropriate. On low level roads (with generally considerably lower traffic volumes) vehicles can expect to share the environment with other road users, traveling more slowly with a higher level of awareness of the vulnerable road user.

The roads within the Kawhia township are all within the lower quarter of ONRC hierarchy, and following the ONRC principals, the very lowest hierarchy roads may not justify capital expenditure for a second or even any footpaths.

It is appropriate that consideration is given to limiting footpath construction to a single footpath on Access roads and Low Volume roads.

Possible limiting of footpath construction

It is the opinion of the Roding Manager that the Board target of construction a footpath on both sides of every road can with justification be revised downwards. The following criteria for construction of a new (urban) footpath are presented for consideration by the Board, which are the guideline principals as proposed for the Otorohanga Township to be also adopted for Kawhia as follows

- A footpath on both sides of Collector roads and above,
- A footpath on both sides of all (urban) roads within 500m of schools
- A single footpath in Access and Low Volume roads,

Based on these guidelines, the revised total cost to complete the footpath programme becomes \$965,000, with a period of 193 years required to complete at an annual provision of \$5,000.

Prioritisation of Construction

There is an existing approved mechanism used by Council to determine a priority for individual footpath construction.

Priority Index value =

(Daily Vehicle number x Log_{10}) x (Pedestrian obstructions + Visibility + Vehicle speed + Youth & Elderly) x Existing path

It is considered that this methodology takes into account all relevant factors and it is proposed to continue with this system unchanged. All the factors for individual roads have recently been confirmed through site inspection to ensure the prioritisation is as accurate as practical.

The prioritised list for footpath construction as proposed is as follows, although it is noted that this prioritisation is to provide guidance to the board, and adjustments to meet the construction order as the board sees fit is able to be undertaken.

| Street / Road | Section | Length (m) | Estimated construction cost (\$1000) | ONRC | Calculated priority index |
|-------------------|---------------------------------------------|------------|--------------------------------------|------------|---------------------------|
| Charleton Street | Tainui Street to Pouewe Street | 105 | 18 | Access | 12.0 |
| Kaora Street | Apakura Street to Kaora Walking Track | 240 | 41 | Low Volume | 12.0 |
| Kaora Street | Kaora St Public Toilet to Maketu Marae DW | 245 | 42 | Access | 12.0 |
| Moke Street | Moke Street to Kaora Street | 330 | 56 | Low Volume | 12.0 |
| Hoturoa Street | Hoturoa Street No Exit | 720 | 122 | Low Volume | 6.6 |
| Pouewe Street | Pouewe Street to Cowell Street | 500 | 85 | Access | 5.94 |
| Rosamond Terrace | Pearl Ave to Hoturoa Street | 510 | 87 | Low Volume | 5.28 |
| Hone Street | Waiwera Street to Te Puia Road | 210 | 36 | Access | 4.0 |
| Te Puia Road | Te Puia Road | 280 | 48 | Low Volume | 4 |
| Charleton Street | Tainui Street to Pouewe Street | 105 | 18 | Access | 4.0 |
| Fairchild Street | Tainui Street to Rosamond Terrace | 190 | 32 | Low Volume | 4.0 |
| Kaora Street | Apakura Street to Kaora Walking Track | 240 | 41 | Low Volume | 4.0 |
| Kaora Street | Kaora St Public Toilet to Maketu Marae DW | 245 | 42 | Access | 4.0 |
| Kawhia Street | Waiwera Street to Kaora Street | 250 | 43 | Low Volume | 4.0 |
| Moke Street | Moke Street to Kaora Street | 330 | 56 | Low Volume | 4.0 |
| Tainui Street | Jervois Street to Cowell Street | 490 | 83 | Access | 3.96 |
| Pouewe Street | Pouewe Street to Jervois Street | 565 | 96 | Access | 2.97 |
| Jervois Street | Tainui St Intersection to Omimiti St | 165 | 28 | Access | 2.6 |
| Omimiti Street | Omimiti Street to Kaora Walking Track | 250 | 43 | Low Volume | 2.6 |
| Waiwera Street | Tainui Street to Ahurei Street Intersection | 415 | 71 | Access | 2.64 |
| Waiwera Street | Ahurei Street to Kawhia Street | 490 | 83 | Access | 2.64 |
| Cowell Street | Cowell Street to Pearl Ave | 230 | 39 | Low Volume | 2.0 |
| Panera Street | Panera Street No Exit | 50 | 9 | Low Volume | 2.0 |
| Pearl Ave | Pearl Ave No Exit | 230 | 39 | Low Volume | 2 |
| Tahuri Street | Hone Street to Tahuri Street No Exit | 390 | 66 | Low Volume | 2 |
| Hone Street | Waiwera Street to Te Puia Road | 210 | 36 | Access | 1.3 |
| Te Puia Road | Te Puia Road | 280 | 48 | Low Volume | 1.32 |
| Amopo Street | Amopo Street No Exit | 100 | 17 | Low Volume | 1.0 |
| Apakura Street | Moke Street to Kaora Street | 100 | 17 | Low Volume | 1.0 |
| Mere Place | Mere Place No Exit | 60 | 10 | Low Volume | 1.0 |
| Retemeyer | Retemeyer Road No Exit | 150 | 26 | Low Volume | 1 |
| Wasley Lane | Wasley Lane No Exit | 170 | 29 | Low Volume | 1 |
| Wetere Street | Wetere Street No Exit | 80 | 14 | Low Volume | 1 |
| Cowell Street | Cowell Street to Pearl Ave | 230 | 39 | Low Volume | 0.7 |
| Panera Street | Panera Street No Exit | 50 | 9 | Low Volume | 0.66 |
| Pearl Ave | Pearl Ave No Exit | 230 | 39 | Low Volume | 0.66 |
| Tahuri Street | Hone Street to Tahuri Street No Exit | 390 | 66 | Low Volume | 0.66 |
| Amopo Street | Amopo Street No Exit | 100 | 17 | Low Volume | 0.3 |
| Apakura Street | Moke Street to Kaora Street | 100 | 17 | Low Volume | 0.3 |
| Mere Place | Mere Place No Exit | 60 | 10 | Low Volume | 0.3 |
| Retemeyer | Retemeyer Road No Exit | 150 | 26 | Low Volume | 0.33 |
| Wasley Lane | Wasley Lane No Exit | 170 | 29 | Low Volume | 0.33 |
| Wetere Street | Wetere Street No Exit | 80 | 14 | Low Volume | 0.33 |
| Ahurei Street | Waiwera Street to Tahuri Street | 160 | 27 | Low Volume | 0.3 |
| Davies Drive | Davies Drive No Exit | 260 | 44 | Low Volume | 0.0 |
| Davies Drive | Davies Drive No Exit | 260 | 44 | Low Volume | 0.0 |
| Huki Street | Huki Street No Exit | 70 | 12 | Low Volume | 0.0 |
| Huki Street | Huki Street No Exit | 70 | 12 | Low Volume | 0.0 |
| Lentfer Lane | Lentfer Lane No Exit | 150 | 26 | Low Volume | 0.0 |
| Lentfer Lane | Lentfer Lane No Exit | 150 | 26 | Low Volume | 0.0 |
| Matire Street | Matire Street No Exit | 135 | 23 | Low Volume | 0.0 |
| Matire Street | Matire Street No Exit | 135 | 23 | Low Volume | 0.0 |
| Motutara Street | Motutara Street No Exit | 90 | 15 | Low Volume | 0.0 |
| Motutara Street | Motutara Street No Exit | 90 | 15 | Low Volume | 0.0 |
| Short Street | Short Street No Exit | 140 | 24 | Low Volume | 0 |
| Short Street | Short Street No Exit | 140 | 24 | Low Volume | 0 |
| Tui Whenua Street | Tui Whenua Street No Exit | 50 | 9 | Low Volume | 0 |
| Tui Whenua Street | Tui Whenua Street No Exit | 50 | 9 | Low Volume | 0 |

Contract for footpath maintenance and Construction

Previous Council practice for footpath construction and maintenance was for an annual contract to be awarded, with a value of \$5,000 split evenly for construction and maintenance. Footpath works are unfortunately not supported with NZTA funding assistance. It has recently been decided that for management efficiencies that a single contract every three years, for a total value of \$15,000 was adopted. This allows for more substantial sections of footpath to

be completed at any one time, and the scale of the work is likely to result in reduced tender values, and reduced contract administration costs.

It is proposed to change from the practice of budgeting a set annual recurring value, to budgeting around logical footpath groupings generally following the \$5,000 per annum, this to prevent needing complete footpath sections over several years.

Draft Construction programme

A draft footpath construction programme for Kawhia community, based on the details presented in this report, is attached as appendix C for the Boards consideration.

Consultation and communication

It is proposed that a prioritised footpath construction plan is published on the Council website to communicate the programme to the wider community.

Martin Gould
ROADING MANAGER

Attachments

- a. Appendix A: roads currently without any footpath
- b. Appendix B: roads currently without a second footpath
- c. Appendix C: draft Kawhia footpath construction programme

Appendix A: Roads currently without a footpath

| Street / Road | Section | Path length (m) | Estimated construction cost (\$1,000's) | ONRC | Daily Vehicles |
|-------------------|-------------------------------------------|-----------------|-----------------------------------------|------------|----------------|
| Amopo Street | Amopo Street No Exit | 100 | 17 | Low Volume | 20 |
| Apakura Street | Moke Street to Kaora Street | 100 | 17 | Low Volume | 80 |
| Charleton Street | Tainui Street to Pouewe Street | 105 | 18 | Access | 451 |
| Cowell Street | Cowell Street to Pearl Ave | 230 | 39 | Low Volume | 90 |
| Davies Drive | Davies Drive No Exit | 260 | 44 | Low Volume | 174 |
| Hone Street | Waiwera Street to Te Puia Road | 210 | 36 | Access | 300 |
| Huki Street | Huki Street No Exit | 70 | 12 | Low Volume | 20 |
| Kaora Street | Apakura Street to Kaora Walking Track | 240 | 41 | Low Volume | 150 |
| Kaora Street | Kaora St Public Toilet to Maketu Marae DW | 245 | 42 | Access | 200 |
| Lentfer Lane | Lentfer Lane No Exit | 150 | 26 | Low Volume | 50 |
| Matire Street | Matire Street No Exit | 135 | 23 | Low Volume | 30 |
| Mere Place | Mere Place No Exit | 60 | 10 | Low Volume | 20 |
| Moke Street | Moke Street to Kaora Street | 330 | 56 | Low Volume | 131 |
| Motutara Street | Motutara Street No Exit | 90 | 15 | Low Volume | 80 |
| Panera Street | Panera Street No Exit | 50 | 9 | Low Volume | 30 |
| Pearl Ave | Pearl Ave No Exit | 230 | 39 | Low Volume | 85 |
| Retemeyer | Retemeyer Road No Exit | 150 | 26 | Low Volume | 78 |
| Short Street | Short Street No Exit | 140 | 24 | Low Volume | 10 |
| Tahuri Street | Hone Street to Tahuri Street No Exit | 390 | 66 | Low Volume | 50 |
| Te Puia Road | Te Puia Road | 280 | 48 | Low Volume | 300 |
| Tui Whenua Street | Tui Whenua Street No Exit | 50 | 9 | Low Volume | 20 |
| Wasley Lane | Wasley Lane No Exit | 170 | 29 | Low Volume | 26 |
| Wetere Street | Wetere Street No Exit | 80 | 14 | Low Volume | 37 |

Appendix B: Roads requiring a second footpath

| Street / Road | Section | Path length (m) | Estimated construction cost (\$1,000's) | ONRC | Daily Vehicles |
|-------------------|---------------------------------------------|-----------------|-----------------------------------------|------------|----------------|
| Ahurei Street | Waiwera Street to Tahuri Street | 160 | 27 | Low Volume | 40 |
| Amopo Street | Amopo Street No Exit | 100 | 17 | Low Volume | 20 |
| Apakura Street | Moke Street to Kaora Street | 100 | 17 | Low Volume | 80 |
| Charleton Street | Tainui Street to Pouewe Street | 105 | 18 | Access | 451 |
| Cowell Street | Cowell Street to Pearl Ave | 230 | 39 | Low Volume | 90 |
| Davies Drive | Davies Drive No Exit | 260 | 44 | Low Volume | 174 |
| Fairchild Street | Tainui Street to Rosamond Terrace | 190 | 32 | Low Volume | 164 |
| Hone Street | Waiwera Street to Te Puia Road | 210 | 36 | Access | 300 |
| Hoturoa Street | Hoturoa Street No Exit | 720 | 122 | Low Volume | 256 |
| Huki Street | Huki Street No Exit | 70 | 12 | Low Volume | 20 |
| Jervois Street | Tainui St Intersection to Omimiti St | 165 | 28 | Access | 353 |
| Kaora Street | Apakura Street to Kaora Walking Track | 240 | 41 | Low Volume | 150 |
| Kaora Street | Kaora St Public Toilet to Maketu Marae DW | 245 | 42 | Access | 200 |
| Kawhia Street | Waiwera Street to Kaora Street | 250 | 43 | Low Volume | 304 |
| Lentfer Lane | Lentfer Lane No Exit | 150 | 26 | Low Volume | 50 |
| Maire Street | Maire Street No Exit | 135 | 23 | Low Volume | 30 |
| Mere Place | Mere Place No Exit | 60 | 10 | Low Volume | 20 |
| Moke Street | Moke Street to Kaora Street | 330 | 56 | Low Volume | 131 |
| Motutara Street | Motutara Street No Exit | 90 | 15 | Low Volume | 80 |
| Omimiti Street | Omimiti Street to Kaora Walking Track | 250 | 43 | Low Volume | 102 |
| Panera Street | Panera Street No Exit | 50 | 9 | Low Volume | 30 |
| Pearl Ave | Pearl Ave No Exit | 230 | 39 | Low Volume | 85 |
| Pouewe Street | Pouewe Street to Jervois Street | 565 | 96 | Access | 1113 |
| Pouewe Street | Pouewe Street to Cowell Street | 500 | 85 | Access | 1156 |
| Retemeyer | Retemeyer Road No Exit | 150 | 26 | Low Volume | 78 |
| Rosamond Terrace | Pearl Ave to Hoturoa Street | 510 | 87 | Low Volume | 107 |
| Short Street | Short Street No Exit | 140 | 24 | Low Volume | 10 |
| Tahuri Street | Hone Street to Tahuri Street No Exit | 390 | 66 | Low Volume | 50 |
| Tainui Street | Jervois Street to Cowell Street | 490 | 83 | Access | 321 |
| Te Puia Road | Te Puia Road | 280 | 48 | Low Volume | 300 |
| Tui Whenua Street | Tui Whenua Street No Exit | 50 | 9 | Low Volume | 20 |
| Waiwera Street | Tainui Street to Ahurei Street Intersection | 415 | 71 | Access | 717 |
| Waiwera Street | Ahurei Street to Kawhia Street | 490 | 83 | Access | 389 |
| Wasley Lane | Wasley Lane No Exit | 170 | 29 | Low Volume | 26 |
| Wetere Street | Wetere Street No Exit | 80 | 14 | Low Volume | 37 |

Appendix C: Kawhia Community footpath construction programme (for discussion)

| Kawhia community footpath construction programme (2017) | | | | | | | | | | | | | | | | |
|---------------------------------------------------------|--------------------------------------------------|------------|---------------------------------------------------|------------|---------------------------|---------|---------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| | Annual capital / footpath construction allowance | 5 | Budget for Contract | 15 | 14 | 29 | 8 | 23 | 38 | 16 | 31 | 46 | 11 | 26 | | |
| | | | Annual construction value balance carried forward | 16 (1) | 14 | 36 (7) | - 8 | - 23 | 37 1 | - 16 | - 31 | 50 (4) | - 11 | - 26 | | |
| Street / Road | Section | Length (m) | Estimated construction cost (\$'000) | ONRC | Calculated priority index | 2017/18 | 2020/21 | 2023/24 | 2026/27 | 2029/30 | 30/32/33 | 2035/36 | 2038/39 | 2041/42 | 2044/45 | 2047/48 |
| Charleston Street | Tainui Street to Pouewe Street | 105 | 16 | Access | 12.0 | 16 | | | | | | | | | | |
| Kaora Street | Apakura Street to Kaora Walking Track | 240 | 36 | Low Volume | 12.0 | | | 36 | | | | | | | | |
| Kaora Street | Kaora St Public Toilet to Mairetu Marae D/V | 245 | 37 | Access | 12.0 | | | | | | 37 | | | | | |
| Moke Street | Moke Street to Kaora Street | 330 | 50 | Low Volume | 12.0 | | | | | | | | | 50 | | |
| Hburca Street | Hoburca Street No Exit | 720 | 108 | Low Volume | 6.6 | | | | | | | | | | | 26 |
| Pouewe Street | Pouewe Street to Cowell Street | 500 | 75 | Access | 5.9 | | | | | | | | | | | |
| Rosamond Terrace | Pearl Ave to Hoburca Street | 510 | 77 | Low Volume | 5.3 | | | | | | | | | | | |
| Hone Street | Waivera Street to Te Puia Road | 210 | 32 | Access | 4.0 | | | | | | | | | | | |
| Te Puia Road | Te Puia Road | 280 | 42 | Low Volume | 4.0 | | | | | | | | | | | |
| Fairchild Street | Tainui Street to Rosamond Terrace | 190 | 29 | Low Volume | 4.0 | | | | | | | | | | | |
| Charleston Street | Tainui Street to Pouewe Street | 105 | 16 | Access | 4.0 | | | | | | | | | | | |
| Tainui Street | Jervois Street to Cowell Street | 490 | 74 | Access | 4.0 | | | | | | | | | | | |
| Cowell Street | Cowell Street to Pearl Ave | 230 | 35 | Low Volume | 2.0 | | | | | | | | | | | |
| Parera Street | Parera Street No Exit | 50 | 8 | Low Volume | 2.0 | | | | | | | | | | | |
| Pearl Ave | Pearl Ave No Exit | 230 | 35 | Low Volume | 2.0 | | | | | | | | | | | |
| Tahuri Street | Hone Street to Tahuri Street No Exit | 390 | 59 | Low Volume | 2.0 | | | | | | | | | | | |
| Amopu Street | Amopu Street No Exit | 100 | 15 | Low Volume | 1.0 | | | | | | | | | | | |
| Apakura Street | Moke Street to Kaora Street | 100 | 15 | Low Volume | 1.0 | | | | | | | | | | | |
| Mere Place | Mere Place No Exit | 60 | 9 | Low Volume | 1.0 | | | | | | | | | | | |
| Rehameyer | Rehameyer Road No Exit | 150 | 23 | Low Volume | 1.0 | | | | | | | | | | | |
| Wasley Lane | Wasley Lane No Exit | 170 | 26 | Low Volume | 1.0 | | | | | | | | | | | |
| Waieru Street | Waieru Street No Exit | 80 | 12 | Low Volume | 1.0 | | | | | | | | | | | |
| Daves Drive | Daves Drive No Exit | 280 | 39 | Low Volume | 0.0 | | | | | | | | | | | |
| Huk Street | Huk Street No Exit | 70 | 11 | Low Volume | 0.0 | | | | | | | | | | | |
| Lentler Lane | Lentler Lane No Exit | 150 | 23 | Low Volume | 0.0 | | | | | | | | | | | |
| Mairu Street | Mairu Street No Exit | 135 | 20 | Low Volume | 0.0 | | | | | | | | | | | |
| Moutara Street | Moutara Street No Exit | 90 | 14 | Low Volume | 0.0 | | | | | | | | | | | |
| Short Street | Short Street No Exit | 140 | 21 | Low Volume | 0.0 | | | | | | | | | | | |
| Tui Whenua Street | Tui Whenua Street No Exit | 50 | 8 | Low Volume | 0.0 | | | | | | | | | | | |

ITEM 19 COMMUNITY BOARDS EXECUTIVE COMMITTEE LGNZ – THE GOOD GOVERNANCE GUIDE

**To: Chairperson & Members
 Kawhia Community Board**

From: Governance Supervisor

Date: 13th April 2017

Relevant Community Outcomes

- The Otorohanga District is a safe place to live
 - Ensure services and facilities meet the needs of the Community
-

Executive Summary

The Community Boards Executive Committee LGNZ has released ‘The Good Governance Guide for Community Boards’ attached under separate cover for the attention of Community Board Members.

Staff Recommendation

It is recommended:

That ‘The Good Governance Guide for Community Boards’ document published in December 2016 by Community Boards Executive Committee (CBEC), LGNZ be received.

Colin Tutty

GOVERNANCE SUPERVISOR

ITEM 20 HOUSING FOR THE ELDERLY RENTAL REVIEW

To: Chairperson & Members
Kawhia Community Board

From: Governance Supervisor

Date: 13 April 2017

Relevant Community Outcomes

- Ensure services and facilities meet the needs of the Community
-

Executive Summary

A review of Housing for the Elderly rentals in Rosamond Terrace, Kawhia is proposed.

Staff Recommendation

It is recommended:

That the rental charge for units at Rosamond Terrace, Kawhia remain as follows, effective from 1 July 2017 –

| | | |
|-----------------|----------|----------|
| Single person | \$99.00 | per week |
| Double (couple) | \$124.30 | per week |

Report Discussion

Rentals for units at Rosamond Terrace, Kawhia were reviewed in March 2016 at which time it was resolved that the rental charged for the units be increased effective from 20 September 2016 to –

| | | |
|-------------------|----------|----------|
| Single person - | \$99.00 | per week |
| Double (couple) - | \$124.30 | per week |

As members will be aware it is necessary to give Tenants not less than 60 days notice of any proposed increase in rental and ideally to take into account pension dates. Council is free to set whatever rental it feels appropriate and should any Tenant experience hardship because of this, assistance is available through the Work and Income New Zealand Accommodation Supplement.

The net weekly New Zealand Super Income rates, which came into effect from 1 April 2017 are –

| | | |
|----------|------------------------------------------------|------------|
| Single | living alone | - \$390.20 |
| Sharing | | - \$360.18 |
| Double – | One qualifies | - \$285.28 |
| - | One partner qualifies & other partner included | - \$570.56 |
| - | Both qualify | - \$600.30 |

Asset Maintenance

At this point it is indicated that the cost of maintenance for the 2016/17 year will be around the budget estimate of \$6600

Capital Works in 2016/17

Refurbishment of units – budget of \$4100, estimated actual of \$4100.

Income for 2016/17

The estimated actual is \$27048 compared to an estimate of \$27675.

Asset Maintenance for 2017/18

| | |
|--------------------------------------------------------|---------|
| Other services (including improvements to Clothesline) | \$10430 |
| Engineering Services | \$1982 |
| | \$12412 |

Activity Operation for 2017/18

| | |
|--------|--------|
| Mowing | \$2547 |
|--------|--------|

Capital Works for 2017/18

| | |
|------------------------|--------|
| Refurbishment of units | \$4172 |
|------------------------|--------|

Please note consideration needs to be given to the issue of insulation of the units, estimated cost \$4,500

I have contacted a local Land Agent regarding private rentals and was advised that the rental charge for a one-bedroom unit in Kawhia remains at between \$90 and \$100 per week

Advice from the Waipa District Council is that their charge for rental of a one-bedroom unit in Te Awamutu is –

| | |
|--------------------------------------------|-------------------------|
| Palmer St, includes washing machine | \$160 - \$175 per week. |
| Churchill & Mangapiko Sts, attached garage | \$200.00 per week |

The projected deficit in the account for the 2016/17 will be approximately \$27404 an increase of \$3294.

Colin Tutty

GOVERNANCE SUPERVISOR

ITEM 21 KCB MATTERS REFERRED FROM 17 FEBRUARY 2017

To: KAWHIA COMMUNITY BOARD MEMBERS

From: Governance Supervisor

Date: 13 APRIL 2017

1. ENGINEERING MANAGER

21 OCTOBER 2016

- i. To check on the matter of power meters located on the Kawhia Wharf in particular to obtain costings for installing individual meters.

2. MR RUTHERFORD

9 DECEMBER 2016

- i. To liaise with Councils Finance and Administration Manager Graham Bunn, regarding the number of boats berthed at the wharf.

3. MR WALSH

17 FEBRUARY 2017

- i. To obtain a quote from a supplier to install CCTV cameras in Jervois Street and on the Kawhia wharf.

CA Tutty
GOVERNANCE SUPERVISOR

GENERAL