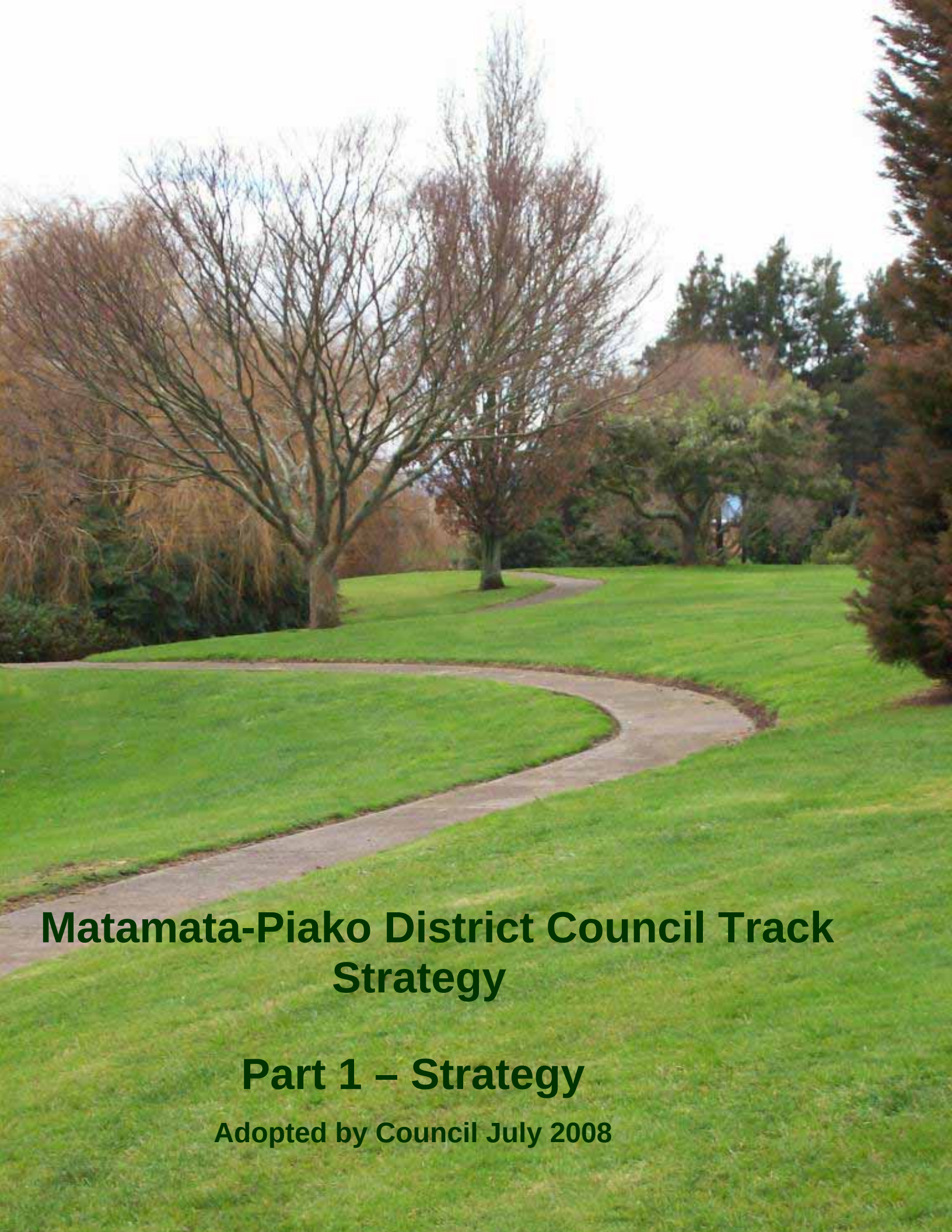

Matamata-Piako District Council Track Strategy

Part 1 – Strategy

Adopted by Council July 2008

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EXECUTIVE SUMMARY

The Matamata Piako District Council Track Strategy details the current walking track facilities located within the district, and identifies where there is a need to upgrade existing and develop additional tracks, for the benefit of the community and district.

This track strategy details the Councils goals and objectives, the different track classifications, the existing track condition and network, proposed new tracks, and proposed development programmes and budgets.

Council currently have 17 kilometres of tracks throughout the district, with the majority of these being located around Te Aroha.

Currently Council does not measure its track network for management and maintenance purposes. As part of this process Council plans to adopt the track classification outlined in the New Zealand Standard "Tracks and Outdoor Visitor Structures" SNZ HB8630:2004.

A review of the existing tracks has identified that many require upgrades to bring them up to the proposed track classification standards. Upgrade costs and funding options are detailed within this strategy.

Adoption of this track strategy will provide for a range of walking opportunities for the local communities, plus the district as a whole. Walking tracks also provide opportunities for visitors and tourists to our district to experience some of the natural and historic settings that are a unique part of our landscape. Walking tracks provide many benefits for our communities, particularly health and well being opportunities.

Objectives

1. To develop a comprehensive signage strategy for tracks, to include interpretive signage for historic areas.

2. To fulfil the LTCCP community ordinance as per 2006-2016, Volume 2, page 4:

    a. *"5.3(a) The Te Aroha Mountain will be accessible to everyone, with walking tracks offering different levels of difficulty and accessibility".*

    b. *"5.4(a) The Domain will be developed in a manner to link the river, the main street of town , Herries Park and the Domain into a holistic town feature".*

    c. *"5.5(a) The wetlands, significant natural features and wahi tapu on public land throughout the district will be protected, promoted and enhanced and restored".*

3. To adopt the proposed track classification

4. Provide budgetary allowances for depreciation and maintenance to ensure that standards are maintained, subject to funding availability.

5. Provide budgetary allowances to develop new track networks proposed over the next 10 year period and submit the proposal through the LTCCP process.

6. To progressively upgrade existing tracks and funding permits to meet the classification as detailed in the New Zealand Handbook “Tracks and Outdoor Visitor Structures” SNZHB 8630:2004

7. Public consultation will be undertaken on new tracks being developed.

8. To promote walking tracks as a healthy activity for our residents by preparing brochures on Councils Track network.

9. To fulfil the 2004-2014 Recreation and Culture Activity Plan 2004-2014 as per 2.9.3, page 9:

    a. *“Escalating rates of obesity and type 2 diabetes, due to inactivity and poor diet, have seen an increasing focus in strategies to improve health through physical activity. District Health Boards and Sport Waikato have developed and are implementing an Active Community Programme which is focused on increasing physical activity levels. It is expected that this programme will increase utilization of Council parks and other leisure facilities.*
    b. *An aging population will determine the type of leisure programme being provided and also drive the demand to provide improved access to facilities e.g. to accommodate mobility scooters/disabled access.*

    c. *There is an increasing pressure to provide programmes to meet the needs of youth. It is recognised that young people living in small towns do not have access to a wide range of leisure activities”.*

Introduction

1.1. Strategy Introduction

The Matamata-Piako District Council (MPDC) has commissioned the development of a Track Strategy to address and meet the future walking recreation facility needs of the district. In essence MPDC desires to provide Matamata-Piako with a Walking Friendly Environment.

The Track Strategy is intended to set a strategic direction for walkways and active track recreation in the Matamata-Piako District.

A strategic direction involves plotting a way forward to reach a commonly agreed set of goals.

This strategy provides the Council and community an opportunity to review the existing track network and to decide what maybe needed to meet current and future track and walkway demands. Through the process of planning and consultation with the community Council can establish goals for managing tracks, plus identify the best provision of existing and future walking opportunities for all users.

Walking recreation plays a crucial role in contributing to a community's economic, social, cultural and environmental wellbeing. The terms *active leisure and physical activity* have attracted an increasing focus in recent years. Walking incorporates active leisure and physical activity elements within the scope of recreation. The benefits of physical activity are now widely accepted and recognised amongst both government and non-governmental agencies. These benefits include: health and well-being, personal development, social cohesion, economic development, reducing health care and justice costs and enhancing quality of life. The potential advantages in all sorts of areas from increasing physical activity are evident. Levels of physical activity in New Zealand are falling and this decline is being linked to the rising incidence of diabetes and obesity.

The track classification approach that MPDC has used is modelled on the classification system contained within the New Zealand Handbook *"Tracks and Outdoor Visitor Structures"* SNZ HB8630:2004.

This document provides specifications on the grading, design, construction and maintenance of tracks and outdoor visitor structures. It is aimed at encouraging consistent standards for tracks and outdoors visitor structures New Zealand wide. It is a best practice document, rather than a New Zealand standard.

All existing tracks have been assessed in accordance with specifications contained within the SNZ Handbook, upgrades and new tracks will be undertaken by using the handbook as a guideline.

MPDC support the notion that the fundamental characteristics of recreation and leisure for the individual are that it is usually *fun* and *satisfying*. This is currently being addressed by the Council recently commissioning a Recreation Facility and Active Leisure Strategy.

Both SPARC (Sport & Recreation New Zealand) and the Hillary Commission have identified walking as a major fitness activity in New Zealand, with its popularity on the rise.

1.2. Strategy Goals and Outcomes

The following have been developed by MPDC to portray clear direction and outcomes to the community.

The **goal** of the Track Strategy is:

To produce a District-wide strategy for the provision of a Walkway and Track network for the next 20 years and beyond, taking into account existing tracks and the provision for expanding the network to accommodate a forecast increase in user numbers.

The **outcome** of the Track Strategy is:

To provide an appropriate and sustainable Walkway and Track recreation opportunities through effective policy.

1.3. Process followed

The following flow diagram describes the process followed from concept to implementation of the Track Strategy for the Matamata-Piako District Council.

November 2005
MPDC Community Facilities Manager collates a project brief for a Track Strategy for the District.

November 2005
Lyall Green and Associates commissioned to survey all of Council's tracks to be used during track assessments. Also briefed to investigate all structures.

December 2005
Frame Group Ltd was engaged to establish a pathway link and node identification system to inspect and classify each existing track, prepare a prioritised schedule for upgrade work, based on survey information provided.

February/March 2006
Frame Group Ltd undertook inspections of existing track network and reported back with a draft report.

July 2006
MPDC undertook a user survey of existing tracks and walkways (Low sample size means results may not reflect users' opinions).

August 2006
Council staff received all information and finalised report from Frame Group Ltd.

September 2006
An independent track consultant was engaged to peer-review the costing model supplied to Council by Frame Group Ltd. Their findings were that the costings were accurate enough for the Council to use the rates and meters for estimating and budgeting purposes.

October 2006
Council workshop.

November / December 2006
Incorporate Council's comments into the draft document.

October/November 2007
Public submission process.

June/July 2008
Council considers submissions with final document presented for adoption by Council in time for budgetary considerations 2008/2009 and beyond.

2. Track Classifications

2.1. Introduction

The track classification approach that the MPDC has used is modelled on the classification system contained within the New Zealand Handbook *"Tracks and Outdoor Visitor Structures"* SNZ HB8630:2004.

This document provides specifications for the grading, design, construction and maintenance of tracks and outdoor visitor structures. It is aimed at encouraging consistent standards for tracks and outdoors visitor structures New Zealand wide.

All existing tracks have been assessed in accordance with the specifications contained within the Handbook.

If a track does not meet these specifications, a number of options will need to be considered. These options include:

a. Change the track classification to better align with user needs.
b. Upgrade the track to meet the specification, or
c. Change the track specifications to meet budget constraints.

2.2. Identify visitor/user group

When planning for the development of new tracks and the upgrade and maintenance of existing tracks it is important to identify who the primary users/visitor groups are which dictates the track classification that will be adhered to.

Six "user/visitor groups" act as the key drivers for the type of track to be developed as listed in *Table 1*.

2.3. Classification of tracks

Tracks are classified and grouped into six main categories for purpose of providing visitor information. *Table 2*, Naming of Tracks, is taken from SNZ HB8630:2004, which is also currently being used by Department of Conservation (DoC).

Table 1

Naming of Tracks				
User Group	**Visitor Group**	**Track Classification**	**Symbols**	**Track Name (to be used in visitor information)**
1	Urban Residents	Path		Path
2	Short Stop Travellers	Short Walk		Walk
3	Day Visitors	Walking Track		Walking Track
4	Backcountry Comfort Seekers	Tramping Track • Great Walk • Easy Tramping Track	 	Name of track (e.g. Milford Track)
5	Backcountry Adventures	Tramping Track		Track
6	Remoteness Seekers	Route		Route

A detailed comparison of track categories is given in *Table 3*.

2.4. Comparison of track specifications

Information in *Table 3* is a summarisation of track categories and their recommended specification as per the New Zealand Handbook, 8630:2004.

Figure 2: Walking Track

Table 2

Comparison of track specifications							
Track Category	**Path** 	**Short Walk** 	**Walking Track** 	**Great Walk/Easy Tramping Track** 	**Tramping Track** 	**Route** 	**Mountain Bike Track** 
General description	Well formed firm surface. Suitable for all ages and most fitness levels	Well formed, up to 1 hours easy walking, suitable for most ages and fitness levels	Extended walking that takes a few minutes to a full day return. Suitable for relatively inexperienced people	Generally multi-day tramping track catering for relatively inexperienced backcountry trampers.	Marked tramping track that generally follows the lie of the land and is commonly not formed. Maybe multi-day or backcountry tracks taking less than a day.	Generally unformed, lightly cut route catering for the most experienced of backcountry visitors. Routes follow the lie of the land and are not formed.	Formed firm path suitable for safe use by mountain bikers with average ability
Track formation, marking	Users can easily find their way in either direction in all weather and low light conditions	Well defined so that inexperienced users can easily find their way in either direction, in all weather conditions	Well defined track, clearly marked where necessary so that inexperienced users can easily find their way in either direction, in all weather conditions	Well defined by the track formation or by markers. Any marking to be poles or markers. Benching and raised formation may be used.	Marked track (except where a formed track exists and can be easily followed). Markers, poles or chains must be clearly visible from one to the next, in either direction, in all but the worst weather conditions.	Must be marked. Marking can be chains, poles or markers and they must be clearly visible from one to the next, in either direction, in all weather conditions except moderate to heavy mist.	Mono slope acceptable on all grades. Side drainage may be required on steeper sections of track
Maximum grade	7° (1 in 8)	10° (1 in 5.7)	15° (1 in 3.7)	None	None	None	(1 in 6)

Track Category	Path 	Short Walk 	Walking Track 	Great Walk/Easy Tramping Track 	Tramping Track 	Route 	Mountain Bike Track 
Steps	Max. riser height 180mm and a min. tread width of 310mm Max vertical rise between landings 2.5m	Max gradient 37° (1 in 1.5) Max vertical rise between landings 2.5m Max riser height 190mm and a min. tread width of 250mm steps are to have a handrail on one side if the safety of users is at risk	Max gradient is 41° (1 in 1.2) Max vertical rise between landings is 4m Max riser height 225mm and a min. tread width of 300mm Treads must have an even surface and must not be muddy or rough	Existing flights of steps must not have a gradient that exceeds 41° (1 in 1.2) Max vertical rise between landings is 4 m Steps are to be constructed to enable reasonably comfortable use by the predominant visitor group, with a maximum riser height of 200 mm and a min tread length of 250 mm.	Steps should generally not be used except where their use will prevent erosion or significant visitor impacts Flights of steps must not have a gradient that exceeds 45° (1 in 1) Max vertical rise between landings is 8m New steps shall have a max riser height of 250 mm and a min tread length of 250 mm.	Steps shall not be used	Avoid on up hills, can use as a technical obstacle on down hill course. Or remove altogether
Walking surface width	Minimum 1.2m but generally 2 m to provide comfortable 2 way use by groups	Minimum 0.75m Maximum 2.0m	Minimum – 0.75m Maximum – 2.0m	Minimum – 0.3m in open forest, river flats, tops or flat terrain Minimum – 0.6m where there are steep slopes and/or room for passing is required Maximum – 1.0m	No minimum width Where surface material (e.g. gravel) is used, maximum surface width is 0.3 m	No minimum width	Minimum -600mm

Track Category	Path 	Short Walk 	Walking Track 	Great Walk/Easy Tramping Track 	Tramping Track 	Route 	Mountain Bike Track 
Track surface	Well formed and even surface Made of durable material such as concrete, chip seal/asphalt or compacted gravel. Max. height of any discontinuity on the surface shall be 5mm	Well formed and even (wet areas drained) Up to 10% of total track length may have short, wet or muddy sections, provided the water or mud will not go over the top of footwear Surface is to be well compacted	Mostly well formed and even (wet areas drained) Up to 20% of total track length may have short, wet or muddy sections, provided the water or mud will not go over the top of footwear	Over 70% of the total track length (for Great Walks), and over 50% (for Easy Tramping Tracks) will have wet areas drained and a surface that provides firm and even footing. Up to 30% of the total track length (for Great Walks), and over 50% (for Easy Tramping Tracks) may have: i) uneven, steep or rough sections where the track surface is broken by rocks, roots, or other obstacles; and/or ii) deep, muddy or wet sections as long as the mud or water does not come over the top of the boot.	Track surface will generally be the natural surface and may include mud, water, roots and embedded rocks.	Surface is natural (i.e. not formed) and may be rough.	Durable surface, well bound aggregates to ensure traction in all conditions. Natural ground or grass in areas of low grade on dry sites
Recommended footwear	All types of walking footwear	Walking shoes	Light walking boots	Light walking boots or tramping boots	Tramping boots	Tramping boots	N/A
Boardwalks	Shall be used over wet, swampy, sandy or muddy sections	May be used over wet, swampy, sandy or muddy sections	May be used over wet, swampy, sandy or muddy sections	New boardwalks may be constructed to protect the environment or if there is no reasonable alternative route through or around a wet, sandy or muddy section.	Generally not provided.	Are not to be provided.	N/A

Track Category	Path 	Short Walk 	Walking Track 	Great Walk/Easy Tramping Track 	Tramping Track 	Route 	Mountain Bike Track 
Minimum structure width	1.2m	1.2m	0.75m	0.6 m	0.6m	Not prescribed	N/A
Bridges across major watercourses	All major watercourses shall be bridged	All major watercourses shall be bridged	All major watercourses shall be bridged	All major watercourses shall be bridged	Watercourses shall be bridged where they cannot be safety crossed without the help of others during times of normal water flow. Bridges maybe three wire crossings.	Major watercourses shall be bridged where a significant hazard exists Bridges maybe three wire crossings	N/A
Bridges across minor watercourses	All minor watercourses shall be bridged	All minor watercourses shall be bridged	All permanent minor watercourses wider than 1m (in normal flow conditions) shall be bridged (there are some exceptions see Handbook)	Minor watercourses shall be bridged where: a) no reasonable alternative wet weather track exists; and b) they cannot be safety crossed unassisted when in flood; and c) the frequency with which floods occur results in the watercourse acting as a barrier or becoming a significant hazard to over 5% (Great Walks) or over 10% (Easy Tramping Track) of total BCC visitors a year.	Watercourses shall also be bridged where: a) no reasonable alternative wet weather track exists; and b) they cannot be safely crossed unassisted when in flood; and c) floods occur with a frequency that means the watercourse is a barrier or becomes a significant hazard to over 25% of the predominant visitor group (BCA) a year, and d) there is no accommodation or shelter within two hours walking distance	Minor watercourses shall not be bridged	N/A

Track Category	Path 	Short Walk 	Walking Track 	Great Walk/Easy Tramping Track 	Tramping Track 	Route 	Mountain Bike Track 
Ladders	No ladders	No ladders	No ladders	Ladders may be used. On a Great Walk, ladders must not exceed 2 m in length	Ladders may be used where a significant hazard exists.	Ladders may be used where a significant hazard exists.	N/A
Guardrails, barriers, etc	Shall be provided where a significant hazard exists	Shall be provided where a significant hazard exists	Shall be provided where a significant hazard exists	Guardrails or barriers will be constructed where a significant hazard to the predominant visitor group exists and there is no reasonable alternative option such as widening or diverting the track or installing warning signs on a temporary basis.	Guardrails, barriers, chains or handwires may be used at locations where a significant hazard to visitors exists but only where no reasonable alternative such as re-routing the track exists.	Guardrails and barriers shall not be used on routes.	Significant falls and hazards immediately adjacent to the track to have a barrier at the fall edge
Viewing platforms	May be provided in appropriate places along the path	May be provided at appropriate places along the track	May be provided at appropriate places along the track	Are not generally provided.	Are not generally provided.	Are not provided.	N/A
Vegetation clearance	Must be cleared from the total width of the path formation, and to a height of 2.5m Windfalls blocking the track are to be removed within 48 hours of notification	Must be cleared from the total width of the track formation up to a max 1m either side of the centre of the track and to a height of 2.5m Windfalls blocking the track are to be removed within 48 hours of notification	Must be cleared from the total width of the track formation up to a max of 1m either side of the centre of the track and to a height of 2.5m Windfalls blocking the track are to be cleared or the track diverted within 14 days of notification.	Must be cleared from the total width of the track formation up to a max of 0.5m either side of the centre of the track	Must be cleared to ensure there is a clear passage and a clear view of track markers, poles or chains.	Vegetation and windfalls are to be cleared to enable adequate vision of markers or the route.	Must be cleared to a height of 2m over the total width of the track. Occasional encroachment by branches allowed provided 600mm minimum width maintained

Track Category	Path 	Short Walk 	Walking Track 	Great Walk/Easy Tramping Track 	Tramping Track 	Route 	Mountain Bike Track 
Signage	Paths shall be clearly signposted with directional signs at entrances and at all junctions	Tracks shall be clearly signposted with directional signs (that include both walking times and distances) at all track entrances & junctions	Tracks shall be clearly signposted with directional signs (that include both walking times and distances) at all track entrances & junctions. Significant points of interest along or at the end of the track will be signposted	Tracks shall be clearly signposted with directional signs (that include both walking times and distances) at all track entrances & junctions. Significant points of interest along the track will be signposted	Direction signs are to be placed at all track entrances, and at junctions or crossing points where there is a significant risk of getting lost. Direction signs are to show walking times and may show distances.	Direction signs should be installed at junctions with Tramping Tracks, Easy Tramping Tracks and Great Walks. Direction signs will show walking times and may show distances	Provide only when necessary to indicate alternative routes and hazards
Track condition Information	The presence of poor path condition is to brought to the attention of visitors at visitor information centres and/or at path entrances	The presence of poor path condition is to brought to the attention of visitors at visitor information centres and/or at path entrances	Visitors will be informed on the presence of any temporary poor track condition, such as recent slips or permanent track information such as unbridged streams, at visitor information centres and/or at track entrances	The presence of any difficult track section, such as unbridged streams, or temporary poor track condition, such as recent slips, will be brought to the attention of visitors at visitor information centres, track entrances, and/or huts.	Track condition information regarding for example, an unbridged stream or steep, unstable slips, is to be made available at track entrances or through off-site means.	Route condition information (e.g. about unbridged rivers) may be provided through off-site means.	Visitors will be informed on the presence of any slips, track closures etc.

3. Existing Tracks

In February / March 2006 the track and walkway network was inspected and evaluated by Frame Group Ltd. The walking and track network was defined by assigning node numbers to all track entry points and intersections.

Each node, via a GPS position was mapped onto aerial photos. Note: the accuracy of some data collected under tree cover has been found to be inaccurate in relation to aerial imagery. Where this has occurred this data was used as indicative rather than an accurate positioning of nodes.

3.1. PRAMS National Asset Condition Grading Standards

In addition to the physical data collected for each track segment, each segment has been assigned a Condition Grade. This Condition Grade is a digit between 1 and 5 based on the PRAMS National Asset Condition Grading Standards. For tracks, the PRAMS grading is represented as indicated in the following Table.

Table 3

Track Condition Grading		
Grade	**Condition**	**Description**
1	Excellent	Sound footpath designed and constructed to current standards; well maintained with no visible defects.
2	Good	As for grade 1 but showing minor wear, tear and deterioration of surface. Deterioration has no significant impact on safety, user comfort and appearance of the footpath.
3	Average	Footpath functionally sound but appearance and serviceability affected by minor defects e.g. corrugations/rutting <20mm, small potholes and minor loss of metal. Deterioration beginning to affect safety, user comfort and appearance.
4	Poor	Footpath functioning but with problems due to significant defects e.g. corrugations/rutting up to 50mm, moderate potholes and vegetation growth, significant loss of metal and contaminated with mud, likely to cause marked deterioration of safety, user comfort and appearance within 1-2 years.
5	Very Poor	Footpath has serious problems e.g. corrugations/ rutting > 50mm, large potholes and substantial loss of metal causing unacceptable safety, user comfort and appearance.

3.2 Track Classification and Standards Overview

The Track Classification approach recommended in this report is presently utilised within both the Matamata Piako Reserves and surrounding DoC Estates. It is modelled on the classification system contained within NZSHB 8630:2004 *"Tracks and Outdoor Visitor Structures".*

The existing District track network consists of:

TE AROHA

Table 4

Track Name	*Existing Classification*	*Track Length*	*Track Condition Grading*
Domain Upper Walk	Short Walk	707 m	Average
Domain Lower Walk	Short Walk	637 m	Average
Disabled Geyser Access	Short Walk	81 m	Average
Tui Track	Walking Track	5,519 m	Average
Bald Spur Track	Walking Track	1,409 m	Poor
Mountain Bike Track	Mountain Bike	7,081 m	Average
Wetland Walk	Short Walk	3,255 m	Poor
Kenwyn Reserve Link	Short Walk	40 m	Excellent

MORRINSVILLE

Track Name	*Existing Classification*	*Track Length*	*Track Grading*
Holmwood Park Walk	Path[1]	1,291 m	Good
River Walk	Path[1]	1,825 m	Poor
Lockerbie Park Walk	Short Walk	800 m	Good
Parklands Walkway	Path	570 m	Excellent

MATAMATA

Track Name	*Existing Classification*	*Track Length*	*Track Grading*
Hawes Bush Walk	Walking Track	400 m	Poor
Neil Algar Walk	Walking Track	550 m	Good

The track network within the Matamata Piako Reserves needs to cater for the varied needs of a wide spectrum of visitors ranging from first time visitors to frequent users of the reserves and ranging in capability from physically challenged to the most agile of runners and mountain bikers. The classification of tracks is undertaken in the context of this wide spectrum of users. The key is to provide a suitable standard and level of safety for the least capable visitor group, whilst still maintaining the challenge and reserve character that the more adventurous and familiar visitors seek and value within the reserves.

[1] These tracks are classified too high and will be re-classified to a short walk.

The track classification approach takes the visitor group that each type of track is targeted at, as the basis for the track classification. By carefully considering the needs and preferences of each group, it is possible to derive track classifications that have detailed specifications that are appropriate for each group. Many tracks will be used by a range of visitor groups. It is acknowledged that a visitor seeking an adventurous remote experience in the reserve may pass through more developed higher standard tracks as part of their journey.

Figure 3: Walking Track

3.3. Track Classification Detailed Analysis

The standards for each of the proposed Track Classifications are described in detail in *Tables 5*(a) to 5(l).

Tables 5(a) to 5(l) - Existing Track Classification[2]

Table 5(a)

Te Aroha Domain Upper Walk	
CONDITION	EXISTING
Track Classification	Short Walk
Track Length	707 m
Width Average	.92 m
Grade Average	8.6%
Surface Type	Clay, Gravel
Surface Condition	Minor wear – poor with some problems
Drainage Type	Mono Sloped, Side Drain
Drainage Condition	Minor – poor with some problems
Signage Type	Directional
Signage Condition	Minor wear – poor with some problems
Barrier Type	n/a
Barrier Condition	n/a

Comments:
This track passes by historic points of interest and is suitable for visitors to the Te Aroha Domain wanting a short bush walk.

Figure 4: Te Aroha Domain Upper Walk

[2] Refer to Appendix 1 for Definitions.

Table 5(b)

Te Aroha Domain Lower Walk	
CONDITION	EXISTING
Track Classification	Short Walk
Track Length	673 m
Width Average	.92 m
Grade Average	8.6%
Surface Type	Clay, Gravel
Surface Condition	Minor wear – poor with some problems
Drainage Type	Mono Sloped, Side Drain
Drainage Condition	Minor – poor with some problems
Signage Type	directional
Signage Condition	Minor wear – poor with some problems
Barrier Type	n/a
Barrier Condition	n/a

Comments:
This track is tar sealed for the first 300 m from the geyser, and passes by points of historic interest.

Figure 5: Te Aroha Domain Lower Walk

Table 5(c)

Te Aroha Disabled Geyser Access	
CONDITION	EXISTING
Track Classification	Short Walk
Track Length	81 m
Width Average	2.45 m
Grade Average	12.5%
Surface Type	Aggregate
Surface Condition	Minor wear – poor with some problems
Drainage Type	Mono Sloped
Drainage Condition	Slight collection but functional
Signage Type	Marker
Signage Condition	Showing wear but functional
Barrier Type	n/a
Barrier Condition	n/a

Comments:
This short track gives access to the Mokena Geyser for people with physical disabilities.

Figure 6 : Existing Geyser Access

Figure 7: Existing Geyser Access

Table 5(d)

Te Aroha Tui Track	
CONDITION	EXISTING
Track Classification	Walking Track
Track Length	5519 m
Width Average	.95 m
Grade Average	13%
Surface Type	Clay, Gravel, Rock
Surface Condition	Minor wear – poor with some problems
Drainage Type	Mono Sloped, Side Drain, Open Cross Drain, Crowned Track Surface
Drainage Condition	Minor wear – poor with some problems
Signage Type	Directional/ Markers/Interpretation
Signage Condition	As new – poor with some problems
Barrier Type	Infill 100mm max gap, Rails with 500mm max gap, Top & mid rail, Top rail only
Barrier Condition	Minor wear – very poor

Comments:
A pleasant 3 hours return walk passing by many points of historic interest.

Figure 8: Te Aroha Tui Track – steps

Table 5(e)

Te Aroha Bald Spur Track	
CONDITION	EXISTING
Track Classification	Walking Track
Track Length	1409 m
Width Average	.96 m
Grade Average	20%
Surface Type	Clay, Gravel
Surface Condition	Showing wear but functional – very muddy or un-even
Drainage Type	Mono Sloped
Drainage Condition	Minor – poor with some problems
Signage Type	Loading (structure)
Signage Condition	Showing wear but functional
Barrier Type	Top & mid rail
Barrier Condition	Showing wear but functional

Comments:
A 1.5 hour walk passing through bush settings. Provides spectacular views of Mt Te Aroha and surrounding District.

Figure 9: Te Aroha Bald Spur Track – View of Te Aroha

Figure 10: Te Aroha Bald Spur Track – Look out point

Table 5(f)

Te Aroha Mountain Bike Track	
CONDITION	EXISTING
Track Classification	Mountain Bike
Track Length	7081 m
Width Average	1.26m
Grade Average	15%
Surface Type	Aggregate, Clay, Structures, Grass
Surface Condition	As new – very muddy or un-even
Drainage Type	Mono Sloped, Crowned track surface, Side Drain
Drainage Condition	Minor – very muddy or un-even
Signage Type	Markers / Directional
Signage Condition	As new – poor with some problems
Barrier Type	Top & mid rail only, top rail only, infill 100mm max gap, Rails with 500mm max gap.
Barrier Condition	Minor wear – poor with some problems

Comments:
A bike track to suit many levels of ability through a bush setting.

Figure 11 : Te Aroha Mountain Bike Track

Figure 12 : Te Aroha Mountain Bike Track

Table 5(g)

Howarth Memorial Wetland Walk	
CONDITION	EXISTING
Track Classification	Short Walk
Track Length	3255 m
Width Average	1.4 m
Grade Average	6.5%
Surface Type	Aggregate, gravel, grass, Clay, structures
Surface Condition	As new – poor with some problems
Drainage Type	Mono Sloped, Crowned, Side Drain
Drainage Condition	Good – poor with some problems
Signage Type	Directional at ends/junctions/interpretation
Signage Condition	As new – poor with some problems
Barrier Type	n/a
Barrier Condition	n/a

Comments:

A one hour return walk on mainly level surface, passing through an attractive wildlife refuge.

Figure 13: Te Aroha Wetland Walk

Table 5(h)

Kenwyn Reserve Link to Wetland Reserve	
CONDITION	EXISTING
Track Classification	Short Walk
Track Length	40m
Width Average	1.3m
Grade Average	37% (steps)
Surface Type	Aggregate, Timber, Cobblestones
Surface Condition	As new
Drainage Type	Crowned
Drainage Condition	Minor
Signage Type	None
Signage Condition	n/a
Barrier Type	Handrail (steps)
Barrier Condition	n/a

Comments:

The link is a boardwalk / box stepped walkway from Kenwyn Reserve to the Railway Embankment giving access to the Wetlands Reserve.

Figure 14: Kenwyn Reserve Link to Wetlands Reserve

Table 5(i)

Morrinsville Holmwood Park Walk	
CONDITION	EXISTING
Track Classification	Path
Track Length	1291 m
Width Average	1.36 m
Grade Average	13%
Surface Type	Aggregate, Clay, structures
Surface Condition	Showing wear but functional
Drainage Type	Mono Sloped
Drainage Condition	Slight collection but functional
Signage Type	n/a
Signage Condition	As new – poor with some problems
Barrier Type	Some present
Barrier Condition	Poor with some problems

Comments:

A pleasant River walk from Holmwood Park housing subdivision.

Figure 15: Morrinsville Holmwood Park Walk

Table 5(j)

Morrinsville River Walk	
CONDITION	EXISTING
Track Classification	Path
Track Length	1825 m
Width Average	1.23 m
Grade Average	23%
Surface Type	Aggregate, Clay, structures
Surface Condition	Showing wear but functional – very muddy or un-even
Drainage Type	Mono Sloped
Drainage Condition	Slight collection but functional
Signage Type	Some markers
Signage Condition	As new – poor with some problems
Barrier Type	Some present
Barrier Condition	Very poor

Comments:
A pleasant river walk passing along the rear of the Morrinsville Recreational Ground. Stands of mature native trees present.

Figure 16 : Morrinsville River Walk

Table 5(k)

Morrinsville Lockerbie Park Walkway	
CONDITION	EXISTING
Track Classification	Short Walk
Track Length	800 m
Width Average	1.2 m
Grade Average	7%
Surface Type	Concrete, Gravel
Surface Condition	As new – showing wear but functional
Drainage Type	n/a
Drainage Condition	n/a
Signage Type	Interpretation
Signage Condition	n/a
Barrier Type	n/a
Barrier Condition	n/a

Comments:
An existing pathway of river scenes, open reserve area and play equipment.

Figure 17: Lockerbie Park Walkway *and play equipment*

Figure 18: Lockerbie Park open reserve

Table 5(l)

Morrinsville Parklands Walkway	
CONDITION	EXISTING
Track Classification	Path
Track Length	570 m
Width Average	1.4 m
Grade Average	2%
Surface Type	Aggregate, Concrete
Surface Condition	As new – minor wear
Drainage Type	Mono Sloped, Crowned
Drainage Condition	Good - Minor
Signage Type	n/a
Signage Condition	n/a
Barrier Type	n/a
Barrier Condition	n/a

Comments:
This walkway links several streets within the Parklands Subdivision and follows the stream edge.

Figure 19: Parklands Walkway

Table 5(m)

Waharoa Hawes Bush Walk	
CONDITION	EXISTING
Track Classification	Walking Track
Track Length	400 m
Width Average	1 m
Grade Average	2%
Surface Type	Clay, Gravel, Grass
Surface Condition	Showing wear but functional – very muddy or un-even
Drainage Type	n/a
Drainage Condition	n/a
Signage Type	Intersection, Interpretation
Signage Condition	Showing wear but functional – poor with some problems
Barrier Type	n/a
Barrier Condition	n/a

Comments:

A walk through a reserve of mainly mature New Zealand Kahikatea.

Figure 20: Mature New Zealand Kahikatea

Figure 21: The main entrance to Hawes Bush Walk

Table 5(n)

Matamata Neil Agar / Furness Park Walkway	
CONDITION	EXISTING
Track Classification	Short walk
Track Length	550m
Width Average	1.2m
Grade Average	2%
Surface Type	Gravel, Clay,
Surface Condition	As new – showing wear but functional
Drainage Type	Mono Sloped,
Drainage Condition	Showing wear but functional – poor with some problems
Signage Type	Interpretation
Signage Condition	n/a
Barrier Type	n/a
Barrier Condition	n/a

Comments:

This pleasant walk on flat ground links Furness Reserve and provides an ideal walking experience for an aged population and people with limited physical abilities.

Figure 22 : Matamata Neil Agar / Furness Park Walkway

3.4. Track Condition Grading

The distribution of tracks by condition grade at the time of inspection is shown in *Table 6.* This shows that 68% of tracks within the Matamata Piako Reserves are graded as "average" or better and that only 6% of tracks are graded as "very poor". However, only 9% of tracks are graded "excellent" or "good" indicating that there is backlog of deferred maintenance that is reflected in a gradual deterioration in track condition.

Table 6

Summary of Track Condition as per PRAMS Grading	
Condition Grade	**% of Tracks with Given Grade**
1 Excellent	2%
2 Good	7%
3 Average	59%
4 Poor	26%
5 Very Poor	6%

In addition to the condition grading, the following observations were made relating to track condition and construction (*comments relate to specific items such as barrier types, step geometry and track surface condition*):

- Several tracks have clay surfacing with minimal aggregate or have no hardened surfacing. Such sections are very slippery in wet conditions and pose a hazard where the grade is steep.
- Some tracks have sections with grades in excess of 1:6 (17%) that exhibit signs of scour or erosion of the surfacing material. Some of these tracks pose a slipping hazard.
- Over 80% of the tracks inspected have poor surface drainage or a "mono-slope" track formation without an up-slope side drain. Only approximately 10% of the tracks inspected have effective side drains. Whilst lack of good surface drainage can be tolerated on low use tracks and on tracks that have a relatively low gradient, the provision of good cross-fall and side drains is an important factor in reducing future maintenance costs on all but the hard paved tracks.
- Tracks with steeper gradients without side drains are showing signs of scour of the surface material and occasional wet and muddy sections.
- The Bald Spur track has steep sections with exposed tree roots which become dangerously slippery in wet conditions.
- Several tracks have poorly shaped formation arising from settlement of the ground or wear of the surfacing. Some of these tracks are likely to suffer from water damage in prolonged rainfall.
- Several of the existing flights of steps have handrails, riser and slope geometry that is well outside the generally accepted standards, and hence these steps pose a tripping hazard to some users. Correction of step geometry may be justified on some of the higher use tracks that are

accessed by less capable persons. The use of half-round timbers to form steps should be discouraged.

- Several informal tracks were encountered within the reserves, some of which appear to have relatively high use. The quality of some of these tracks is poor and is possibly below the needs of some users. A policy on rationalising these informal tracks is needed, i.e. decommission, upgrade, signage or classification in a way that reduces use of these by less capable visitors.
- The Mount Te Aroha Bike tracks are generally well formed, however the surface of some of these is becoming rutted which will result in increased scour of the surface. Good use has been made of rubber matting in places to reduce rutting.

3.5. Identification of Structures

The existing track structures were inspected by Lyall Green and Associates, which resulted in the following.

- All structures were given an identification number
- All structures were condition assessed with information provided regarding the life expectancy of the structure and approximate replacement date.
- A detailed list of structures which do not meet the recommended standard and will need replacing.

Structure Type	Total No. Structures	No. Structure requiring upgrades
Bridge	17	10
Retaining Wall	8	8
Culvert/Outfall	10	10
Boardwalk	11	11
Steps	8	8
Platforms	2	1

A summary of the Lyall Green report is found in Appendix 2.

3.6. Existing Track Network Signage

Current track signage along the district's network is not of a uniform standard or format. The signs are of a basic informal nature**.** Most do not identify the track as being owned and maintained by MPDC and show limited information, such as direction and name of track. Examples of existing signs are shown in figures (19) to (20). MPDC intends to develop a signage strategy to resolve the current signage issues, as discussed in Section 5.3 "Proposed Signage Strategy".

Figure 23: Mountain Bike Track signage

Figure 24: Mountain Bike Track signage

3.7. User Survey

Throughout July 2006, MPDC undertook a user survey of our existing tracks and walkways.

The survey was conducted on a personal basis of people physically using individual tracks. A series of 10 questions were asked relating to the user's perception of current track condition, their age group, their residence status, and which other Council tracks they were aware of. A sample copy of the questionnaires are found in *Appendix 3.*

The results are based on 76 users completing a questionnaire. Because of the limited number of surveys undertaken, the resulting information may not fully reflect the opinion of all users as a whole. Some of the common key issues raised in the survey were:

- Existing signage not clear enough
- Confusing directions
- Some track surfaces not suitable during wet weather
- Vegetation clearance not adequate for numbers of users
- The track routes are providing a pleasurable and secure experience.

Additional comments / suggestions and the summary of results are found in *Appendix 4.*

4. Council's Goals and Objectives

The MPDC has developed goals and objectives of what it desires to achieve from this Track Strategy.

These goals are:

4.1. Goal one – Heritage

To assist in portraying the heritage of Te Aroha to residents and visitors of our District.

Walkways and Tracks provide a closer experience and exposure to historic and cultural value of Mt Te Aroha and the Te Aroha Domain.

Objectives:

a) To develop a comprehensive signage strategy for tracks, to include interpretive signage for historic areas.
b) To fulfil the LTCCP community ordinance as per 2006-2016, Volume 2, page 4:

> *"5.3(a) The Te Aroha Mountain will be accessible to everyone, with walking tracks offering different levels of difficulty and accessibility".*
>
> *"5.4(a) The Domain will be developed in a manner to link the river, the main street of town , Herries Park and the Domain into a holistic town feature".*
>
> *"5.5(a) The wetlands, significant natural features and wahi tapu on public land throughout the district will be protected, promoted and enhanced and restored".*

4.2. Goal two– Financial Consideration

To provide subject to LTCCP funding, adequate finances to ensure that MPDC tracks are developed and maintained to the standards adopted by Council and to provide for the depreciation of the asset.

Tracks and walkways need to be treated as an asset, requiring capital expenditure to provide a long term asset and sufficient finances to allow for annual maintenance and renewal costs.

Objectives:

a) To adopt the proposed track classification
b) Provide budgetary allowances for depreciation and maintenance to ensure that standards are maintained, subject to funding availability.
c) Provide budgetary allowances to develop new track networks proposed over the next 10 year period and submit the proposal through the LTCCP process.

4.3. Goal three– User Experience

To ensure that residents and tourists have a variety of tracks available, that caters for varying physical abilities.

Walkways and tracks provide a low impact form of exercise for a wide range of ages and physical abilities, while offering an enjoyable experience.

Objectives:

a) To adopt the proposed track classification
b) To progressively upgrade existing tracks and funding permits to meet the classification as detailed in the New Zealand Handbook "Tracks and Outdoor Visitor Structures" SNZHB 8630:2004
c) Public consultation will be undertaken on new tracks being developed.
d) To promote walking tracks as a healthy activity for our residents by preparing brochures on Councils Track network.
e) To fulfil the LTCCP community ordinance as per 2006-2016, Volume 2, page 4:

> *"5.3(a) The Te Aroha Mountain will be accessible to everyone, with walking tracks offering different levels of difficulty and accessibility".*
> *"5.5(a) The wetlands, significant natural features and wahi tapu on public land throughout the district will be protected, promoted and enhanced and restored".*

f) To standardize track signage, providing adequate information to the user

g) To fulfil the 2004-2014 Recreation and Culture Activity Plan 2004-2014 as per 2.9.3, page 9:

> *"Escalating rates of obesity and type 2 diabetes, due to inactivity and poor diet, have seen an increasing focus in strategies to improve health through physical activity. District Health Boards and Sport Waikato have developed and are implementing an Active Community Programme which is focused on increasing physical activity levels. It is expected that this programme will increase utilization of Council parks and other leisure facilities.*

An aging population will determine the type of leisure programme being provided and also drive the demand to provide improved access to facilities e.g. to accommodate mobility scooters/disabled access.

There is an increasing pressure to provide programmes to meet the needs of youth. It is recognised that young people living in small towns do not have access to a wide range of leisure activities".

Figure 25: Track to Whakapipi Lookout (Bald Spur)

5. Existing Track Upgrade Requirements

5.1. Method

The MPDC engaged various specialist organisations to inspect, evaluate, (*based on MPDC's classification of track and cycleway network*) and establish prioritised recommendations for any upgrading of the tracks to appropriate standards. Council notes that there is a diverse range of current visitor groups that use the reserves and the importance of track links to associated DoC reserves. Any upgrade track linkages recommendations shall aim to maintain the natural character and values of the reserves, whilst ensuring the safety and security of visitors as well as facilitating the long term manageability and affordability of the network asset.

Three consultancy organisations were engaged to help in the formulation of this strategy. They were:

- Lyall Green and Associates - Undertook the existing track survey, inspected and reported on existing track structures.
- Frame Group Ltd - Established a pathway link and node identification system, reported on individual link condition, established appropriate pathway type classifications and specifications[3] for each link, prepared a prioritised schedule for upgrade work for existing track network, and provided a costing programme for upgrading existing tracks and construction of new ones. (see Appendix 8)
- Walkway Solutions Ltd - Peer reviewed costing programmes provided by Frame Group Ltd and inspected and reported on the practicality, safety, upgrade construction costs and ongoing maintenance costs of formalising the Tutumangoa track.

[3] Based on evaluation of available visitor survey data, MPDC Reserves staff input and the need for logical loop and through walking experiences (*using NZSHB 8630 Handbook for Tracks and Structures as a reference where appropriate*).

5.2. Proposed Existing Track Upgrades

Tables 7(a) to 7(l)[4] are the recommendations for existing track upgrades. Specifications used for these tracks are as per the NZSHB 8630:2004.

Table 7(a)

Te Aroha Domain Upper Walk		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Short Walk	**Short Walk**
Track Length	707 m	**707 m**
Width Average	.92 m	**0.75m min - 2 m max**
Grade Average	8.6%	**Max. 10%**
Surface Type	Clay, Gravel	**Durable, well drained, for all types of footwear**
Surface Condition	Minor wear- poor with some problems	**As new – minor wear**
Drainage Type	Mono Sloped, Side Drain,	**Crowned track surface with associated site works**
Drainage Condition	Minor - poor with some problems	**As new – minor wear**
Signage Type	Directional	**Directional at entrances/junctions. Significant points of interest**
Signage Condition	Minor wear- poor with some problems	**As new – minor wear**
Barrier Type	n/a	**As new – minor wear**
Barrier Condition	n/a	**Guardrail/Barrier where a significant hazard exists to inexperienced visitors**

***Upgrade comments*:**
Upgrade completed September '08

- Track length to remain the same
- Track width to be upgraded to 1-2m minimum
- Existing grade average within recommendations
- Existing surface will require upgrading
- New directional / junction/significant point
- Signage.
- Barriers required for significant hazards

Figure 26 : Narrow part of the Te Aroha Domain Upper Walk

[4] Highlights in green show changes required

Table 7(b)

Te Aroha Domain Lower Walk		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Short Walk	**Short Walk**
Track Length	673 m	**673 m**
Width Average	.92 m	**0.75 m min - 2m max**
Grade Average	8.6%	**Max. 10%**
Surface Type	Clay, Gravel	**Durable, well drained, for all types of footwear**
Surface Condition	Minor wear – poor with some problems	**As new – minor wear**
Drainage Type	Mono Sloped, Side Drain	**Crowned track surface with associated site works**
Drainage Condition	Minor – poor with some problems	**As new – minor**
Signage Type	directional	**Directional at entrances/junctions. Significant points of interest**
Signage Condition	Minor wear – poor with some problems	**As new – minor wear**
Barrier Type	n/a	**Guardrail/Barrier where a significant hazard exists to inexperienced visitors**
Barrier Condition	n/a	**As new – minor wear**

Upgrade comments: Upgrade completed February '08

- Increase average track width to 2m maximum
- Upgrade surface type to durable well drained surface, suitable for all footwear
- Upgrade track drainage
- New directional signs at entrances / junctions highlighting the points of interest

Figure 27: Te Aroha Domain Lower Walk

Table 7(c)

Te Aroha Disabled Geyser Access		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Short Walk	**Path**
Track Length	81 m	**81 m**
Width Average	2.45 m	**1.5 m**
Grade Average	12.5%	**Max. 12.5%**
Surface Type	Aggregate	**Durable, paved surface of concrete / chip seal / asphalt or well bound aggregate**
Surface Condition	Minor wear – poor with some problems	**As new – minor wear**
Drainage Type	Mono Sloped	**Well drained free from ponded surface water**
Drainage Condition	Slight collection but still functional	**As new – minor**
Signage Type	Marker	**All entrances and junctions to have directional signs**
Signage Condition	Showing wear but still functional	**As new – minor wear**
Barrier Type	n/a	**Guardrail/Barrier where a significant hazard exists**
Barrier Condition	n/a	**As new – minor wear.**

***Upgrade comments*:**

- Surface to be upgraded to wheelchair mobility scooter level
- Vegetation control to be maintained to a high level
- **Upgrade completed by August '08**

Figure 28: Te Aroha Geyser access

Table 7(d)

Te Aroha Tui Track		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Walking Track	**Walking Track**
Track Length	5519 m	**5519 m**
Width Average	.95 m	**.75 m min. 2 m max**
Grade Average	13%	**Max. 7%**
Surface Type	Clay, Gravel, Rock	**Mostly well formed and even, wet areas drained. In dry weather able to walk comfortably in light walking boots**
Surface Condition	Minor wear – very muddy or un-even	**As new – showing wear but still functional**
Drainage Type	Mono Sloped, Side Drain, Open Cross Drain, Crowned Track Surface	**Crowned track surface with associated site works**
Drainage Condition	Minor – ponding with little or no soakage	**As new – minor wear**
Signage Type	Directional/ Markers/Interpretation	**Directional at entrances/junctions. Significant points of interest**
Signage Condition	As new – poor with some problems	**As new – minor wear**
Barrier Type	Infill 100mm max gap, Rails with 500mm max gap, Top & mid rail, Top rail only	**Guardrail/Barrier where a significant hazard exists to inexperienced visitors**
Barrier Condition	Minor wear – very worn	**As new – minor wear**

Figure 29: Te Aroha Tui Track

***Upgrade comments**:*

- Surface upgrade required
- Directional signage at entrances / junctions
- Barrier upgrade where required
- Replacement of some bridges required

Table 7(e)

Te Aroha Bald Spur Track		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Walking Track	**Walking Track**
Track Length	1409 m	**1409 m**
Width Average	.96 m	**.75 m min. 2 m max**
Grade Average	20%	**Max. 15%**
Surface Type	Clay, Gravel	**Mostly well formed and even, wet areas drained. In dry weather able to walk comfortably in light walking boots**
Surface Condition	Showing wear but functional – very muddy or un-even	**As new – showing wear but functional**
Drainage Type	Mono Sloped	**Crowned track surface mono slope with 3% cross flow**
Drainage Condition	Minor wear – poor with some problems	**As new – minor wear**
Signage Type	Loading (structure)	**Directional at entrances /junctions, showing both walking times & distances**
Signage Condition	Showing wear but functional	**As new – minor wear**
Barrier Type	Top & mid rail	**Guardrail/Barrier where a significant hazard exists to the predominant visitor group**
Barrier Condition	Showing wear but functional	**As new – minor wear**

Figure 30: Te Aroha Bald Spur Track

Upgrade comments:

- This is a high use track and will need to upgrade to the higher side of average specification
- Track surface upgrade
- Directional / walking time and distance signs
- Upgrade of barriers

Table 7(f)

Te Aroha Mountain Bike Track		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Mountain Bike	**Mountain Bike**
Track Length	7081 m	**7081 m**
Width Average	1.26m	**910mm minimum, 1200mm minimum where track is shared with walkers or have to accommodate 2 way traffic**
Grade Average	15%	**16% maximum**
Surface Type	Aggregate, Clay, Structures, Grass	**Durable surface, well bound aggregates to ensure traction in all conditions**
Surface Condition	As new – very muddy or un-even	**As new – showing wear but functional**
Drainage Type	Mono Sloped, Crowned track surface, Side Drain	**Well drained surface, free from mud or ponded surface water.**
Drainage Condition	Minor – ponding with little or no soakage	**As new – showing wear but functional**
Signage Type	Markers / Directional	**Provide only where necessary to indicate alternative routes or to highlight hazards.**
Signage Condition	As new – poor with some problems	**As new – minor wear**
Barrier Type	Top & mid rail only, top rail only, infill 100mm max gap, Rails with 500mm max gap	**Significant falls & hazards immediately adjacent to the track to have a barrier provided at the fall edge.**
Barrier Condition	n/a	**As new – minor wear**

Figure 31: Te Aroha Mountain Bike Track

Upgrade comments:

- Upgrade surface to specification
- Improve drainage for winter use
- Improve signage to clearly indicate bike track, especially in areas where walking tracks intersect

Table 7(g)

Howarth Memorial Wetland Walk		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Short Walk	**Short Walk**
Track Length	3255 m	**3255 m**
Width Average	1.4 m	**1.4 m min. 2 m max**
Grade Average	6.5%	**Max. 10%**
Surface Type	Aggregate, gravel, grass, Clay, structures	**Durable, well drained, suitable for all types of footwear**
Surface Condition	As new – poor with some problems	**As new – showing wear but functional**
Drainage Type	Mono Sloped, Crowned, Side Drain	**Crowned track surface with associated site works**
Drainage Condition	As new – poor with some problems	**As new - minor**
Signage Type	Directional at ends/junctions/interpretation	**Directional at entrances/junctions, significant points of interest**
Signage Condition	As new – showing wear but functional	**As new – minor wear**
Barrier Type	n/a	**Guardrail/Barrier where a significant hazard exists to inexperienced visitors.**
Barrier Condition	n/a	**As new – minor wear**

Figure 32: Te Aroha Wetland Walk

Upgrade comments:

- Possible upgrade to suit mobility scooters, especially track width and structure type
- Drainage upgrade to suit all weather
- Significant points of interest signs

Table 7(h)

Morrinsville Holmwood Park Walk		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Path	**Short Walk**
Track Length	1291 m	**1,291m**
Width Average	1.36 m	**.75 m min. 2 m max**
Grade Average	13%	**Max. 10%**
Surface Type	Aggregate, Clay, structures	**Durable, well drained, suitable for all types of footwear**
Surface Condition	Showing wear but functional	**As new – showing wear but functional**
Drainage Type	Mono Sloped	**Crowned track surface with associated site works**
Drainage Condition	Slight collection but functional	**As new - minor**
Signage Type	n/a	**Directional at entrances / junctions, significant points of interest**
Signage Condition	As new – poor with some problems	**As new – minor wear**
Barrier Type	Some present	**Guardrail/Barrier where a significant hazard exists to inexperienced visitors**
Barrier Condition	Poor with some problems	**As new – minor wear**

Upgrade comments:

- Upgrade of track edges, especially along river edge
- Upgrade of track surface
- Upgrade of directional / significant point of interest signs
- Barrier upgrade required

Figure 33: Morrinsville Holmwood Park Walk

Table 7(i)

Morrinsville River Walk		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Path	**Short Walk**
Track Length	1825 m	**1,825m**
Width Average	1.23 m	**.75 m min. 2 m max**
Grade Average	23%	**Max. 10%**
Surface Type	Aggregate, Clay, structures	**Durable, well drained, suitable for all types of footwear**
Surface Condition	Showing wear but functional – very muddy or un-even	**As new – showing wear but functional**
Drainage Type	Mono Sloped	**Crowned track surface mono slope with 3% cross flow**
Drainage Condition	Showing wear but functional	**As new - minor**
Signage Type	Some markers	**Directional at entrances / junctions, significant points of interest**
Signage Condition	As new – poor with some problems	**As new – minor wear**
Barrier Type	Some present	**Guardrail/Barrier where a significant hazard exists to inexperienced visitors.**
Barrier Condition	Very worn	**As new – minor wear.**

Upgrade comments:

- Reduce average grade to maximum 10%
- Upgrade track surface
- Upgrade of directional / significant point of interest signs
- Barrier upgrade required

Figure 34: Morrinsville River Walk

Figure 35 Morrinsville River Walk

Table 7(j)

Lockerbie Park Walkway		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Short Walk	**Path**
Track Length	800 m	**800 m**
Width Average	1.2 m	**1.2 m min**
Grade Average	7%	**12% max**
Surface Type	Concrete, Gravel	**Durable, well drained suitable for all types of footwear**
Surface Condition	As new – showing wear but functional	**As new – minor wear**
Drainage Type	n/a	**Well drained free from ponded surface water**
Drainage Condition	n/a	**As new - minor**
Signage Type	n/a	**All entrances and junctions to have directional signs**
Signage Condition	n/a	**As new – minor wear**
Barrier Type	n/a	**Guardrail / barrier where a significant hazard exists to inexperienced visitors.**
Barrier Condition	n/a	**As new – minor wear**

Upgrade comments:

- The upgrading to a path classification will give uniformity to the two different styles of walkways currently present.

Figure 36: Lockerbie Park Walkway – part with a gravel surface

Table 7(k)

Morrinsville Parklands Walk		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Path	Path
Track Length	570 m	570 m
Width Average	1.4 m	1.4 m
Grade Average	2%	2%
Surface Type	Aggregate, Concrete	Aggregate, Concrete
Surface Condition	As new – minor wear	As new – minor wear
Drainage Type	n/a	n/a
Drainage Condition	n/a	n/a
Signage Type	n/a	Directional at entrance / junctions
Signage Condition	n/a	n/a
Barrier Type	n/a	n/a
Barrier Condition	n/a	n/a

Upgrade comments:

- Placement of Directional signage at all junctions and entrance
- **Project completed March'08**

Figure 37: Morrinsville Parklands Walk

Table 7(l)

Waharoa Hawes Bush Walk		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Walking Track	**Short Walk**
Track Length	**400m**	**400m**
Width Average	1 m	**.75 m min. 2 m max**
Grade Average	2%	**10% max**
Surface Type	Clay, Gravel, Grass	**Durable, paved surface of concrete / chip seal / asphalt or well bound aggregate**
Surface Condition	Showing wear but functional – very muddy or un-even	**As new – showing wear but functional**
Drainage Type	n/a	**As new – minor wear**
Drainage Condition	n/a	**As new – minor wear**
Signage Type	Intersection	**Directional at entrances / junctions, significant points of interest**
Signage Condition	Showing wear but functional – poor with some problems	**As new – minor wear**
Barrier Type	n/a	**Guardrail / barrier where a significant hazard exists to inexperienced visitors.**
Barrier Condition	n/a	**As new – minor wear**

Figure 38 : Hawes Bush Walk showing tracks and unclear paths

Upgrade comments:

- Track width needs to be increased and formalised
- Remove unnecessary side tracks
- Protection of tree roots by using boardwalks
- Interpretive panel and signs required

Table 7(m)

Neil Algar / Furness Park Walkway		
CONDITION	EXISTING	**PROPOSED**
Track Classification	Short Walk	**Path**
Track Length	550 m	**1,035 m**
Width Average	**1.2 m**	**1.2 m min**
Grade Average	2% max	**2% max**
Surface Type	Gravel, Clay	**Durable, well drained suitable for all types of footwear**
Surface Condition	Minor wear – showing wear but functional	**As new – minor wear**
Drainage Type	Mono sloped	**Well drained free from ponded surface water**
Drainage Condition	Slight collection but functional – poor with some problems	**As new - minor**
Signage Type	Interpretation	**All entrances and junctions to have directional signs**
Signage Condition	Minor wear – showing wear but functional	**As new – minor wear**
Barrier Type	n/a	**n/a**
Barrier Condition	n/a	**n/a**

Upgrade comments:

- Install path in boundary around Furness Park and link to Neil Algar walk via footbridge
- Directional signage at all junctions and entrance
- **Neil Algar walk completed February ' 08**

Figure 39: Neil Algar / Furness Park Walkway

Figure 40: Neil Algar / Furness Park Walkway

5.3. Proposed Signage Strategy

5.3.1. Proposed Plans

The Matamata-Piako District Council (MPDC) intends to develop a signage strategy in 2008/2009 to:

- Identify current provision of each category of sign (identifier, directional, interpretative, regulatory/warning sign and third party signs)
- Determine the desired provision for each category of sign
- Identify provision deficiencies/surpluses for each category of sign
- Set design guidelines for all signage on reserves
- Make recommendations and provide an implementation programme
- Use internationally recognised symbol signs, to assist visitors to the country and region

MPDC will develop a planning framework based on the following categories:

- Park identifier signs
- Directional signs
- Interpretative signs
- Regulatory / warning sign
- Third party signs

5.3.2. On-Site Information

Information signs are to mark the starting points of each walkway. They should contain the following information:

- Name of the walkway, duration, and location of end of walkway
- Definition of the track classification.
- A simple plan or map.
- Any relevant safety aspects and restrictions on use. Closures should be clearly signposted, with the dates and reason for closure. Other restrictions on use should also be clearly displayed and explained.
- The New Zealand Walkways logo.

All junctions and intermediate features should be clearly marked, including times to the end of the track in each direction and, if applicable, to the next feature or junction. Changes in track classification should be clearly marked to prevent situations arising for which people are not prepared or equipped.

Walkways may be closed temporarily. Such closures will be publicised through the local newspaper as soon as practicable, and by signs at all entry points. Signs will specify the period or periods of closure and the reasons.

6. Proposed New Tracks

6.1. Planning For Walkways

Public interest in recreational pursuits has increased and diversified.

According to the SPARC's Combined Sport and Physical Activity Survey, dated March 2006, the percentage of adults taking part in mountain biking, running/jogging, tramping and any walking in the last 4 weeks was 3%, 10%, 4% and 64% respectively. In the last 12 months 6% of adults took part in mountain biking, 14% in running/jogging, 12% in tramping and 72% in any walking.

Out of all New Zealand young people, 1% took part in the cycling-off road, 15% in running/jogging and 15% in walking in the last 2 weeks. Percentages are based on the number of NZ adults and NZ young people recorded in the 2001 Consensus.
This has led to the need for greater access in coastal, remote and urban areas. Walking opportunities already exist on land administered by the MPDC where a District track system has been developed and maintained.

Walkways over private land will be considered where linking of land owned by MPDC and/or DoC will provide benefits in increasing public access to areas of walking/tramping recreational opportunities.

MPDC will formalise a working relationship with DoC to ensure that both parties are using consistent signage, track standards and maps.
The establishment and goal setting of this partnership will take place in 2008/2209

6.2. Factors to be Considered in Establishing or Extending a Walkway

The following factors will be considered when assessing the suitability of proposals for walkways:

a) Demand

- What will be the likely level of use?
- Do the walkways meet an identified need?
- Is there convenient access to the walkway?

b) Recreation Importance

- How will the walkway enhance recreation in the local area or region?
- How will the walkway integrate with MPDC's recreation strategies?
- How will the walkway integrate with the systems of Maori as established under the Te Ture Whenua Maori Act?
- How will the esplanade reserves, strips and access strips be provided for under the Resource Management Act?

c) Resource Issues

- Is the activity and projected level of use sustainable given the resources available?
- Are there any sensitive or vulnerable cultural, natural or historic resources in the area and what are the likely effects on these?

d) Management Issues

- Will the walkway create conflict between different users?
- How will the walkway affect use of other areas?
- What are the likely costs of maintenance?
- Who will be the controlling authority and can it afford the costs over time?
- Are there traditional users (other than walking) that have to be accommodated or displaced?

With respect to the factors above, the following order of priorities in the development of walkways will apply:

1. The establishment of walkways readily accessible from or within urban population centres.
2. The establishment of walkways over private land or providing access to sites of significant recreational, scenic, historic, cultural and natural values.
3. The establishment of walkways with circular or near circular routes.

6.3. Proposed New Tracks for the District

6.3.1. Te Aroha

Horseman's Track

In 2002, a group of Te Aroha community members including a Community Board member, approached the Council in regards to forming a walkway along the old Horseman's track, linking the Bald Spur track and Tui Domain track.

This proposed track is to form a return loop walk from Whakapipi Trig on the Bald Spur track through to the Tui Domain track. The proposed new section of track is approximately 1,200 metres. Of these 1,200 metres, 1,000 metres is on existing benched tracks that were formed during the early European settlement and development of Te Aroha Township. These existing benched tracks have been unused for many years but are mostly in relatively good condition.

The track would start at the saddle behind Bald Spur. The hidden 'Horseman's Track', descends on the north side into the Tutumangeao Valley on a formed 1m wide bench. This is followed for approximately 560m until the formation is lost due to early erosion. Through this part there will need to be some vegetation clearance and light spade work on the actual path. An added attraction to the Horseman's track is that halfway down it there is an old goldmine.

From the Horseman's track termination, a reasonable route to form a path down to the Tutumangeao stream, a distance of approximately 250 metres. The track then crosses the Tutumangeao stream at the dam. This dam has formed a very attractive waterfall.

Figure 41: Proposed Horseman's Track

From the Tutumangeao Stream, the track would then follow an old water race for 100 metres, which has very good formation. The track descends across the Lipsey stream and down the north side of the old quarry reservoir. This part of the path is in very good condition and would mostly require vegetation clearance. The next part of the track would be a further short bench cuts around to the northern quarry face to the top of a 3 metre rock bluff. A staircase takes the path up to the small rock saddle a few metres from the impressive adjacent waterfall.

A 50 metre side track up to the high point in front of the quarry allows a great lookout over the town and surrounding landscape. A small viewing platform would need to be constructed for the waterfall view.

The track then follows down the old path to the Mountain Bike track at the front of the quarry, which would require a 3 metre flight of stairs and vegetation clearance. Follow this bike track loop for 50 metres around to the quarry waterfall then a short new path on the south side of the water treatment station down to the Tui-Domain Track.

The different historical features on this loop walk i.e. gold mining, town water supplies along with views, streams, waterfalls, rock faces and the township make this concept extremely attractive. This track would compliment the current tracks that are associated with the Te Aroha Domain.

In September 2006 an independent track Consultant walked the proposed track to report on the practicality, safety, upgrade construction costs and ongoing maintenance costs of formalising this track. Walkway Solutions' report is in Appendix 5. Part 2 of the Track Strategy.

Waiorongomai to Te Aroha Domain Track

The Waiorongomai Valley has recently undergone some upgrade work, including interpretive signage, track upgrades and historic workings restoration from the gold mining era.

This area attracts an average of 1,053 walkers per month (2005)[5], compared with the Mount Te Aroha tracks with 362 walkers per month (2005)[6].

A track from the Waiorongomai Valley to the Te Aroha Domain is being proposed. This track would link two very historic sites and provide day walk visitors the chance to visit and experience these areas from a base in Te Aroha.

This track would have a length of approximately 5,500 m, with an initial track classification of "*Easy tramping track*". This may be upgraded in the future to a walking track.

Long term, this track would become part of the Northern Kaimai Heritage Trail which will link the areas of Karangahake, Te Aroha, Kati Kati and Waitawheta.

This track would be a joint venture between MPDC and DoC with funding coming from both organisations.

Figure 42: Proposed start of the Waiorongomai to Te Aroha Domain Track

[5] Northern Kaimai Heritage Plan
[6] Northern Kaimai Heritage Plan

6.3.2. Morrinsville

Piako Park River Walk)

This proposed walkway follows the Piako River and Waitakaruru Stream and borders on the new Piako Park subdivision. The land for this walkway was put aside at the time of the subdivision.

Figure 43: Proposed Piako Park River walk overlooking Piako River

Some of the funding for this walkway will be met by the reserve contribution from the subdivision and will be built to walking track specification.

Present access to this walkway, in the short term is via a private access to the sub-division off Allen Street. The length will be 1,200 m.

Long term plan for this walkway is to link this section with the present Morrinsville River Walk and the Holmwood Park Walkway making it the major Morrinsville track with a total length of 5,240 m.

Two sections will require land purchases or sub-division reserve contributions in order for the full length of the track to be completed.

Lockerbie Park

This proposed series of walkways links together Coronation Road, Stirling Drive South, Willow Grove, George Street, Stirling Drive and Coppa Crescent.
A Concrete pathway from George Street to Willow Grove already exists.

Figure 44: Proposed Lockerbie Park walkway

The Coronation Road to Willow Grove Section has a well formed track that was installed by Morrinsville Rotary in conjunction with the Council.

Minor upgrade of the existing walkway will be required to bring it up to a Path standard. A re-vegetation, planting and beautification of the river edges is budgeted to be undertaken in the 2207/2008 financial year.

The total length of the Lockerbie Park walk way is 1,200 m.

Figure 45: Proposed Lockerbie Park walk way

Morrinsville Mountain Bike Track

Within the Morrinsville Waterworks catchments area is an existing network of mountain bike tracks and walkways.

Over the last four years these tracks have deteriorated due to the pine forest logging operations and the reduction in use by mountain bikers, due to illegal use of off road motorcycles.

Figure 46: Proposed Morrinsville Mountain Bike Track

Community groups from Morrinsville, Hamilton and Cambridge are expressing a high interest and commitment to have the existing tracks upgraded, installing new and challenging courses and closing unused and poorly designed link tracks.

The proposed track network will be approximately 5,000 m long with varying degrees of skill levels and courses to suit the different disciplines within the mountain bikers.

Funding is currently available for this work from both Council and private sources, and a large percentage of the planned works to happen within the 2007/2008 and 2008/2009 financial years.

The Corrections Department have agreed to maintain the track, once the network has been established.

Figure 47: Proposed Morrinsville Mountain Bike Track overlooking Piako River

6.3.3. Matamata

Neil Algar / Furness Park Walkway

This proposed series of walkways links together Peria Road with Pohlen Park via the Neil Algar Reserve. The walkway around Furness Park Reserve is linked to the Neil Algar walkway via a footbridge over a boundary drain.

Figure 48 : Proposed Neil Algar / Furness Park Walkway - stage 1 path

The Neil Algar Reserve concept for a planting and walkway plan was undertaken in June 1990. Stage 1 path and plantings were implemented and will be further completed by the developer of the Lifestyle Village in conjunction with MPDC's long term plans for these reserves. The total length of the Neil Algar walkway will be approximately 1100 m, and will be constructed to a path standard.

The Furness Park concept for planting and walking plan was undertaken in July 2005. The planting of the reserve is being undertaken over a period of 2 to 3 years using this as an Arbour Day planting site carried out by local schools. The total length of proposed walkway within this reserve is 475 m.

Figure 49: A footbridge over a boundary drain.

The Council will have to fund the cost of installing this walkway to a path standard.

7. Development Budgets

As noted within this strategy, maintenance and upgrades on the Council track network has occurs in an ad-hoc fashion in the past. As tracks are seen as assets, they require regular maintenance and renewal of particular structures to meet public use and safety standards.

Council is required to budget for any maintenance and development works within its annual budgetary process.

7.1. Existing Track Upgrade

The Frame Group Ltd has supplied the Council with a cost model tool, which has been specifically designed for the purpose of managing the upgrade and ongoing maintenance of the MPDC's track network.

For that purpose, the following worksheets were supplied:

a) *Overview Worksheet (*as per Appendix 6)

This worksheet contains three tables. The figures within are calculated from the corresponding tables in the Cost Model and Schedule Worksheets, and are calculated on an average cost per metre basis. The tables are as follows:

- **Summary Upgrade Cost**. This table calculates the individual tracks specified standard upgrade cost.
- **Summary Annual Track Maintenance Cost**. This table gives a projection of the annual maintenance cost to keep the tracks maintained once they have been upgraded to the proposed standards.
- **Summary Annual Renewals Cost**. If annual maintenance is kept up to date, the life expectancy of a track should be 20 years. Upgrades could therefore be partly financed from the renewals budget as renewals of the tracks will not be programmed until their 20 year anniversary.

b) *Cost Model Worksheet (*as per Appendix 6)

This worksheet calculates the cost of the specified works per metre and displays the following three tables:

- **Track Upgrade Cost Estimates**
- **Track Annual Maintenance Cost Estimates**, and
- **Tack Renewal Cost Estimate**.

The figures within these worksheets have been derived from various sources and represent an accurate figure as at September 2006. These figures can be updated from within this worksheet and the corresponding calculated costs both within the Overview worksheet and the Schedule Worksheet will automatically update.

c) *Schedule Worksheet*

The Schedule Worksheet is a tool that will produce an accurate cost estimate for any section of track. It contains the data that was collected from the assessment stage of this project. This worksheet is to be used to fine tune the cost estimates which are used for forecasting purposes within the Overview Worksheet.

By using the above spreadsheets as a planning and forecasting tool, the upgrade works and associated costs can be managed over multiple financial years to suit the available budgets. It should be noted that:

- Accuracy on figures presented +/- 20%. (this is because of track access or terrain)
- Cost to implement a new section of track, allow an additional 25% on top of the upgrade cost

7.2. Costings of Proposed New Tracks

Please note that some of the tracks already have some formation and will not require as much funding as indicated to construct them to the desired standard. In the case of the Neil Algar Walkway, the Piako Park Walkway and the Parklands Walkway, the sub-divider is contributing towards the cost of installing the walkways.

7.3. Funding Options

The costs involved in upgrading the existing track network and the construction of new tracks are to be funded by several financial sources. The upgrade of the following tracks is a combination of capital and renewal works. As Council has not previously funded the renewal of tracks, all the upgrades will have to be funded through capital allocation, with future renewals being funded from depreciation from this point onwards.

Maintenance work associated with upgraded tracks will require an allocation from rates funds.

7.3.1 Funding of Existing Tracks Upgrade

Table 8

Track	Upgrade	Future Maintenance Requirements	
	Value of Upgrade	Annual Value of Renewal	Annual Value of Maintenance
T/A Domain Upper Walk	**COMPLETED**	Rates $ 4,397	Rates $ 1,371
T/A Domain Lower Walk	**COMPLETED**	Rates $ 4,397	Rates $ 1,640
T/A Disabled Geyser Access	**COMPLETED**	Rates $ 503	Rates $ 160
T/A Tui Track	Capital $366,980	Rates $28,420	Rates $11,037
T/A Bald Spur Track	Capital $ 93,698	Rates $ 7,256	Rates $ 2,818
T/A Mountain Bike Track	Capital $30,000	Rates $7,000	Rates $5,000
T/A Wetland Walk	Capital $257,105	Rates $20,242	Rates $ 6,313
Kenwyn Reserve Link	**COMPLETED**	Rates $ 400	Rates $ 300
MV Holmwood Park Walk	Capital $25,000	Rates $ 8,030	Rates $ 2,504
MV River Walk	Capital $144,175	Rates $11,351	Rates $ 3,540
MV Lockerbie Park Walk	Capital $ 25,000	Rates $ 4,976	Rates $ 1,552
MM Neil Algar Walk	**COMPLETED**	Rates $ 2,832	Rates $ 1,100
Waharoa Hawes Bush Walk	Capital $ 26,600	Rates $ 2,060	Rates $ 800
Total	$968,558	$101,864	$ 38,135

7.3.2 Funding Proposed Tracks

Table 9

Track	Value of Constructions	Annual Value of Renewal	Annual Value of Maintenance
T/A Horseman's Track	Capital $ 5,000	Rates $ 1,000	Rates $ 2,000
T/A Wairongomai to T/A Domain	Capital $378,125 [7]	Rates $22,990	Rates $ 9,680
TA Ritchie Street to Howarth Memorial Wetlands	Capital $ 6,000	Rates $ 373.20	Rates $ 116.40
TA Millar Street to Burgess Street Rail Link	Capital $ 11,500	Rates $ 622	Rates $ 194.00
TA Terminus To Rail Bridge	Capital $ 56,285	Rates $ 3,172.20	Rates $ 989.40
TA Stanley Avenue to Howarth Memorial Wetlands	Capital $ 197,500	Rates $ 12,440	Rates $ 3,880
TA Railway Bridge to Domain via the Road	Capital $ 79,000	Rates $ 4,976	Rates $ 1,552

[7] In partnership with DoC

MV Piako Park River walk	Capital $ 99,600 [8]	Rates $ 6,180	Rates $ 2,400
MV Lockerbie Park Walk	Capital $ 46,000 [8]	Rates $ 3,488	Rates $ 976
MV Mountain Bike Track	Capital $ 25,000[9]	Rates $ 500	Rates $ 4,000
MV Parkwood Walkway	**COMPLETED**	Rates $ 8,196	Rates $ 2,293
MV Maple Place to Seales Road	Capital $ 29,625	Rates $ 1,866	Rates $ 582
MV Holmwood Park to Parkwood	Capital $ 138,250	Rates $ 8,708	Rates $ 2,716
MM Furness Park Walk	Capital $ 56,580	Rates $ 4,290	Rates $ 1,200
MM Neil Algar Walk	**COMPLETED**	Rates $ 8,196	Rates $ 2,293
MM Price Terrace to Centennial Drive link	Capital $ Unknown	Rates $ Unknown	Rates $Unknown
MM State Highway 27 to Peria Road	Capital $ 72,877	Rates $ 4,590	Rates $ 1,431
MM Banks Road to Mangawhero Road	Capital $ 197,500	Rates $ 12,440	Rates $ 3,880
MM Firth Tower to Hot Springs Road	Capital $ Unknown	Rates $ Unknown	Rates $Unknown
Total	$1,398,842	$104,777.40	$ 40,682.80

7.3.2 Funding Proposed Tracks

Table 10

Track	Value of Constructions	Annual Value of Renewal	Annual Value of Maintenance
Deferred Structure Work [10]	Capital $ 19,700	Rates $ 985	Rates $ 500
Deferred Structure Work [11]	Capital $ 52,900	Rates $ 3,500	Rates $ 1,300
Neil Algar Link Bridge [12]	Capital $ 36,000	Rates $ 1,800	Rates $ 200
Studholme St River Bridge	Capital $ 40,000	Rates $ 2,000	Rates $ 750
Total	$148,600	$ 8,285	$ 2,750

[8] Parks and Reserves contribution fund/development
[9] Completed July 2007
[10] Confirmed 2007/2008 Parks/Bulk Fund
[11] 2008/2009 Parks/Bulk Fund
[12] Parks/Bulk Fund

8. Development Programme

8.1 Existing funded works

8.1.1 Morrinsville Piako Park Riverwalk

The land for this walkway was put aside at the time of the subdivision.

Figure 50: Morrinsville Piako Park Riverwalk.

Some of the funding will be met by the Sub-divider and $30,000 was approved by the Council Corporate and Operation Committee in the 2006/2007 financial year. This funding has been carried over to when the project is undertaken.

8.1.2 Morrinsville Lockerbie Park Walkway

Funding for this project is from 2 sources:

- Council Corporate and Operation Committee has approved $40,000 in the 2006/2007 financial year. This funding is to be carried over until the project is complete.
- An Environment Waikato grant of $15,000 has been awarded to MPDC to be used within the 2007/2008 financial year.

8.2 Future Programmes

8.2.1 Future Development Programme

The following future development plan includes detailed lists of future track projects for the district, along with indicative costs and priority grading for planning purposes.

There are various projects already in the pipeline with many other projects still requiring baseline and detailed design work.

The Matamata-Piako District Council Track Strategy will provide an overall view on how these track projects will eventually fit together. This will help prioritise and sequence the physical work and planning stages and also help prevent ad hoc projects.

Priority	Town	Track	Track Status	Differed Maintenance to Meet Standards	Deferred Structure Cost	Total Upgrade Cost	Estimated Development Cost	Funding Source/Notes
1	TA	Kenwyn Reserve Link	Existing				**Completed**	Confirmed 2006/2007 Reserve Bulk Fund - Completed
1	TA	Geyser wheelchair access	Existing				**Completed**	2006/2007 TA Domain bulk fund
1	MV	Piako Park Riverwalk	Proposed				$99,600.00	Confirmed Parks & Reserves Contribution Fund/Developer - Council Resolution
1	MV	Lockerbie Park Walk	Proposed				$46,000.00	Confirmed Parks/Reserve Contribution Fund - Council Resolution
1	MM	Neil Algar Walk	Proposed				**Completed**	Developer
Priority One Total							**$145,600**	
2	ALL	All Deferred Structure Work (confirmed)	Existing		$19,700.00	$19,700.00		2008/2009 Parks Bulk \Fund
2	MV	Mountain Bike Track	Existing	$25,000.00		$25,000.00		True cost estimate used - LTCCP
2	TA	Ritchie St to Howarth Wetland Link - 60m	Proposed				Completed	Parks & Reserves Contribution Fund
2	TA	Domain Upper	Existing			**Completed**		LTCCP
2	TA	Domain Lower	Existing			**Completed**		LTCCP
2	MV	Parkwood walkway network & Link to Lockerbie - 1100m	Proposed				Part Complete	Developer
Priority Two	**Total**			$25,000.00	$19,700.00	**$44,700.00**		

3	ALL	All Deferred Structure Work(estimate)	Existing		$52,900.00	$52,900.00		2008/2009 Parks Bulk \Fund
3	TA	Millar St to Burgess St Railway Link - 100m	Proposed				$11,500.00	Parks & Reserves Contribution Fund
3	TA	Bald Spur	Existing	$93,698.00		$93,698.00		LTCCP
3	TA	Horsemans Trail	Proposed				$5,000.00	Parks Bulk Fund
Priority Three Total				$93,698.00	$52,900.00	**$146598.00**	**$16500.00**	
4	MM	Neil Algar Link bridge	Existing	$36,000.00		$36,000.00		Parks Bulk Fund
4	TA	Terminus St to Railway Bridge - 510m	Proposed				$56,285.00	Parks & Reserves Contribution Fund
Priority Four Total				$36,000.00		**$36,000.00**	**$56,285.00**	
5	MM	Furness Park Walk	Proposed				$56,580.00	Parks/Reserve Contribution Fund
5	TA	Wetland Track	Existing	$257,105.00		$275,105.00		LTCCP
5	MV	Maple Place to Seales Rd link - 300m	Proposed				$29,625.00	Parks & Reserves Contribution Fund
5	MM	Hawes Bush	Existing	$26,600.00		$26,600.00		Parks Bulk Fund
5	TA	Wairongomai to TA Domain	Proposed				$378,125.00	Council/DOC Partnership /LTCCP
Priority Five Total				$283,705.00		**$283,705.00**	**$464,330.00**	
6	TA	Tui Track	Existing	$366,980.00		$366,980.00		LTCCP
6	MV	Riverwalk	Existing	$144,175.00		$144,175.00		LTCCP
Priority Six Total				$511,150.00		**$511,150.00**	**$511,155.00**	

7	TA	Stanley Ave to Waihou River/H Wetlands - 2000m	Proposed				$197,500.00	Parks & Reserves Contribution Fund
7	MV	Studholme St River Bridge	Proposed				$40,000.00	Parks Bulk Fund
7	MV	Holmwood	Existing					LTCCP
Priority Seven Total				$25,000.00		$25,000.00	**$262,500.00**	
8	TA	Railway Bridge to Domain via Rolleston St - 800m	Proposed				$79,000.00	Parks & Reserves Contribution Fund
8	TA	Mountain Bike Track	Existing	$30,000.00		$30,000.00		Estimate / Parks Bulk fund
Priority Eight Total				**$55,000.00**		**$55,000.00**	**$109,000.00**	
9	MM	Price Terrace Centennial Drive Link - 205m	Proposed				Cost Unknown	LTCCP
9	MV	Holmwood Park to Parkwood via Golf Course - 1400m	Proposed				$138,250.00	Parks & Reserves Contribution Fund
Priority Nine Total							**$138,250.00**	
10	MM	Waharoa Road West (SH27) to Peria Rd link - 738m	Proposed				$72,877.00	Developer/Council
10	MM	Bridal path link Mangawhero Rd to Banks Rd - 2000m	Proposed				$197,500.00	Developer/Council
10	MM	Firth Tower to Hot Water Springs – 3675m	Proposed				$Unknown	
Priority Ten Total							**$270,377.00**	