

Notice of Meeting:

I hereby give notice that an ordinary meeting of Strategy & Policy Committee will be held on:

Date: Tuesday 22 March 2016
Time: 1:30pm
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Strategy & Policy Committee OPEN AGENDA

Membership

Chairperson	Cr A O'Leary
Deputy Chairperson	Cr A King
Members	Her Worship the Mayor J Hardaker Cr G Chesterman Cr M Forsyth Cr M Gallagher Cr K Green Cr D Macpherson Cr G Mallett Cr R Pascoe Cr L Tooman Cr E Wilson Cr P Yeung

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Brendan Stringer
Committee Advisor

15 March 2016
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Terms of Reference:

- To develop and recommend strategies, plans and policies to the Council that advance the Council's vision and goals, and comply with the purpose of the Local Government Act.
- To monitor implementation and effectiveness of strategies, plans and policies.
- Develop and recommend bylaws to the Council.
- Develop and approve submissions to government, local authorities and other organisations.

Power to act:

- Recommend all strategies, policies and plans.
- Approve all submissions made by Hamilton City Council to other Councils, central government and other bodies.
- Recommend reserve management plans.
- In relation to bylaws, approve for consultation and consider submissions.

Power to recommend:

- Bylaws to Council.
- Strategies, policies and plans.
- Reserve management plans.

Sub-committees:

This Committee will be supported in its work by the:

- Civil Defence and Emergency Management Sub-committee.
- Community Forum Sub-committee.
- Business and Investment Sub-committee.
- Hearings Sub-committee.

Matters may be referred to this Committee from the:

- Event Sponsorship Sub-committee.
- External Funding Sub-committee.
- Council Controlled Organisations (CCO) Sub-committee.

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1 Apologies

2 Confirmation of Agenda

The Committee to confirm the agenda.

3 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4 Public Forum

As per Hamilton City Council's Standing Orders, a period of up to 30 minutes has been set aside for a public forum. Each speaker during the public forum section of this meeting may speak for three minutes or longer at the discretion of the Chair.

Please note that the public forum is to be confined to those items falling within the terms of the reference of this meeting.

Speakers will be put on a Public Forum speaking list on a first come first served basis in the Council Chamber prior to the start of the Meeting. A member of the Council Democracy Team will be available to co-ordinate this. As many speakers as possible will be heard within the allocated time.

If you have any questions regarding Public Forum please contact Democracy by telephoning 07 838 6772.

Committee: Strategy & Policy Committee

Date: 22 March 2016

Report Name: Waikato Regional Council
Annual Plan

Author: Brendan Stringer

Status	<i>Open</i>
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Representatives of the Waikato Regional Council will present their draft 2016/17 Annual Plan to the Committee.

Recommendation

That the report be received.

1. Attachments

2. Attachment 1 - Waikato Regional Council Annual Plan 2016/17 (*Under Separate Cover*)

Committee: Strategy & Policy Committee **Date:** 22 March 2016
Report Name: Strategy and Policy Committee **Author:** Brendan Stringer
 Open Minutes 16 February
 2016 and 23 February 2016

Status	<i>Open</i>
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Recommendation

That the Committee confirm and adopt as a true and correct record the:

- a) Open Minutes of the Strategy and Policy Committee Meeting of 16 February 2016; and
- b) Open Minutes of the Strategy and Policy Committee Meeting of 23 February 2016.

1. Attachments

2. Attachment 1 - Strategy and Policy Committee Open Minutes 16 February 2016
3. Attachment 2 - Strategy and Policy Committee Open Minutes 23 February 2016

Strategy & Policy Committee

OPEN MINUTES

Minutes of a meeting of the Strategy & Policy Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 16 February 2016 at 2:00pm.

PRESENT

Chairperson	Cr A O’Leary
Deputy Chairperson	Cr A King
Members	Her Worship the Mayor J Hardaker Cr G Chesterman Cr M Forsyth Cr M Gallagher Cr D Macpherson Cr G Mallett Cr L Tooman Cr P Yeung
In Attendance	Blair Bowcott – Executive Director Special Projects Sean Hickey – General Manager Strategy and Communications Debra Stan-Barton – Acting General Manager City Growth Kelvin Powell – Unit Manager City Safe Julie Clausen – Programme Manager – Strategy
Committee Advisor	Mr B Stringer and Mrs J Pani

1. Apologies

Resolved: (Crs O’Leary/Yeung)

That the apologies from Councillors Wilson, Green (Conflict of Interest) and Pascoe be received and accepted.

2. Confirmation of Agenda

Resolved: (Cr O'Leary/Her Worship the Mayor Hardaker)
The Committee to confirm the Agenda.

3. Declarations of Interest

Councillor Green advised the Chairperson, prior to the Meeting, of a previously disclosed conflict of interest in Item 5 - *Recommendations from Business and Investment Subcommittee 9 February 2016* – and, accordingly, did not attend the Meeting.

4. Public Forum

No Public Forum was required.

5. Recommendations from Business and Investment Subcommittee 9 February 2016

At the invitation of the Chairperson, Her Worship the Mayor Hardaker, Chairperson of the Business and Investment Subcommittee ('the Subcommittee'), introduced the item. She highlighted that the proposed changes to the Public Places Bylaw 2016 ('the PP Bylaw'), as presented in the staff report, were not covered at the Subcommittee meeting.

The PP Policy

The Unit Manager City Safe ('Unit Manager') and Programme Manager – Strategy ('Programme Manager') spoke to the report and responded to questions on the following points:

- **Drafting**
 - i. The review and engagement on the PP Policy commenced prior to the new process that removed the need for principles in Council policies.
 - ii. Staff were asked to correct:
 - a. the duplication of the definition of 'Market'; and
 - b. the second bullet point in the definition of 'Mobile shop' to read:

"....have been ordered for delivery."
- **Mobile Shops**
 - i. The PP Policy contemplated three mobile shops permitted to operate in the central city in addition to the existing Old English Baked Potato van ('the Potato Van'), which traded by way of a Council resolution. Mobile shops trading just outside the central city area identified in the map in Schedule 4 ('the Central City') would not be subject to the conditions detailed in clause 4.5.
 - ii. With reference to clause 5, Schedule 3 of the PP Policy, staff advised that there would be a qualitative selection process for the issue of permits for proposed mobile shops in the Central City. Clause 4.5(VI) to (VII) in the PP Policy set out the expected timeframes for permit applications.
 - iii. Permits would not be transferable and a renewal for a mobile shop operating in the Central City would be treated as a new application.
 - iv. The definition of 'Mobile shops' was wide enough to include individuals trading from private vehicles.

- v. While cafes and restaurants were required to provide toilet facilities, there was no such legislative requirement for mobile food vendors.
 - vi. The public liability insurance cover required for mobile shops (clause 5.1 (IV), Schedule 3) should read “\$2 million” to align with the requirement for establishments that used outdoor furniture (clause 1.4.10).
- **Buskers**
 - i. Through submissions, residents living in the central city noted that they did not approve an extension to the permitted busking hours. Staff clarified that an end time of 1am was proposed in the PP Policy issued for public consultation and, following receipt of feedback, this was amended to 11pm when presented to the Subcommittee.
 - ii. The prohibition for buskers to remain in a single location for more than two hours was consistent with the position taken with other major cities. There was an expectation buskers would liaise with adjoining shop owners.
 - **Outdoor Furniture**

The 1.7 metre wide clearway on footpaths along Victoria Street had been in place since 2009; staff believed a 2 metre wide clearway provided consistency across the city and aligned with other major centres in New Zealand.
 - **Enforcement**

Staff endeavoured to resolve any indiscretions by permit holders through discussions in the first instance, though revocation of a permit was always available, if appropriate.

The PP Bylaw

In response to questions, the Unit Manager stated that:

- the proprietor of the Potato Van contacted Council to advise of periods when they would be closed; and
- the level of fine stipulated in clause 10.1 of the PP Bylaw (an amount not exceeding \$20,000) reflected the maximum amount a local authority could impose under the Local Government Act (LGA’). Council could choose to lower that threshold if it so desired.

The Permit Fees

The Unit Manager and Programme Manager responded to questions on the following points:

- **Local Government Act**

The LGA required territorial authorities to recover only their reasonable costs incurred for a matter for which a fee was charged. This principle covered both an administration fee and permit fee. Staff outlined a range of fees other authorities charged in relation to mobile shops to highlight the variance across the country.
- **Administration Fee**

An administration fee was not levied for all the permit types (as listed in paragraph 2 of Attachment 3), which was consistent with other authorities.
- **Other Activities on the Footpath**

Events or stalls in Garden Place/Civic Plaza required a different permit than that stipulated for ‘Other Activities on the Footpath’.

Staff recommended that the existing permit fees and charges schedule be supplemented with the additional fees for Other Activities on Footpaths and Option 3 for mobile shops (as detailed in

paragraph 6 of Attachment 3). It was suggested that such changes should be presented to the Finance Committee at its April 2016 meeting.

The Meeting adjourned from 3:25pm to 3:40pm during discussion on the above item.

Councillor Macpherson returned to the Meeting after the adjournment at 3:50pm.

Motion: (Her Worship the Mayor Hardaker/Cr O’Leary)

That:

- a) the report be received; and
- b) the Public Places Policy be adopted, with the following changes:
 - i. Remove the duplication of the definition of ‘Market’;
 - ii. Amend the definition of “Mobile shops” to change ‘order’ to read ‘ordered’;
 - iii. Amend clause 5.1 (IV), Schedule 3, to change ‘\$1 million’ to read ‘\$2 million’;
 - iv. Amend clause 3.1 (IV), Schedule 3, to add the following at the end:
‘cover to a minimum of \$2 million.’.

Amendment: (Crs Chesterman/King)

That no mobile traders/stores be permitted in the defined Central City area, except (by permit) for market days, special events and the existing exemption.

The Meeting adjourned from 4:15pm to 4:20pm during debate on the above Item.

The following procedural motion was moved:

Resolved: (Crs King/Gallagher)

That the Committee temporarily suspend Standing Order 3.7.12 to allow a Councillor to Move more than one amendment to the Motion before the Committee.

The Amendment (Crs Chesterman/King) was then put.

Those for the Amendment: Councillors King, Gallagher, Chesterman, Mallett and Macpherson

Those against the Amendment: Councillors Forsyth, Yeung, Hardaker, Tooman and O’Leary

The Amendment was declared equal. The Chairperson did not exercise her casting vote.

The Executive Director Special Projects (‘Executive Director’) advised the Committee that the result of the vote was that the PP Policy remained as presented to the Committee.

It was clarified that the Committee could recommend the PP Bylaw for adoption without also approving the PP Policy; the existing policy would continue in those circumstances.

Councillor Forsyth retired from the Meeting (4:50pm) following the conclusion of the vote on the

Amendment (Crs Chesterman/King).

A further Amendment was then put:

Resolved: (Crs Macpherson/King)

That a change be made to clause 1.4.1 and that it read:

“There must be a continuous 2 metre wide clearway maintained on all footpaths at all times with the exception of Victoria Street within the area contained in the map in Schedule 4, which will be 1.7 metres.”

Her Worship the Mayor Hardaker and Councillor Tooman dissenting.

Councillor Mallett retired from the Meeting (5:03pm) during debate on the further Amendment (Crs Macpherson/King) and did not take part in voting.

The Meeting adjourned from 5:05pm to 5:10pm.

With the agreement of the Mover and Seconder of the Motion, and the remaining members of the Committee, the Motion was changed to include the further Amendment, which was carried (Crs Macpherson/King), together with some additional points. The revised Motion was then put:

Resolved: (Her Worship the Mayor Hardaker/Cr O'Leary)

Recommendation to Council:

That:

- a) the Public Places Policy be adopted with the following changes:
 - i. Remove the duplication of the definition of 'Market';
 - ii. Amend the definition of "Mobile shops" to change 'order' to read 'ordered';
 - iii. Amend clause 1.4.1 to read:

'There must be a continuous 2.0 metre wide clearway maintained on all footpaths at all times with the exception of Victoria Street within the area contained in the map in Schedule 4, which will be 1.7 metres.'
 - iv. Amend Clauses 4.2 to read "Mobile shops are not permitted to operate within the Central City (as defined in the map in Schedule 4)." and Clause 4.5 be deleted;
 - v. Amend clause 5.1 (IV), Schedule 3, to change '\$1 million' to read '\$2 million';
 - vi. Amend clause 3.1 (IV), Schedule 3, to add the following at the end:

'cover to a minimum of \$2 million.'; and
 - vii. Clauses 5.1 (V) and (VI), Schedule 3, be deleted;
- b) the Public Places Bylaw 2016 be approved with the removal of the staff recommendations;
- c) consistent with the resolution made by Council in 2009, Council undertakes not to enforce the Bylaw against the Old English Baked Potato Van, provided it pays the prescribed annual fee. This entitlement will cease on the sale or the closure of this business;
- d) a fee for Other Activities on Footpaths is set at an administration fee of \$85.00 and a per event permit fee of \$20.00; and
- e) the Public Places Bylaw 2016 and Public Places Policy come into force on the 25 February 2016.

Councillor Gallagher retired from the Meeting (5:23pm) during discussion on the revised Motion (Her Worship the Mayor Hardaker/Cr O'Leary) and did not take part in voting.

The Meeting was declared closed at 5:30pm

Strategy & Policy Committee

OPEN MINUTES

Minutes of a meeting of the Strategy & Policy Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 23 February 2016 at 1:30pm.

PRESENT

Chairperson	Cr A O’Leary
Deputy Chairperson	Cr A King
Members	Her Worship the Mayor J Hardaker
	Cr G Chesterman
	Cr M Forsyth
	Cr M Gallagher
	Cr K Green
	Cr D Macpherson
	Cr G Mallett
	Cr R Pascoe
	Cr L Tooman
	Cr E Wilson
	Cr P Yeung

In Attendance	Richard Briggs – Chief Executive
	Blair Bowcott – Executive Director Special Projects
	Sean Hickey – General Manager Strategy and Communications
	Chris Allen – General Manager Infrastructure
	Kelvyn Eglinton – General Manager City Growth
	Debra Stan-Barton – Planning Guidance Unit Manager
	Luke O’Dwyer – City Planning Unit Manager
	Alice Morris – City Planning Policy Team Leader
	Paul Bowman – Principal Planner
	Emily Botje – Water Asset Manager

Committee Advisor	Mr B Stringer and Mrs J Pani
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1. Apologies

Resolved: (Crs O'Leary/Yeung)

That the apologies from Councillors Gallagher and Macpherson (both for lateness) be received and accepted.

It was noted that Councillors Green, Pascoe and Wilson would retire early from the Meeting.

2. Confirmation of Agenda

Resolved: (Crs O'Leary/Tooman)

The Committee to confirm the Agenda.

3. Declarations of Interest

No members of the Council declared a Conflict of Interest.

4. Public Forum

There was no Public Forum.

5. Strategy and Policy Committee Open Minutes 8 December 2015

Resolved: (Crs Wilson/O'Leary)

That the Committee confirm and adopt as a true and correct record the Open Minutes of the Strategy and Policy Committee Meeting of 8 December 2015.

Councillor Gallagher arrived during Item 5 (1:35pm) and took part in the voting.

6. Heritage Plan and Historic Heritage Fund Guidelines

At the invitation of the Chairperson, Councillor Chesterman, as Chairperson of the Heritage Advisory Panel ('the Panel'), provided an overview of the Heritage Plan and Historic Heritage Fund Guidelines ('the Guidelines') as presented to the Committee. He also acknowledged the work undertaken by staff and the Panel members, and the input received from key stakeholders.

In response to questions, the City Planning Unit Manager and City Planning Policy Team Leader noted the following:

- **Budget**

Expenses incurred from November 2013 to date for this matter comprised:

- i. \$8,100 external production costs;
- ii. \$83,000 staff costs (based on an averaged \$100/hour of staff time).

Under the 10 Year Plan, Council budgeted for \$100,000 from 2017 per annum towards the Heritage Fund. It was estimated that each application to the Fund would accrue costs of:

- iii. \$5,000 to \$6,000 for staff time; and
- iv. \$2,000 for external expenses (principally work undertaken by the Panel).

Staff did not envisage that the \$100,000 per annum budget would be exceeded and confirmed that all applications would be presented to Council for approval.

- **Consultation**

Consultation took place through Council's website, a public launch at the Arts Post and a separate meeting with local iwi representatives. Te ha o Te Whenua O Kirikiriroa Trust endorsed the Heritage Plan at the hui held in October 2015.

- **Artefacts**

The Museum and Library led the process for tracing and identifying artefacts; a brief overview of the legal position was outlined.

- **Heritage Protection Process**

Only Council was authorised to determine a heritage protection designation, which would subsequently be notified in the District Plan and subject to a hearings and submissions process. The conditions of the designation would be decided on the circumstances in each case.

Resolved: (Crs Chesterman/Gallagher)

Recommendation to Council

That:

- a) the report be received; and
- b) the Committee approves the Heritage Plan and Historic Heritage Fund Guidelines (as identified as Attachments 1 and 2 to the report).

Councillor Macpherson arrived during discussion on Item 6 (1:40pm) and took part in voting.

7. Frankton Neighbourhood Plan

The Chairperson, as Chairperson of the Frankton Neighbourhood Plan ('the Frankton Plan') Working Group, thanked the members of that group, staff and key external stakeholders, including Barry Lafferty who was present at the Meeting.

The following changes were requested to the Frankton Plan as presented to the Committee to align with the Biking Plan:

- **Pages 18-19**

- i. Reference to 'cycling' be changed to 'biking' in the second paragraph;
- ii. The first Outcome be amended to read:
 - "Frankton is easily accessible for pedestrians and people on bikes"*
- iii. Under the heading 'Frankton Heritage Bike Loop':
 - The first line be amended to read:
 - "Develop a circuit attractive for people on bikes...."*; and
 - Examples be provided of 'route enhancement features' for clarification.

iv. Find a substitute photo for the Western Rail Trail from the artist's impression used on page 19.

- **'Maaori'**

Staff would ensure there was consistent reference to the spelling of 'Maaori' throughout the Frankton Plan.

The City Planning Unit Manager and Principal Planner, supported by the Executive Director Special Projects ('the Executive Director') and Planning Guidance Unit Manager, responded to questions on the following points:

- **Western Rail Trail**

Reference to 'Complete Western Rail Trail' on page 22 of the Frankton Plan referred to the proposed extension of the current trail.

- **Vehicular Access**

Staff advised there was no intention in the Frankton Plan to reduce car access to Frankton.

- **Neighbourhood Plans**

i. Submissions received on the draft Frankton Plan wanted Frankton to be unique compared to other Hamilton suburbs. Staff referred to national and international examples where neighbourhood plans had been successful.

ii. The Frankton Plan set out the path and actions to achieve the proposed outcomes; it was acknowledged there was no guarantee such goals would be attained over time.

iii. Changes required to the District Plan, if any, to facilitate the Special Heritage Zone for Commerce Street would need to be presented to Council for consideration and approval.

- **Forlongs**

With reference to recent media reports, should Forlongs retail shop close for business, that site could be developed as offices, retail and/or apartments under the relevant District Plan zoning designation, subject to the satisfaction of statutory requirements.

- **Funding**

i. Some projects and actions contemplated in the Frankton Plan were budgeted within current operational budgets; others would require funding through successive Annual Plans or the next 10 Year Plan to progress.

ii. It was expected that work in relation to the Maaori Sites Plan would commence before the end of June 2016.

Staff confirmed the Frankton Plan would be presented to the Council meeting on 31 March 2016 for adoption.

Motion: (Crs O'Leary/Gallagher)

That:

- a) the report be received; and
- b) the Frankton Neighbourhood Plan incorporating the changes in Attachment 2 and as requested by the Committee be recommended to Council for adoption.

Amendment: (Crs Green/Wilson)

That:

- a) the report be received; and
- b) the Frankton Neighbourhood Plan ('the Plan') be deferred to the April 2016 meeting of the Council to enable staff to consider the outcome of the Forlong decision over its future and the Plan be altered to reflect the impact.

In response to a question on the Amendment (Crs Green/Wilson), staff advised that, should the Amendment be carried, substantial changes to the Frankton Plan would not be expected to reflect any decision made in relation to the future of the Forlong retail business.

The Amendment (Crs Green/Wilson) was put:

Those for the Amendment: Councillors Gallagher, Green, Wilson, Chesterman, Yeung and Macpherson

Those against the Amendment: Her Worship the Mayor Hardaker, Councillors King, Forsyth, Mallett, Tooman and O'Leary

The Amendment was declared equal. The Chairperson exercised her casting vote against the Amendment.

The Amendment was declared lost. The Motion (Crs O'Leary/Gallagher) was then put:

Resolved: (Crs O'Leary/Gallagher)

Recommendation to Council

That:

- a) the report be received; and
- b) the Frankton Neighbourhood Plan incorporating the changes in Attachment 2 and as requested by the Committee be recommended to Council for adoption.

Those for the Motion: Councillors Gallagher, Wilson, Forsyth, Yeung, Hardaker, Tooman, O'Leary and Macpherson

Those against the Motion: Councillors King, Green, Chesterman and Mallett

The Meeting adjourned from 3:25pm to 3:45pm during debate on Item 7

Councillor Pascoe retired from the Meeting (3:45pm) during the adjournment and did not take part in voting on Item 7.

8. Gambling Policies Review 2015 - Adoption Report

The Executive Director introduced the report and highlighted the history of the issues that were to be considered by the Committee. He recommended that Recommendations from Management (paragraph 12 in the staff report) be decided as follows:

- (a) to (d), the effect of which is to adopt the TAB Board Venue Policy and Class 4 Gambling Policy ('the Class 4 Policy'; together, 'the Gambling Policies') as presented to the Committee; and then
- (e) and (f), the effect of which was to commence a special consultative procedure for the amendments to the Gambling Policies as approved by the Committee at its meeting on 5 November 2015 ('the November meeting').

In response to questions, the Democracy Manager clarified the requirements under Standing Order 3.8 for the Committee to revoke its prior resolutions from the November meeting. It was also confirmed that Council could reach a different decision than the Committee when the item was recommended to Council for decision.

Motion: (Crs O'Leary/Forsyth)

That:

- a) the report be received;
- b) the proposed Class 4 Gambling Venue Policy be adopted;
- c) the proposed TAB Board Venue Policy be adopted;
- d) the proposed Class 4 Gambling Venue Policy and the proposed TAB Board Venue Policy, as adopted above, come into force on 2 March 2016.

Amendment: (Crs King/Macpherson)

That:

- a) the item *Gambling Policies Review 2015 – Adoption Report* be referred back to the March 2016 Strategy and Policy Committee meeting.
- b) the Chief Executive is instructed to include in the staff report presented at the March 2016 Meeting the following additional issues:
 - i. An amended Class 4 Gaming Venue Policy incorporating Option A (no relocation) as presented to the 5 November 2015 Strategy and Policy Committee meeting; and
 - ii. A cap on the number of machines that can be operated at a combined site with regards to mergers of private clubs.

The Executive Director explained the effect of the Amendment (Crs King/Macpherson), if carried, was that the discussions on the relocation of gaming machines and merger of clubs would be reopened through a staff report presented to the Committee at its next meeting. It would not be appropriate for the matters in paragraph 12 (e) and (f) of the staff report to be taken forward in that situation.

He also confirmed that the Amendment (Crs King/Macpherson) did not give rise to a risk in terms of time restrictions to conclude adoption of the Gambling Policies.

In response to questions, the Executive Director noted that the Class 4 Policy, as presented at the Meeting, was more permissive than the existing policy in place, though it was subject to prescribed rules.

The Amendment (Crs King/Macpherson) was then put:

Those for the Amendment:	Councillors King, Gallagher, Wilson, Yeung, Mallett and Macpherson
Those against the Amendment:	Her Worship the Mayor Hardaker, Councillors Green, Forsyth, Chesterman, Tooman and O'Leary

The Amendment was declared equal. The Chairperson elected not to use her casting vote.

The Meeting adjourned from 4:35 to 4:40pm during debate on Item 8.

Following the adjournment, a procedural motion was put:

Resolved: (Crs O'Leary/Mallett)

That the item of business being discussed be referred to the March 2016 Council.

Those for the Procedural Motion:	Councillors King, Gallagher, Green, Wilson, Yeung, Mallett, O'Leary and Macpherson
Those against the Procedural Motion:	Her Worship the Mayor Hardaker, Councillors Forsyth, Chesterman, Tooman

Staff clarified that the report to Council would address the issues raised by the Committee at the Meeting.

Councillor Mallett retired from the Meeting (4:50pm) at the conclusion of Item 8.

9. Trade Waste and Wastewater Bylaw for Public Engagement

The General Manager City Infrastructure and Water Asset Manager responded to questions on the following points in relation to the Trade Waste and Wastewater Bylaw ('the Bylaw'):

- **Engagement Process**

Public engagement on the proposed Bylaw would proceed by way of:

- an opportunity to provide written submissions; and
- a drop-in session, supported by Elected Members, for individuals and organisations to present comments and question staff. It was intended this event would be in lieu of formal hearings as permitted under the Local Government Act.

Staff did not expect many submissions as they had already discussed the proposed Bylaw with key stakeholders.

Staff would compile and include feedback received in their report to the Committee on 19 July 2016.

- **Plain English**

Staff would review the use of Plain English in the Bylaw when reporting back to the Committee in July 2016.

Resolved: (Her Worship the Mayor Hardaker/Cr O'Leary)

That:

- a) the report be received;
- b) Council determine that the proposed Hamilton Trade Waste and Wastewater Bylaw 2016 is the most appropriate form of bylaw;
- c) Council determine that the proposed Hamilton Trade Waste and Wastewater Bylaw 2016 does not give rise to implications under the New Zealand Bill of Rights Act 1990;
- d) the proposed draft Trade Waste and Wastewater Bylaw 2016 be adopted by Council for public engagement;
- e) Councillor Tooman be delegated to receive spoken submissions made to the proposed draft Trade Waste and Wastewater Bylaw 2016 at the drop-in session on 22 March 2016; and
- f) a summary of the submissions received on the proposed Trade Waste and Wastewater 2016, including recommendations, is presented to the 19 July 2016 Strategy and Policy Committee meeting as part of the staff report for deliberation and adoption.

Staff were requested to inform all Elected Members of the time and venue of the drop-in session.

Councillor Green retired from the Meeting (4:55pm) during discussion on Item 9 and did not take part in voting.

10. Regional Strategic Round Up Report

The Executive Director, supported by the General Manager City Infrastructure ('the GM City Infrastructure'), responded to questions on the following points:

- **Easter Trading**

No discussion had taken place at the Mayoral Forum on this particular matter. It was expected that a standardised approach would be adopted by territorial authorities to any proposed bylaw, contemplated in the Bill before Parliament.

- **Council Briefing**

The Healthy Rivers Plan and updates on Future Proof and the Waikato Plan were to be included in the briefing to Elected Members in March 2016.

Resolved: (Her Worship the Mayors Hardaker/Cr Gallagher)

That the report be received.

11. Consideration and Approval of HCC's Draft Submission to the NZTA's Vehicle Dimensions and Mass Rule 2002 Review (23 February 2016)

The GM City Infrastructure spoke to the report and responded to questions on the following points:

- **Tolerance Levels**
Some other territorial authorities advocated that weighing tolerance levels be zero, which differed from the draft submission presented.
- **Safety Analysis**
 - i. The New Zealand Transport Authority's discussion document relating to the review of the Vehicle Dimensions and Mass ('VDAM') Rule did include some commentary on safety risks, though it was too early to define trends.
 - ii. The draft submission adopted a conservative approach in terms of not supporting changes that increased the risk profile to urban road safety and/or pavement integrity.
- **Heavy Vehicle Controls in Hamilton City**
 - i. The GM City Infrastructure provided an explanation of the maps on pages 191 to 193 (respectively) in the Agenda.
 - ii. Council had already determined which roads High Productivity Motor Vehicles ('HPMVs') could use in Hamilton, subject to obtaining the required permit. During the last two years, there were no noticeable issues or increased complaints in relation to such roads.

The GM City Infrastructure was agreeable to including in the submission a comment to the effect that safety outcomes of HPMVs was of interest to Council and should be monitored and reported back.

Resolved: (Crs Chesterman/Gallagher)

That:

- a) the report be received;
- b) HCC's 23 February 2016 **Draft 2** submission (#457) to the NZ Transport Agency's 'Vehicle Dimensions and Mass 2002 Rule Review' be considered and approved;
- c) the approved submission be sent to the NZ Transport Agency to meet the agreed extended submission closing date of 24 February 2016;
- d) the approved submission be uploaded to HCC's website;
- e) local Members of Parliament be advised of and encouraged to support the approved submission; and
- f) Councillor Macpherson is appointed to present the Council's submission if the opportunity arises.

The GM City Infrastructure advised that it was not expected there would be a hearings process in relation to the NZTA's discussion document; this was more likely after changes to the VDAM Rule were proposed for submission.

Councillor Wilson retired from the Meeting (5:23pm) during discussion of the above item and did not take part in voting.

12. Consideration and Approval of Three Hamilton City Council Submissions to External Organisations

The City Planning Unit Manager, supported by the Planning Guidance Unit Manager, outlined the three submissions presented and the key issues. The following changes were suggested by Committee members:

- **Ministry for the Environment's *Developing the National Policy Statement on Urban Development* (Attachment 1 to the staff report)**

i. Paragraph 2.3 to read:

"...a major metropolitan centre in New Zealand, in terms of population."

ii. Paragraph 2.8 to read:

"Hamilton is the third smallest territorial authority by land area (110km²) and the smallest metropolitan centre in New Zealand. Hamilton does not have vast land resources for urban development at its disposal...."

Staff explained that compared to other metropolitan authorities, Hamilton did not have large rural areas available for development.

iii. Paragraph 2.8 to be clarified to specify the estimated (30-year) timeframe for new developments based on expected growth rates.

- **Resource Legislation Amendment Bill (Attachment 3 to the staff report)**

Amend the last sentence in paragraph 2.1.8 to read:

"HCC recommends that Central Government provides a pool of funding interest-free with repayment through development levies."

Her Worship the Mayor retired from the Meeting (5:40pm) during discussion on Item 12 and did not take part in voting.

Resolved: (Crs Chesterman/Yeung)

That:

- a) the report be received;
- b) HCC's 9 February 2016 submission (#456) to the Ministry for the Environment's initial consultation on 'Developing the National Policy Statement on Urban Development' be considered and retrospectively approved;
- c) the Ministry for the Environment be advised of any changes made to submission #456 at the 23 February 2016 Strategy and Policy Committee meeting;
- d) HCC's **Draft 2** submission to the 'Urban Planning Inquiry' (#458) be considered and approved;
- e) HCC's **Draft 2** submission to the 'Resource Legislation Amendment Bill' (# 459), subject to the change requested by the Committee, be considered and approved;
- f) approved submission #458 and #459 be sent to the relevant organisation to meet the submission closing date;
- g) subsequent to the Strategy and Policy Committee's approval, the three approved submissions be uploaded to HCC's website; and
- h) local Members of Parliament be advised of and encouraged to support the three approved submissions.

13. Action List for 23 February 2016: and Actions Still Underway or Pending for HCC submissions to External Organisations

The following points were noted:

- Staff would update the action in relation to the Community Facilities Report;
- References to the Committee Meeting on 24 March 2016 would be changed to read "22 March 2016";
- An update on the appeals lodged against the Proposed Local Alcohol Policy would be included in an Executive Update.

Resolved: (Crs King/Macpherson)

That:

- a) the Report be received; and
- b) the Committee agree to the deferment of the items noted in the following table:

Item and Resolution Date	Original Due Date	Deferred To
Sustainable Hamilton Strategy (Sustainability Panel Report) (22 September 2015)	23 February 2016	24 March 2016 <i>Additional time is required to appropriately engage with the Sustainability Advisory Panel prior to reporting to the Committee.</i>
Cemeteries Draft Management Plan (8 December 2015)	23 February 2016	25 February 2016 (Council) <i>Item referred to Council for final approval and adoption of Plan.</i>

14. Resolution to Exclude the Public

Resolved: (Crs Chesterman/Yeung)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Strategy and Policy Committee Public Excluded Minutes 8 December 2015) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987))	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to maintain legal professional privilege	Section 7 (2) (g)
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Councillors Macpherson and Gallagher dissenting.

Councillors Macpherson and King left the Meeting (5:58pm) at the conclusion of Item 14.

The Meeting adjourned at 5:58pm as a quorum was not present.

The Meeting was declared Closed at 6:00pm. The Public Excluded Item would be referred to the next Committee Meeting for consideration.

Committee: Strategy & Policy Committee **Date:** 22 March 2016
Report Name: Community Occupancy Policy Implementation Update **Author:** Karen Kwok

Report Status	<i>Open</i>
Strategy, Policy or Plan context	<i>Community Occupancy Policy</i>
Financial status	<i>There is no budget allocated</i>
Assessment of significance	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

1. Purpose of the Report

- This report provides an update on the implementation of the Community Occupancy Policy (Policy), as requested by the Community Forum Sub-Committee.

3. Executive Summary

- In November 2013, Council adopted the Policy to guide decision making regarding Community Occupancy Agreements (lease and licences).
- Council currently has 111 Community Occupancy Agreements in place under the Policy.
- Since adoption of the Policy, 29 new agreements have been granted.
- 11 community groups have expired agreements.
- This report provides an update on implementation.
- The Policy is performing in line with Policy objectives.

10. Recommendation from Management

That the report be received.

11. Attachments

- Attachment 1 - Details of Community Occupancy Agreements

13. Key Issues

- Background
- Council supports the vital role community groups (groups) play in Hamilton City by making space and assets available for community occupancy.

16. In November 2013, Council adopted the [Policy](#) to guide decision making regarding community occupancy. In February 2014, Council adopted [Guidelines](#) to assist staff in the administration of community occupancy agreements (agreements).
17. This report provides an update on the implementation of the Policy and confirms the Policy is performing in line with its objective and principles.
18. 100 groups currently occupy land and/or buildings under the Policy. Some groups have multiple agreements. There are 111 community occupancy agreements in total. A summary of implementation to date is provided below. For further details refer to Attachment 1.
- 29 new agreements have been granted.
 - Two new agreement applications have been received and are being assessed.
 - 11 agreements have expired. In all cases where an agreement has expired, groups have interim occupancy agreements that continue on a monthly basis. The status of the month to month agreements is as follows:
 - One new application has been received and is being assessed so it can be reported to a future Finance Committee meeting for consideration;
 - Staff are working with and awaiting new applications from three groups;
 - One group wishes to surrender their agreement from June 2016;
 - Six agreements are impacted by draft plans and policy reviews. Consequently new applications will be considered once these are completed e.g. Ferrybank Master Plan, Lake Domain Management Plan review, and commercial activities on parks policy.
 - 12 agreements expire within the next 12 months. Staff are working with these groups regarding their options and new applications.
 - Five applications for further rental subsidies were received. Three were granted and two declined. (4.5% of 111 Community Occupancy Agreements)
19. When new agreements are being presented to the committee for approval, the groups are invited to present at Public Forum in support of their applications.
20. The following tables outline the number of rental increases or decreases which have occurred through implementing the Policy:

Community Occupancy Rent Increases			
0-\$250	\$250-1,000	\$1,000+	Total
27	37	21	85

Community Occupancy Rent Decreases			
0-\$250	\$250-1,000	\$1,000+	Total
3	6	17	26

21. Financial and Resourcing Implications

22. A Full Time Equivalent (FTE) staff member, Community Occupancy Advisor, provides support to these groups and manages their lease/licence agreements. The relationships with community groups, who lease Council land and buildings, have improved with this dedicated resource.

Item 7

- 23. The rental payable by Community Groups is guided by the Policy, which became effective 1 January 2015.
- 24. The change in rental has been phased in over a two year period and the change process is now in Year 2 of the phasing. By the end of 2016 all groups will be paying full rental under the Policy.
- 25. Council has granted further subsidies to three groups (Waikato Riding for Disabled, The Order of St John and Hamilton Roller Skating Club).
- 26. On adoption of the Policy and Guidelines, projected annual income from Community Occupancy was \$139,242.16.
- 27. Actual annual income is estimated to be \$126,760.52. The variance is a result of leases being surrendered, confirming lease areas, building categories, granting of exceptional circumstances and additional facilities being covered by the Policy e.g. Celebrating Age Centre.
- 28. The annual cost to administer the Community Occupancy Agreements is approximately \$71,724.00. This includes costs for one FTE and legal fees which can fluctuate each year.

Signatory

Authoriser	Lance Vervoort, General Manager Community
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**Attachment 1: Community Occupancy Implementation Report
March 2016**

Table 1: Summary

Status	No.
Agreements	111
New agreements granted	29
New agreement applications	2
Expired agreements	11
Agreements expiring within the next 12 months	12
Agreements surrendered	2
Exceptional circumstances rent applications received	5 (3 granted, 2 declined)

Table 2: New agreements granted

Community Group	Location	Date of Resolution	Term (years)
1. Hamilton Cadet Forces Charitable Trust	Dey Street	22 October 2015	2
2. Metro Judo Incorporated	Pembroke Park	22 October 2015	10
3. Arts for Health Community Trust	Norris-Ward Park	22 October 2015	10
4. Artmakers Community Artist Trust	Norris-Ward Park	22 October 2015	10
5. Hamilton Community Men's Shed Trust	Norris-Ward Park	22 October 2015	10
6. Hamilton Roller Skating Club	Melville Park	27 August 2015	15
7. Hamilton City Bowling Club	Hinemoa Park	19 February 2015	2
8. The Scout Association of New Zealand	Hillcrest Park	4 December 2014	15
9. Hamilton Citizens' Band Incorporated	Lugton Park	4 December 2014	15
10. Hamilton Dog Obedience Club	Melville Park	4 December 2014	15
11. Waikato Canine Obedience Club	Bristol Park	4 December 2014	15
12. Riverside Rodders	Bristol Park	4 December 2014	15
13. Hamilton Mountain Bike Club	Pukete Farm Park	4 December 2014	10
14. Hamilton Racing Pigeon Club	Innes Common	4 December 2014	15
15. Hamilton Smallbore Rifle Club	Hillcrest Stadium	4 December 2014	10
16. Order of St John Central Region Trust Board	Hillcrest Stadium	4 December 2014	15
17. Waikato Digital Youth Network	Enderley Park	4 December 2014	1.5
18. Shinjokai Karate-do Incorporated	Railway Park	4 December 2014	1.5
19. Waikato Dance Performance Trust	St Peters Hall	4 December 2014	1.5
20. Age Concern	Celebrating Age Centre	4 December 2014	1.5
21. Grey Power	Celebrating Age Centre	4 December 2014	1.5
22. Senior Net	Celebrating Age Centre	4 December 2014	1.5
23. Citizens Advice Bureau Hamilton	St Peters Hall	4 December 2014	1.5

Incorporated			
24. Citizens Advice Bureau Hamilton Incorporated	Caro Street Building	4 December 2014	4
25. Volunteering Waikato	Caro Street Building	4 December 2014	5
26. Hamilton Multicultural Services Trust	Caro Street Building	4 December 2014	5
27. Waikato Ethnic Services Trust	Caro Street Building	4 December 2014	5
28. Waikato Society of Arts	Arts Post Building	4 December 2014	5
29. Girl Guides Association of New Zealand	Hamilton Gardens	2 October 2014	5

Table 3: New agreement applications

Community Group	Location	Comment
1. Eastside Apostolic Foundation	Yendell Park	In progress
2. Ruakura Hauora O Tainui	Enderley Park	Previously a commercial lease. Application received for community occupancy agreement. Waiting on change of classification of Enderley Park to be finalised.

Table 4: Expired agreements

Community Group	Location	Expiry	Comment
1. Waikato Dragon Boating and Waka Ama Association	New Memorial Park	August 2013	Lease continuing on a monthly basis during development of the Ferrybank Roose Commerce Master Plan. Application will be considered once Plan approved.
2. Hamilton City Netball Club	Minogue Park	November 2013	Waiting on development of commercial activities on parks policy to guide how to manage commercial sub leases.
3. Nga Tai Whakarongo Hoe Waka	Innes Common	November 2013	Lease continuing on a monthly basis during Lake Domain Management Plan review. Application will be considered once Plan is adopted.
4. Waikato Dragon Boating and Waka Ama Association	Innes Common	November 2013	Lease continuing on a monthly basis during Lake Domain Management Plan review. Application will be considered once Plan is adopted.
5. Te Toki Voyaging Trust	Innes Common	November 2013	Lease continuing on a monthly basis during Lake Domain Management Plan review. Application will be considered once Plan is adopted.
6. Melville Association Football Club Incorporated	Gower Park	December 2013	Waiting on application. Application will include application to redevelop clubrooms. Staff continuing to work with Club regarding their proposal.
7. Melville Football Club	Gower	December	

Incorporated	Park	2013	
8. Nga Tai Whakarongo Hoe Waka	Roose Commerce	December 2013	Lease continuing on a monthly basis during development of the Ferrybank Roose Commerce Master Plan. Application will be considered once Plan approved.
9. Fischer and Associates	Nawton Tennis Court	June 2014	Group wishes to surrender lease from June 2016. On surrender site will remain vacant as it is the location of the Minogue Park Bridge proposed in the Hamilton Biking Plan.
10. Resthills Sports Centre Incorporated	Resthills Park	October 2014	Application currently being assessed and will be presented to a future Finance Committee meeting for consideration.
11. Scout Association of New Zealand	Norton Road	February 2016	Waiting on application

Table 5: Agreements expiring within 12 months

Community Group	Location	Expiry
1. The Waikato Guild of Woodworkers	Storey Avenue	May 2016
2. Citizens Advice Bureau Hamilton Incorporated	St Peters Hall	June 2016
3. Waikato Digital Youth Network	Enderley Community Centre	June 2016
4. Shinjokai Karate-do Incorporated	Railway Park	June 2016
5. Waikato Dance Performance Trust	St Peters Hall	June 2016
6. Age Concern	Celebrating Age Centre	June 2016
7. Grey Power	Celebrating Age Centre	June 2016
8. Senior Net	Celebrating Age Centre	June 2016
9. Hamilton BMX Club Incorporated	Minogue Park	November 2016
10. Hamilton City Bowling Club	Hinemoa Park	February 2017
11. Glenview Community Centre Incorporated	Glenview Community Centre	March 2017
12. Hillcrest Bowling Club	Hillcrest Bowling Club	March 2017

Table 6: Agreements surrendered

Community Group	Location	Comment
1. Waikato Hockey Charitable Trust	Innes Common	Building (storage only) demolished due to structural issues
2. Nga Tai Whakarongo Hoe Waka	Lake Domain	To enable the refurbishment of the changing rooms

Table 7: Exceptional circumstances

Community Group	Status
1. Waikato Riding for the Disabled Association	Approved
2. Hamilton Roller Skating Club	Approved
3. The Order of St John	Approved
4. Berkley Middle School	Declined
5. Hamilton East Croquet Club	Declined

Committee: Strategy & Policy Committee

Date: 22 March 2016

Report Name: Waikato Museum Strategic Plan

Author: Cherie Meecham

Report Status	<i>Open</i>
Strategy, Policy or Plan context	<i>Hamilton Plan, River Plan, Arts Agenda</i>
Financial status	<i>530 staff hours (estimate \$53,000 staff cost at \$100 per hour) and \$20,654 of external contractor costs.</i>
Assessment of significance	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

1. Purpose of the Report

2. The purpose of this report is to present the Draft Waikato Museum Strategic Plan for adoption.

3. Executive Summary

4. The Strategy and Policy Committee approved the draft Waikato Museum Strategic Plan for public engagement on 8 December 2015. The consultation period was from 9 December 2015 to 12 February 2016.
5. 30 responses were received. There is general support for the draft Strategic Plan based on the feedback from respondents. A number of respondents registered concern or interest regarding finer details of the implementation of the Strategic Plan.
6. Some minor changes relating to grammar and referencing are recommended to the draft Plan.

7. Recommendations from Management (*Recommendation to Council*)

- a) That the report be received.
- b) That the proposed Waikato Museum Strategic Plan be adopted.

8. Attachments

9. Attachment 1 - Draft Waikato Museum Strategic Plan
10. Attachment 2 - Submission analysis summary
11. Attachment 3 - Draft Waikato Museum Strategic Plan track-change amendments

12. Background

13. The Council approved the development of a new Waikato Museum Strategic Plan at the 8 April 2015 Strategy and Policy Committee meeting.

- 14. Focus group meetings, surveys, staff research, and feedback from stakeholders and non-users helped inform the development of the draft Strategic Plan.
- 15. The Strategy and Policy Committee approved the draft Strategic Plan for public engagement on 8 December 2015.

16. Public engagement

- 17. The public engagement period was from 9 December 2015 to 12 February 2016.
- 18. A total of 30 responses were received, 24 from individuals and 6 representing organisations. Attachment 1 is an analysis of the feedback.
- 19. 9 of the 111 (8.1%) stakeholders that were consulted in July 2015 provided further feedback on the Strategic Plan through the public submission process.
- 20. The most common positive themes were that respondents appreciated the depth and detail of the contextual information for the Plan (7 respondents), the clear actions for the future (6 respondents) and supported the emphasis on local stories and content (5 respondents).
- 21. The most common negative themes were that respondents wanted to see more detail about how the actions would be implemented (6 respondents), and did not like the emphasis on branding (4 respondents).
- 22. There is general support for the draft Waikato Museum Strategic Plan based on the feedback from respondents. Staff have noted the suggestions of respondents regarding the finer details of the Strategic Plan’s implementation.
- 23. After considering all feedback staff are not recommending any significant changes to the draft Waikato Museum Strategic Plan. Attachment 2 is a track-change summary of the proposed minor editorial to correct grammar and referencing.
- 24. One of the actions in the proposed Strategic Plan is to ‘develop branding that reflects the new museum name and a distinctly Waikato identity’. A Council briefing on the rebranding of Waikato Museum will be scheduled before June 2016.

25. Financial and Resourcing Implications

- 26. All review costs have been met from within allocated Council budgets. No additional budget was allocated to cover any expenses associated with this project in the 2015/2016 financial year. To date this has amounted to 530 staff hours (estimate \$53,000 staff cost at \$100 per hour) and \$20,654 of external contractor costs.
- 27. The Strategic Plan does not bind the Council to additional resourcing but it does provide direction for development priorities to be considered in the 2016/2017 Annual Plan and the 2018-2028 10 Year Plan.

Signatory

Authoriser	Lance Vervoort, General Manager Community
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INTRODUCTION

Museums across the world are changing.

The traditional museum as a place that passively displays collections is in the past. Rapid advancements in new technologies and developments in communications and digital access are influencing conventional understandings and expectations about the role of a museum.

Museum audiences are also changing. Our society is becoming more diverse, more urbanised and generally older. People are more mobile than ever before. The internet and social media has brought the world closer, making it more accessible and more immediate.

These world-wide shifts and trends mean that staying relevant is becoming more challenging for museums. Visitors want to be entertained. There is an increasing expectation that museums will provide digital, interactive and participatory learning experiences as well as more diverse services, collections and exhibitions.

This strategic plan is the Waikato Museum's response to these trends and the challenge to remain relevant to the Hamilton and Waikato community.

 **Waikato Museum**
TE WHARE TAONGA O WAIKATO

2



WAIKATO MUSEUM: AT A GLANCE

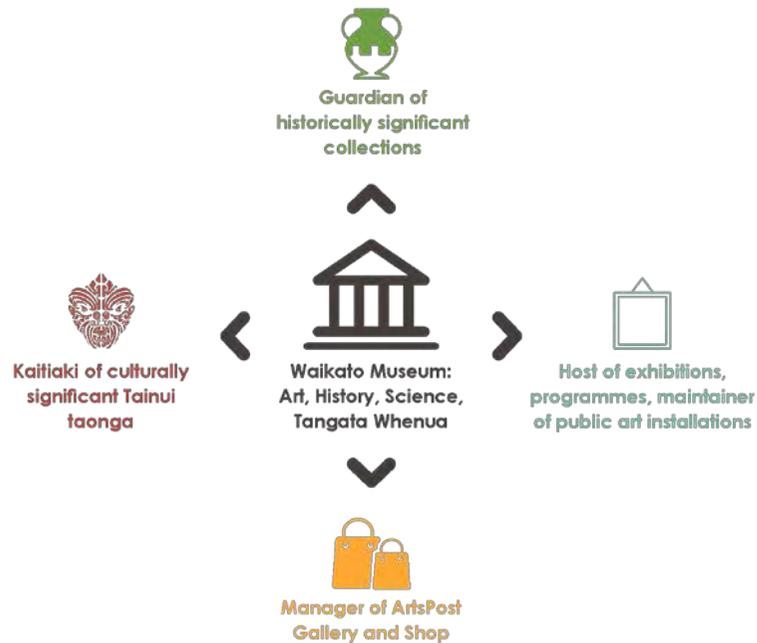
Services

Waikato Museum provides services to Hamilton and the Waikato region. It cares for, preserves and shares local stories and stories about objects and taonga of the Waikato and Tainui waka.

The Museum holds and exhibits art collections and it implements and maintains a changing programme of educational and interactive programmes and exhibitions. It preserves and

maintains collections in the four areas of Art, History, Science and Tangata Whenua. In addition, the Museum maintains public art installations and manages the ArtsPost galleries and shops.

It is free to enter the Museum, with charges for entry into the Science galleries and special exhibitions.

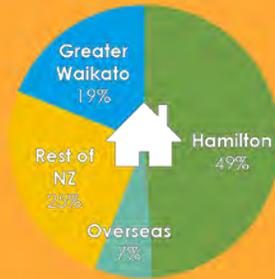


48%



of non-users reported they did not know where the museum was located

Where do our customers live?



34



FTE paid staff assisted by a varying number of volunteers, including those from the Friends of the Museum

16 galleries totalling 2,660m²

7.2%



increase in gallery space since 2013

4

Facts and Stats

The Museum's visitor numbers and financial performance have remained static over the past five years. Performance in these two key areas is often dependent on exhibitions. For example during the *Body In Action* exhibition in 2015 the Museum had 40,895 visitors, increasing the annual visitor numbers by 32% compared to the same period the previous year. Domestic visitor numbers and revenue are comparable with similar sized museums but the Waikato Museum has low tourist visitor numbers.

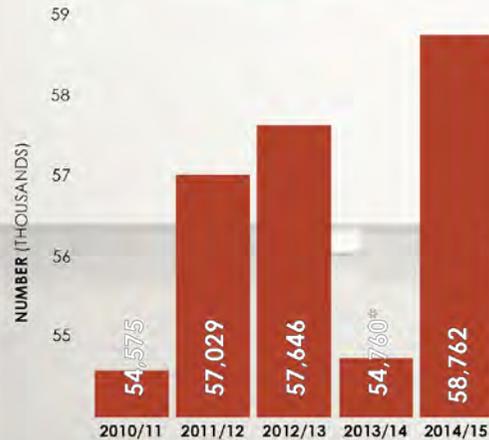
Major events hosted by Waikato Museum:

- National Contemporary Art Award - annually
- NZ Fieldays No.8 Wire Award – annual award
- Waiclay National Ceramics Award - biennial award hosted by Waikato Museum

Major collections held at the museum:

- Trust Waikato Collection
- Hetet/Te Kanawa Collection
- Barry Hopkins Art Trust Collection
- Waikato Historical Society Collection
- Waikato Bequests Trust Collection

Unique website visits



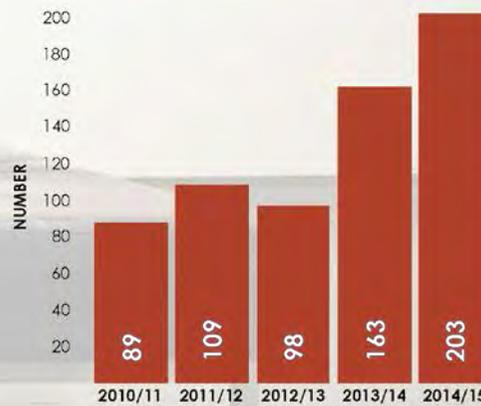
* New website launched in Dec 2013 affected visitor numbers for 2013/14 year.

Awards:

- 2012 - Museum's Aotearoa Project Achievement Award: Exhibition Excellence - Social History
- 2012 - Judges' Award for Sustainability
- 2012 - ArtsPost Galleries & Shop: 2012 Top Shop Retail Excellence Awards: Giftware and Homeware category



Number of public programme events



The Museum consistently scores high in **customer satisfaction** rating surveys carried out by the Council. In 14/15 that rating was

84
(Exceptional)

Museum collections



28,035

Items in the Waikato Museum's collections, which was recently valued at **\$25,242,226**





Budget and Revenue 5 YEAR TREND

	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
Education	\$25,896	\$24,402	\$25,906	\$53,889	\$38,770
Excite Centre	#	#	\$45,860	\$64,571	\$54,922
Public Programmes	\$20,657	\$8,902	\$8,597	\$19,225	\$25,627
Venue Hire	\$11,039	\$7,616	\$13,191	\$9,529	\$8,213
Koha	\$6,669	\$7,448	\$5,313	\$8,571	\$8,006
Museum Merchandise	\$52,528	\$25,650	\$20,722	\$37,815	\$18,874
ArtsPost Gallery Hire	\$10,394	\$8,319	\$6,197	\$10,403	\$8,976
ArtsPost Commission Received	\$91,223	\$93,758	\$84,515	\$80,319	\$81,697
Sponsorship/Grant	\$415,086	\$97,172	\$62,648	\$27,547	\$525,973
Other*	\$245,642	\$149,364	\$98,233	\$135,108	\$154,777
Total Revenue	\$879,134	\$422,631	\$371,182	\$446,977	\$925,835
Operating Budget	\$4,953,015	\$4,590,516	\$4,147,384	\$4,257,320	\$4,585,352

* Includes non excite admission fees, recoveries, sundries receipts etc
Excite admission not reported separately

How do we compare?

It is difficult to make comparisons with other museums due to the enormous variety in how these are run, what services they include, who runs them and how they are funded. However, after analysing results from a number of cities in New Zealand the following conclusions can be made:

- The revenue Waikato Museum receives each year is comparable to other museums of similar sizes. Expenditure is a little higher than these museums, however this may be due to differences in how budgets are reported in different areas.
- The number of domestic visitors to Waikato Museum appears comparable to visitor numbers at other similar sized museums that offer a similar service. However, these museums are located in smaller cities. Domestic visitor numbers could be improved.
- Tourists make up a very small percentage of our visitors. Compared to museums that cater primarily for tourists, Waikato Museum underperforms in this area. Efforts to increase visitor numbers should focus on providing a service for this market.

Notable Exhibits

Hatching the Past: Dinosaur Eggs and Babies

(4 September 2010 - 27 February 2011)

27,139 visitors

Off the Wall: World of WearableArt™ Up Close

(2013) Target: 7,000 visitors

9,388 visitors

Ngaa Pou Whenua

(November 2010 – May 2014)

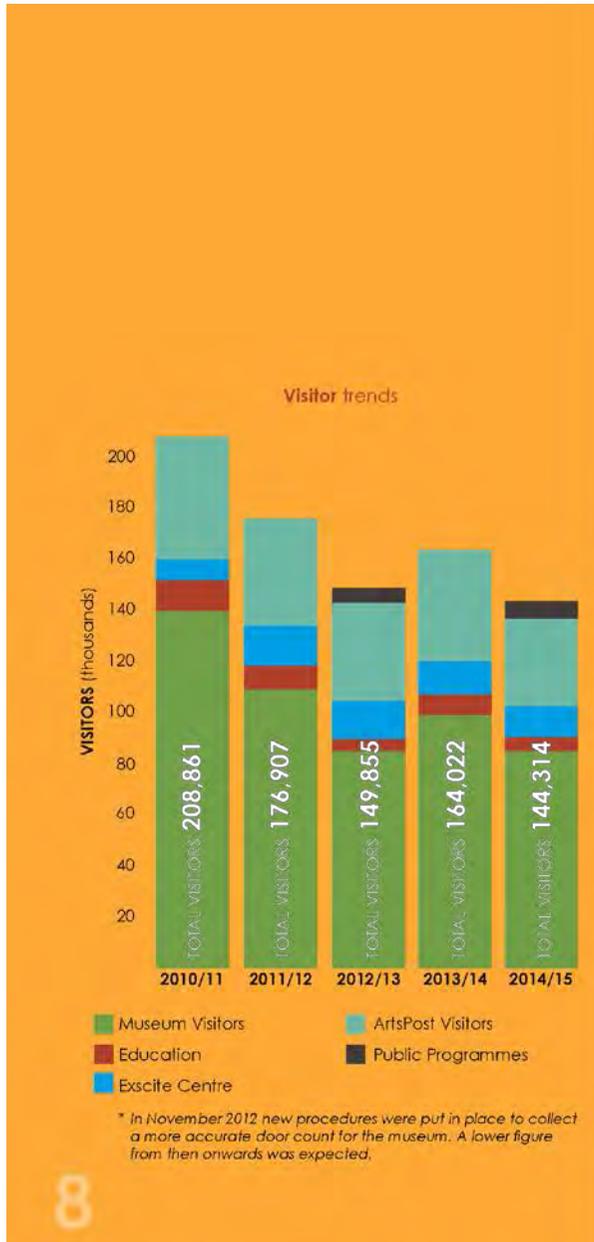
more than 300,000 visitors

For Us They Fell

(24 April 2015 to 11 November 2018) since April 24th,
16% improvement on visitor numbers for the same period last year

77,663 visitors





EMERGING TRENDS

Museums are changing because society is changing.

Advances in technology and easy access to information have profoundly changed the way people all around the world live, work, learn, and relax. Social media is highly influential; notions of what is current and topical shift constantly and quickly.

Our societies are becoming more diverse in terms of culture, religion and lifestyle. People today are mobile, technology-savvy and accustomed to a high degree of immediacy in their interactions with the world around them. They seek novelty; they want to be entertained as well as educated.

In the face of these changes, museums are challenged to do things differently to deliver outcomes that reflect the role of a modern museum.

Traditionally, museums have been primarily associated with the preservation of history for future generations, in static displays and collections. However museums are now becoming places for experiences and events connected with the present day as well as the distant past.

The 'mix' museums offer has broadened to include contemporary art and science, as well as local stories. And increasingly museums are privileging temporary exhibitions over permanent exhibitions, thematic approaches

over chronological ones, and multi-dimensional, interactive presentations over fixed and passive presentations.

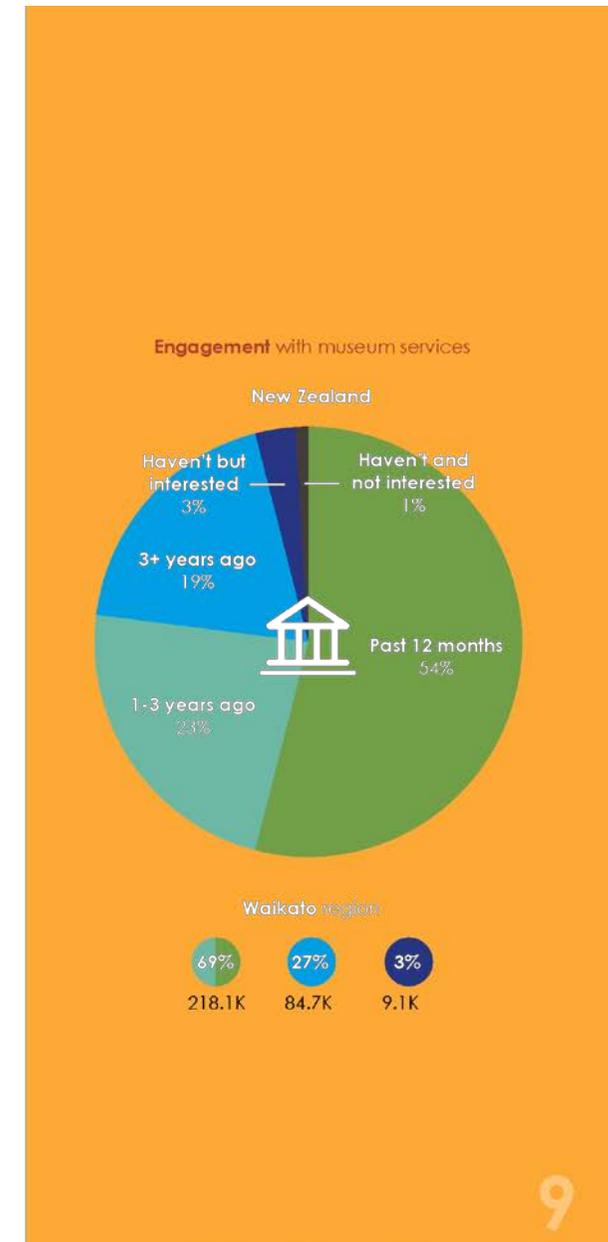
To stay relevant, museums are recognising that they need to be inclusive and provide visitor experiences that are digital rich, interactive and participatory.

Modern museums are embracing modern business models to support their functions of stewardship and learning. This includes researching and understanding their audiences to better meet their needs; advocating, promoting and marketing museum services; and generating alternative revenue streams through merchandising and complementary services.

More and more, museums are working within highly developed local and global networks. They are partnering with their communities and tangata whenua, particularly in the telling of local stories; with philanthropists and funders to help finance high profile collections and exhibitions; and with peer institutions around the world to access and share new content and material.

In New Zealand, Wellington's Te Papa Tongarewa is an example of a 'new' museum, successfully incorporating community participation, interactivity and elements of popular culture into its practice.

- More integration of technology
- Broader, contemporary mix of programmes
- More diverse audiences and expectations
- Greater role for communities and local stories
- More interactive and participatory museum experiences



OUR STRENGTHS



Location

Waikato Museum is located on the banks of the Waikato River at the south end of the central city in Hamilton. Museums can play a key role in creating a strong and positive identity for a city. They can also be significant attractors of visitors, including tourists. Accordingly, the Museum plays a role in Hamilton's two key plans, the Hamilton River Plan and the Central City Transformation Plan. These plans have key actions for transforming the central city and increasing engagement and connection with the river. Telling the story of the river and highlighting its importance to our region is a key role for the Museum. The ability to link with future tourist attractions on or next to the river is therefore a significant advantage.



Diversity of Collections, Programmes and Exhibitions

The museum has a diverse collection which spans across four areas - art, tangata whenua, science and history - with a particular focus on the people, history, culture and art of the Waikato. Programmes and exhibitions all benefit from the blend of these collections and the variety that this brings. This range and diversity is a key strength and while it means the Museum caters for a wide and diverse audience, global trends support this direction. The diverse offering at the Museum enables local stories and documents about our cultural heritage to be told.



Connection with Tangata Whenua

The museum is kaitiaki to a significant collection of Tainui taonga, including Te Winika which was gifted by Dame Te Aatairangikaahu in 1973. This preserves these important taonga and also enables these collections to be shared and Maaori stories and culture, which is a vital part of understanding the Waikato identity, to be told.



Staff

Museum staff are known within the community for their expertise, knowledge and their genuine desire to provide exceptional customer service.

OUR CHALLENGES



Brand and identity confusion

The name "Museum" does not adequately describe the diversity of offering and the role the Museum plays in Hamilton and the Waikato's arts and cultural infrastructure. Developing a stronger identity and brand presence is something that the Museum needs to focus on. There is also a need to create a sense of identity for the museum that the public can relate to, and that provides a profile or theme for the diverse blend of collections, programmes and exhibitions that the museum offers.



More local content

Telling stories of the Waikato and bringing stories to the Waikato is a vital part of the Museum's role. Not only does it market our local identity, but it assists our communities to explore their place within a modern, global context.



New funding models

Museums worldwide are facing the challenge of identifying and implementing new models for revenue generation. Sustainable revenue streams are needed to deliver the diverse, dynamic, and awe-inspiring experiences visitors expect. This involves partnering with funders, sponsors and private philanthropists as well as merchandising, event hosting, and art and cultural tourism.



Community interaction

Museums around the world are expected to interact more with their communities. The communities and organisations within Hamilton and beyond would like the Museum to collaborate more, utilise local expertise more within their programmes and exhibitions and share their staff expertise. This could include outreach programmes to see more programmes, activities and exhibitions outside the walls of the Museum, including a view to the greater Waikato region.



Physical connection to the street

The Museum is located well back from the street, limiting visibility of the building and there is no street presence. There is a need to address accessibility issues, improve signage and link better to Victoria Street. There is no access to the river from the building or profile to passersby on the river paths.



More visibility of Tainui history and taonga

Taking existing strengths to the next level of excellence can be a challenge. The Museum's role as kaitiaki of Tainui taonga and strong relationship with Tangata Whenua provides considerable opportunities to raise the profile of our rich and fascinating local heritage and stories in innovative and culturally appropriate ways.

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WHAT IT MEANS FOR OUR MUSEUM

- 1. We need to keep offering the mix of exhibitions and experiences we currently do.**
- 2. We need our brand and profile to be much more visible.**
- 3. We need to keep up with technology and customer experience innovations.**

Our visitor satisfaction rating is exceptional. Experts and stakeholders tell us that Waikato Museum demonstrates many of the characteristics and innovative practices 'new' museums around the world exhibit.

The overall message is that the Waikato Museum's offering is high quality, contemporary and engaging. We are doing the right things in the right ways. We will continue to improve by working to our strengths and increasing our involvement with communities, stakeholders and local iwi. However the identity of the Museum - what it is and what it does - needs to be clarified and then promoted strongly. This identity must be anchored in local stories, our eclectic mix of art, science, history, and tangata whenua, and our connection to the Waikato River.



KPIs

- Customer satisfaction rating is 85% or higher
- Revenue increases each year
- Visitor numbers increase each year
- Museum brand recognition within the region improves each year

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PLAN OF ACTION

PURPOSE

To develop a distinctly Waikato identity and be relevant to our communities

OUTCOMES (what we hope to have achieved in five years time)

- The Museum brand and offering is known locally and regionally
- More local, domestic and international visitors experience the Museum
- More people know the history of the Waikato and local stories
- More revenue generated
- Consistently rated as “exceptional” for customer service

ACTIONS

RE-BRAND

PROFILE AND IDENTITY

- Develop branding that reflects the new museum name and a distinctly Waikato identity
- Implement the brand change across all areas of Museum activity and signage
- Develop and implement a communications and marketing plan to raise the profile of the Museum to residents and encourage repeat visits
- Develop a plan with Hamilton & Waikato Tourism to raise the profile of the Museum as a tourist destination and improve the tourist experience

RE-DESIGN

CONNECTIONS AND VISIBILITY

- Re-design the Victoria Street museum entrance and landscaping for better visibility, connection and access to Victoria Street
- Improve the connection to ArtsPost and future development behind the ArtsPost
- Open the Museum to the riverbank paths and connect to the developments planned for Ferrybank in the River Plan

ENHANCE

PROGRAMMES AND VISITOR EXPERIENCE

- Continue to improve exhibitions and programmes with modern, participatory technology
- Produce an exhibitions plan with a focus on themes promoting Waikato identity
- Establish an advisory group with Tainui to develop and guide a plan to increase the profile and visibility of local Maaori cultural history and taonga
- Form an expert inter-disciplinary group to provide advice on the presentation of collections and exhibitions
- Extend the educational focus to include a learning centre specifically catering to the educational and curriculum needs of children

IMPROVE

REVENUE STREAMS AND SUSTAINABILITY

- Expand the merchandising and develop new merchandising approaches and products, especially for the tourist market
- Investigate opportunities to increase small event-hosting, pitching the Museum as a small premier venue with a riverbank location
- Develop a funding plan and strengthen partnerships with existing and potential funders and sponsors

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PHOTO CREDITS

All photos: Waikato Museum except:
Pages 10 and 13: Hamilton City Libraries, image numbers HCL_09196 and HCL_4655.



Draft Waikato Museum Strategic Plan – feedback summary analysis

This report provides a summary of the main themes and findings from the feedback received through public engagement on the draft Waikato Museum Strategic Plan.

Feedback Breakdown

Submission Period	9 December 2015 - 12 February 2016
Total Respondents	30
Form of feedback	20 were received through Have Your Say. 7 were received through email. 3 were received through social media (Facebook).

- Of the 30 received, 24 were from individuals and 6 represented organisations. 2 of the individual responses are from respondents who were also members of the Excite Trust and another 2 individuals submitted twice.
- Organisation submissions were received from: Creative Waikato, Hamilton & Waikato Tourism, Excite Trust, Friends of Waikato Museum, Probus Club of Fairfield and the Council's Arts Forum Advisory Panel.
- Respondents were asked the following questions:
 - What DO you like about the draft Strategic Plan for Waikato Museum?
 - What DON'T you like about the draft Strategic Plan for Waikato Museum?
 - We're considering rebranding the museum, which would include a new name for the facility. Do you have any suggestions for a new name?
 - Do you have any other comments on the draft Strategic Plan for Waikato Museum?

Feedback summary

- The feedback on the Plan was varied. When interpreting these results it is worth keeping in mind the low number of respondents.
- **19 of 30 (63.3%)** respondents made positive statements about the draft document, with only 1 respondent stating that there was nothing they liked about the Plan.
- **10 of 30 (33%)** respondents did not provide any feedback on the draft Plan and made comments about other operational matters. This feedback has not been included in the analysis of key themes for this document. The feedback has been noted however and passed on to the relevant staff members for their consideration.
- **20 of 30 (66%)** respondents provided further ideas on the implementation of the actions in the Waikato Museum Strategic Plan.
- Responses about a new name for the Museum are being considered as part of a separate process and have not been analysed for this document.
- Overall, the feedback indicates that there is general support for the direction provided by the Museum Strategic Plan.

The following key themes were identified from the responses. Respondents liked:

- the **depth and detail of the context** for the museum Strategic Plan (7 respondents)

- the **clear actions for the future** (6 respondents)
- the **emphasis on local stories and content** (5 respondents)

Respondents also:

- wanted to see **more detail about how the key actions would be implemented** (6 respondents)
- did not like the **emphasis on branding**, particularly if this was to be done at the expense of relationships with community and/or better content at the Museum (4 respondents)

The following verbatim comments are a sample from respondents to illustrate these key themes:

Verbatim comments
"Lots of detail about tactics and good background information about Museum (stats etc) which is great..."
"Clear exposition of the role, assets, strengths and challenges of the Museum. Well written document that provides a good information base for further thought and planning"
"The action list is clearly outlined"
"The plan has some clear idea in mind for what the museum wants to achieve in the future"
(Liked)" Emphasis on local content, making more connections both with local community (including Tainui and schools)"
(Liked) "The emphasis on telling 'our stories- stories that are from here'. The stories at the heart of our history"
"Most important is the need to get ideas on what could be seen at the museum rather than the general statements. I was hoping to see some suggestions"
"It is very light on the 'how' (although this is to some extent necessarily the nature of Strategic plans)"
"Not keen on this idea you need to focus on what people like to learn at the museum"
(Did not like) "an over-emphasis on branding; marketing etc"

A summary of the key points raised by organisations is as follows:

Organisation	Key Points(s)
Arts Forum Advisory Panel	<ul style="list-style-type: none"> - The Strategic Plan is a well presented and accessible document. - Align the Waikato Museum Strategic Plan with the recommendations of the Waikato Creative Infrastructure Plan. - Define the role of Waikato Museum as a repository of art history and define the role of ArtsPost as a community gallery focusing on local artists and communities. - Participate in the development of a standalone contemporary art gallery.
Creative Waikato	<ul style="list-style-type: none"> - The Strategic Plan provides a useful snapshot of Waikato Museum's activities and long-term goals. - Proposed action to rebrand profile and identity is important. - Redefine the Museum's role in the visual art sector to that of a repository of art history and ArtsPost as a community gallery. - Participate in the development of a standalone contemporary art gallery.
Hamilton & Waikato	<ul style="list-style-type: none"> - Planned Waikato River connections are a key priority that will

Tourism	<p>significantly strengthen the Museum's visitor proposition.</p> <ul style="list-style-type: none"> - Focus on securing international touring exhibitions if financially feasible. - There are opportunities to increase event hosting experiences within the Museum. - Undertake a full brand identity and visitor proposition review in partnership with staff, stakeholders and customers. Waikato Museum's value proposition needs to be clearly defined.
Excite Trust	<ul style="list-style-type: none"> - The Strategic Plan does not provide detail on how the goals are to be reached. - Short-term exhibitions are the best way to attract visitors. - Build stronger links with the education sector and ties to their curriculum requirements. <p><i>Note: In addition to general feedback, the Excite Trust provided change suggestions for the Emerging Trends, Challenges, and What It Means For Our Museum sections of the Plan</i></p>
Friends of Waikato Museum	<ul style="list-style-type: none"> - Disappointed that Friends of Waikato Museum were not given more recognition and prominence in the Strategic Plan. - Enthusiastic about planned Waikato River connections, suggests a ferry connection to the Rangiriri site. - Need to emphasise the connection between ArtsPost and Waikato Museum. - Practising Waikato artists need to be supported by the Museum. - Extending the museum building should be planned and executed professionally.
Probus Club of Fairfield	<ul style="list-style-type: none"> - Consider physical accessibility barriers to attending Waikato Museum.

Respondents' suggestions

A number of respondents made suggestions that aligned with the actions contained in the Strategic Plan. Examples of these are:

- Develop connections with families and the local community through outreach, education and public programmes
- Improve connections between the Museum and Waikato River, including linking in River Plan and tourism initiatives
- Improve connections to Victoria Street and the ArtsPost building
- Greater visibility of Maaori art and storytelling
- Address physical barriers to participation (eg parking, building access, seating)
- Build stronger links and partnerships with tertiary education sector
- Investigate a café facility for the Museum
- Supportive of emphasis on local storytelling and history
- Upgrade Museum shop and merchandise offering
- Redefine the Museum's role in the visual art sector to that of a repository of art history and ArtsPost as a community gallery
- Participate in the development of a standalone contemporary art gallery
- Support for more interactive displays and exhibitions

Conclusions

- There is general support for the draft Waikato Museum Strategic Plan, based on the feedback from respondents, with the exception of a small minority.
- There is concern and interest from a number of respondents about how the finer details of the Plan will be implemented.
- Respondents have some concerns about the cost of a re-branding exercise and would not like to see money taken away from operational expenditure on museum content to fund this.
- This support together with the relatively low number of responses received suggests the draft Museum Strategic Plan is consistent with the views of the public and key stakeholders.
- No changes to the content of the Strategic Plan are required. Minor editorials are suggested to correct grammar and referencing.

Waikato Museum Strategic Plan – track changes

Track changes between the Draft and Proposed Waikato Museum Strategic Plan. To be read in conjunction with the Proposed Strategic Plan (Attachment 1).

Page No.	Topic	Current Wording	Change	Why
15	Actions	“Improve the connection to Arts Post and future development behind the Arts Post”	“Improve the connection to Arts Post <u>ArtsPost</u> and future development behind the Arts Post <u>ArtsPost</u> ”	Branding correction
15	Actions	“Develop a plan with Hamilton Waikato Tourism to raise the profile of the Museum as a tourist destination and improve the tourist experience”	“Develop a plan with Hamilton & Waikato Tourism to raise the profile of the Museum as a tourist destination and improve the tourist experience”	Branding correction
15	Photo credits	Pages 10 and 13: Hamilton City Libraries, image numbers HCL_09196 and HCL_4655.	All photos: Waikato Museum except: Pages 10 and 13: Hamilton City Libraries, image numbers HCL_09196 and HCL_4655.	Waikato Museum photo credit not included in draft.

Committee: Strategy & Policy Committee **Date:** 22 March 2016
Report Name: Sustainability at Hamilton City Council **Author:** Sean Hickey

Report Status	<i>Open</i>
Strategy, Policy or Plan context	<i>Sustainable Hamilton Strategy</i>
Financial status	<i>There is budget allocated Amount \$60,000</i>
Assessment of significance	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

1. Purpose of the Report

2. This report responds to the resolutions of the Strategy and Policy Committee Meeting of 22 September 2015 to:
 - i. Report to the Strategy and Policy Committee a summary of all initiatives within the organization that fit within the Sustainability Framework contained in the [Hamilton City Council Sustainability Panel Report 2014](#); and
 - ii. Make a recommendation to the Strategy and Policy Committee as to whether the Council should have a stand-alone sustainability strategy.

3. Executive Summary

4. The Sustainability Advisory Panel (the Panel) was formed in September 2013 to provide advice to the Sustainable Hamilton Leadership Team and Council. This included an assessment of Council's Sustainable Hamilton Strategy.
5. The Panel produced a report which was received and discussed at the Community Subcommittee Forum on 19 August 2015 and recommended to the Strategy and Policy Committee at the 22 September meeting.
6. The report recommended, amongst other things, that "Sustainability Hamilton should be an overarching framework for all economic, social and environmental strategies rather than just one of a number of disparate strategies"
7. It also proposed a framework centered around seven interdependent themes of sustainability: climate change, energy, transport, land use, biodiversity, water and waste.
8. A stocktake of Council activity, conducted in December 2015, has identified a number of initiatives that promote sustainability in these areas. The output of this stocktake is contained in Attachment 1.

9. Having considered the recommendations of the Panel , the breadth of activity identified during the stocktake and the requirements of the legislation, the staff view is that Council should not have a stand-alone sustainability strategy but that it should develop a set of sustainability principles that can be applied and embedded across all council activities.

10. Recommendations from Management

- a) That the report be received.
- b) That the Sustainable Hamilton Strategy is retired.
- c) That staff, with advice from sustainability experts, develop a set of sustainability principles to be considered across all council activities and that such principles are reported back to the Strategy and Policy Committee in June 2016.
- d) That staff conduct an annual stocktake in December each year to ensure the sustainability principles continue to be embedded into practice.

11. Attachments

12. Attachment 1 - A Review of Hamilton City Council's Sustainability Practices

13. Key Issues

14. The Sustainability Panel Report

15. Sustainable Hamilton is a Council strategy which was adopted in April 2013. The strategy takes a holistic view to growing a sustainable city and was supported by a Leadership Team of partner organisations to achieve the vision and aspirations of the strategy.
16. The Sustainability Advisory Panel was formed to provide advice to the Sustainable Hamilton Leadership Team and Council.
17. The Panel produced a report that includes a number of recommendations focused on the structure of the Sustainable Hamilton strategy itself, as well as a number that address how Council should be approaching sustainability in general.
18. The Panel's core recommendation was that Hamilton adopt a philosophy of 'full sustainability' which holds that "everything that happens in Hamilton – its economy, the operations of its infrastructure and all aspects of human living – are part of natural ecosystems and are embedded within them".
19. Within this overarching model, the report proposes that a sustainability approach should be framed around seven key elements: climate change, energy, transport, land use, biodiversity, water and waste. This has been taken to represent a 'sustainability framework'.

20. The Stocktake Report

21. In response to the Strategy and Policy Committee resolution, Council has completed a stocktake of its various initiatives, viewed through the lens of the sustainability framework.
22. The list is considerable and reflects the Council's commitment to embedding sustainability, in its various forms, as part of 'business as usual' across a broad range of activities.
23. Some major initiatives include:
 - Gully restoration – Council continues to work alongside other agencies to protect and enhance our gully system to improve water quality, bank stability and biodiversity.

Recently, this has included a detailed habitat assessment and restoration plan for Mangakotukutu Gully and, with the assistance of Project Watershed, restoration of Mangaiti Gully

- Water management - a focus on three waters infrastructure (Water, Wastewater and Stormwater) has enabled development to occur in a way that protects and enhances the environment. This includes the development of Integrated Catchment Management Plans to manage stormwater runoff to minimise flood damage and adverse effects on the environment. The stormwater system aims to protect people, properties and ecological values using site specific stormwater treatments such as reuse, detention ponds, permeable paving and stormwater swales.
 - Vermicomposting – Sludge (biosolids), produced from the wastewater treatment process, was originally sent to landfill. This process no longer occurs, with approximately 12,000 tonnes of sludge per annum transported to a vermicomposting facility where it is mixed with paper pulp which is then laid in rows where it is left to break down and compost using worms
 - The Hamilton Biking Plan – The plan was adopted in 2015 and several projects are already underway, including the Western Rail Trail, The Te Awa Cycleway and the Ohaupo Cycle Path
 - Waiwhakareke Natural Heritage Park - Council continues to restore the 60ha Waiwhakareke Natural Heritage Park and implement the Management Plan. Working with its partners, 26ha of the park has been planted in ecosourced native plants. This is a nationally significant restoration project and contributes substantially to the city's biodiversity and habitat goals. In February, Council approved extending Waiwhakareke Natural Heritage Park by 5.1 hectares, protecting more land for ecological restoration in perpetuity.
24. Elaboration on this framework and the stocktake itself are contained in Attachment 1
25. **Legislative Direction**
26. Section 14 of the Local Government Act contains a number of principles which local authorities must act in accordance with, including:
- a local authority should ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets; and
 - in taking a sustainable development approach, a local authority should take into account:
 - the social, economic, and cultural interests of people and communities; and
 - the need to maintain and enhance the quality of the environment; and
 - The reasonably foreseeable needs of future generations.
27. **Future approach to sustainability**
28. A key observation in undertaking the stocktake was that individual business units take a very high level of accountability for the economic, social and environmental outcomes of their activity. This is done with an intrinsic understanding of 'good practice', rather than as a result of top-down strategic direction.
29. Consequently, staff believe that adopting a principles-based approach to sustainability would support business units to continue to develop initiatives that improve sustainability in these areas. This is distinct from a strategy-led approach, which might be considered more directive.
30. It is anticipated that staff will seek advice from external sustainability experts, including members of the Panel, to develop a set of principles.

31. These principles will be considered when developing or reviewing strategies, policies and plans and all staff will be expected to consider these principles in their day-to-day work.

32. **Financial and Resourcing Implications**

33. The cost of the development of the stocktake is budgeted for in the existing Strategy budget.

34. The cost is solely staff time across the strategy team and the wider organization to collate the stocktake detail. The estimated staff cost is \$60,000 which includes the sustainability research and the stocktake.

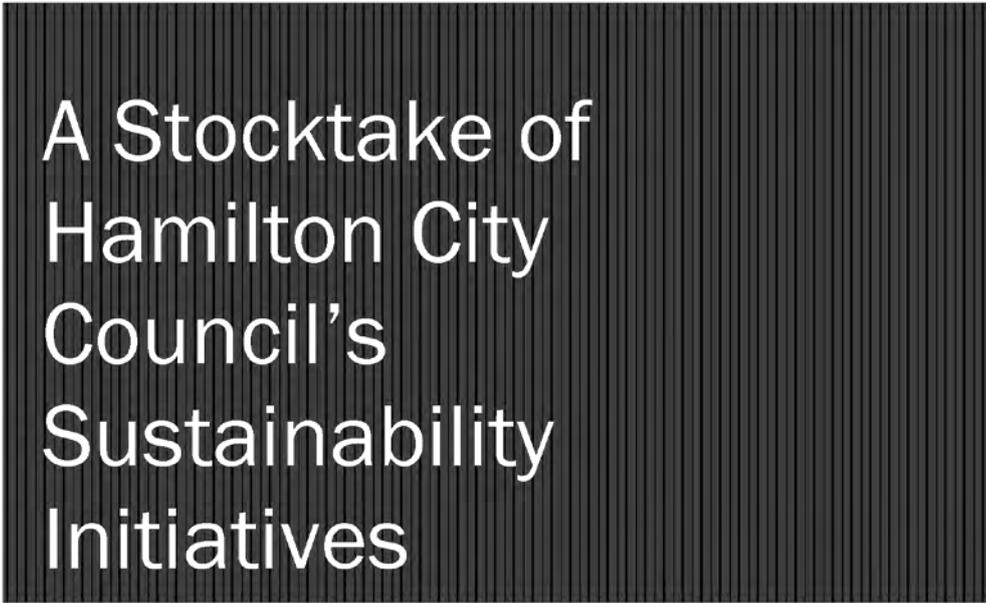
35. There are no financing and resourcing implications arising from the stocktake.

36. The estimated cost to develop the sustainability principles is \$10,000 of staff costs (100 hours).

37. The estimated cost to complete future stocktakes of sustainability initiatives is \$20,000 of staff costs (200 hours).

Signatory

Authoriser	Sean Hickey, General Manager Strategy and Communications
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A Stocktake of Hamilton City Council's Sustainability Initiatives

Hamilton City Council

March 2016

D-2067401

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1. Summary

This report is a 'stocktake' of Hamilton City Council's activities, as at December 2015, viewed through the lens of the sustainability framework recommended by the Sustainability Advisory Panel (the Panel) in the *Hamilton City Council Sustainability Panel Report (March, 2014)*.

The Panel report recommended adopting a philosophy of 'full sustainability' (as represented in Figure 1) which holds that "everything that happens in Hamilton – its economy, the operations of its infrastructure and all aspects of human living – are part of natural ecosystems and are embedded within them".



Figure 1: The full sustainability model

Within this overarching model, the report proposes that a sustainability strategy should be framed around seven key elements:

1. Climate change
2. Energy
3. Transport
4. Land use
5. Biodiversity
6. Water
7. Waste

For the purposes of this stocktake, Council policies and practices that are intended to impact sustainability in one or several of these seven areas have been considered.

2. Overview of the elements critical to sustainability

This section provides a brief explanation of the seven elements identified by the Panel as being critical to achieving full sustainability. This is intended to provide context for the stocktake of current Council activities (rather than to provide a comprehensive review of the Panel's recommendations).

It is also the Panel's intention that all elements should be considered highly inter-related, rather than as discrete items.

2.1. Climate change

The Panel note that climate change is "qualitatively different from the other six elements in that it is a global phenomenon largely outside Hamilton's control" but that Hamilton should focus its efforts in two broad areas:

- Do its part to reduce emissions from the burning of fossil fuels, eg through
 - Transport policy
 - Energy policy
 - Management of wet soils
 - Management of landfills

2

D-2067401

- Prepare Hamilton for the impacts of climate change, eg impact on
 - Water quality
 - Water availability
 - Flood management
 - Energy costs
 - Urban infrastructure (impact of storms)
 - Biodiversity (loss of species)
 - Pest species range expansion

2.2. Energy

The key assertion of the Panel's framework in respect of energy is that Hamilton is highly dependent on energy from fossil fuels and that their use is a prime cause of climate change. The framework holds that Hamilton should transition away from a 'fossil-fuel economy' to a sustainable position built on:

- More efficient use of energy (eg through more efficient sub-divisions and buildings)
- Replacing energy from fossil fuels with energy from renewable sources (eg solar)

2.3. Transport

The Panel recognises the vital role of transport in the economy for moving goods and personnel and in underpinning a sense of social connectedness. According to its framework, the key transport issues for Hamilton to address are:

- Carbon dioxide and greenhouse gas emissions from vehicles
- Runoff from roads causing potential pollution
- Congestion on urban roads

The Panel sees the cause of many of these issues as an over-reliance on cars and trucks; conversely, it sees the solution in greater use of alternative transport options, particularly buses, trains, cycling and walking.

2.4. Land use

The Panel sees the determination of land use as one of the key mechanisms available to Council to achieve many of the goals associated with sustainability. The Panel recommendations on land use focus mainly around densification in urban living. It favours densification strategies that:

- Minimise distances for water, waste and energy infrastructure
- Encourage less use of cars, in favour of walking, cycling and public transport
- Protect the productive capacity of agricultural land
- Conserve native biodiversity in the city

2.5. Biodiversity

Biodiversity (the variety of plant and animal life) in Hamilton, is seen by the Panel as playing a crucial role in:

- Cleaning waterways and the atmosphere
- Providing habitat for organisms that are predators of introduced pests
- Providing natural medicines for humans and stock
- Providing soil structures and nutrients for growing food (directly and through stock)
- Providing a source of regional and national identity

The Panel recommends that strategies should focus on protection and restoration of Hamilton's native biodiversity. The city's gully system is singled out as being of particular ecological importance.

2.6. Water

The Panel identifies a number of fundamental roles that water plays in sustaining life in Hamilton:

- Drinking
- Food production
- Recreation
- Aesthetics
- Natural removal of wastes and toxins
- Hydro generation of electricity

The framework holds that for these uses to be sustainable, the ecological functions of Hamilton's river, streams, wetlands, gullies and other water resources require proactive management to protect water quality against the impact of pollution.

The Panel also recognises water quantity as a key issue to be managed - particularly as the city grows and climate change potentially increases the risk of floods and droughts.

2.7. Waste

Waste, in the context of the framework, refers mainly to the physical waste produced by the city that ends up in landfills. According to the Panel report, the negative environmental impacts of landfills include:

- Passage of leachates and heavy metals into soils and waterways
- Emission of greenhouse gases - methane and carbon dioxide

Additionally, the Panel notes the economic cost of managing landfills and the additional opportunity cost of not recycling a greater proportion of plastic, paper and other materials. The key issues, as the Panel see them, are:

- Waste minimisation, including reducing use of non-recyclable items such as plastic bags
- Diversion of organic waste from landfills
- Waste separation and recycling

3. Stocktake of sustainability initiatives at Council

The stocktake has been conducted along key business function lines and the report is structured as such. The business functions included are:

Corporate functions

1. Energy management
2. Procurement
3. Internal sustainability

Core planning and infrastructure services

4. Land Use and Built Environment – District Plan
5. Transport
6. Water
7. Stormwater
8. Wastewater
9. Solid waste

Community services

10. Aquatic facilities
11. Parks and Open Spaces
12. Cemeteries and Cremation
13. H3 Stadiums, Theatres and Claudelands
14. Hamilton Gardens
15. Hamilton Zoo
16. Libraries
17. Waikato Museum

For each business area, the report contains an overview of the function, the strategy/policy response to sustainability and a summary of current initiatives that focus on the elements of sustainability.

3.1. Energy management

3.1.1. Function overview

The Council has run an energy management programme across the organisation since 1999.

In order to ensure energy conservation and efficiency, measures are considered during the acquisition, redevelopment or at any other stage in the lifecycle of property ownership or responsibility of Council, protocols have been developed to integrate this sustainability aspect into routine processes¹.

3.1.2. Strategy/policy response to sustainability

Council's Energy Management Team originally developed an Energy Management Policy and Plan in 1999 to guide the organisation in reducing its energy consumption. The team and the plan have

¹ Energy Management Plan FY16

evolved over several years, with a key development being the embedding of energy management responsibilities into business units.

Table 1: Current energy related plans and strategies

Plan/Strategy	Details
Energy Management Plan	The Council-wide Energy Plan is designed to identify opportunities for energy efficiency improvements and to co-ordinate energy management initiatives across council.
Energy Management Policy	Council has a current Energy Management Policy which was reviewed and updated to include recommendations arising from the Energy Management Team in late 2013.

Council's Energy Management Team has implemented an Energy Management plan focusing on sites that consume in excess of \$40,000 p.a. in energy, aiming for a 10% reduction in three years. The savings from these projects are then channelled back to the Energy Management Team to fund future projects.

The Garden Place Carpark is one of the targeted buildings and has recently had work done on controlling the Supply and Extract Fan systems. This work has resulted in significant energy savings, in the order of 50% of total consumption for the building. The Transport Centre is also one of the targeted buildings. Lighting controls have been improved (2013/14) to yield a reasonable level of savings also.

Council utilises a bureau service and energy monitoring system called EnergyPro which takes data from energy invoices to allow analysis of energy use and cost by site. The Energy Management Team has access to electricity monitoring equipment and this will be used at various sites to identify potential issues, provide baseline data and to verify the savings made by initiatives.

The Council entered into a three-year Energy Management Advisory Project with EECA and 0800 Save Energy focusing on 13 key buildings. This programme has been successful. The initial three year programme finished in June 2015 reaching the target with 1,400,000kWh saved subsequently per annum. In July 2015, the programme was extended to include water, wastewater and street lighting.

3.1.3. Summary of sustainability initiatives

Table 2: Energy related actions

Energy Actions	Programme Links	Details
Supply "green energy" by maximising biogas use	Milestone 3 action plan	Bio-gas generated at the WWTP is used to assist with meeting the heating needs at the plant or onsite electricity generation. This provides 95 per cent of the site's heating requirements.
Solar water heating		Ongoing consideration of solar water heating where possible as part of routine replacement of existing hot water supplies and new hot water supplies

Energy Actions	Programme Links	Details
Undertake annual audits of key facilities with a focus on reducing lighting costs	Energy Management Plan	A number of audits and energy efficiency measures have been undertaken at key commercial building sites.
Internal Energy Management Fund		There is an energy management fund of around \$100k p.a. which has been funded from energy savings in operational budgets
Reduce Waterworld pool hall fan speed		Reduction in energy of up to 150,000kWh at very low cost.
Lighting Strategy		Identification of existing fitting types that can be readily replaced with energy efficient equivalents through Council-owned buildings.
Demonstrate where possible the use of passive solar gains and solar energy		A solar photovoltaic installation has been set up at Hamilton Zoo.

3.2. Procurement

3.2.1. Function overview

The procurement function is responsible for purchase of goods and services by council, both directly and through its policies and procedures that guide purchasing practices throughout Council.

3.2.2. Strategy/policy response to sustainability

Procurement Policy and Procedures Manual

Council has made green purchasing an important part of its Procurement Policy and Procedures. The policy states that wherever possible, goods should be made from recycled materials or materials from sustainable sources. They should also be;

- Reusable or recyclable
- Minimal, reusable or recyclable packaging
- Biodegradable
- Energy and Water Efficient
- Non-Toxic
- Durable or Repairable
- High Performing.

These guidelines provide information on what goods to avoid and which suppliers to approach. Specifications cover recycled content and recyclability, packaging, biodegradability, energy, water and natural resource use, toxicity, durability/repairability, and performances and cost².

Draft Procurement Policy

In addition to the Procurement Policy and Procedures Manual Council is preparing a Procurement Policy that specifically focuses on sustainability.

HCC's Sustainable Procurement Guidelines contained in section 5 of the Procurement Policy and Procedures Manual and must be considered for all procurements.

Local Impact Criteria is an addition to this policy that provides a weighting to any procurement. This weighting takes into account social and economic sustainability.

To encourage growth in the Hamilton region Council requires that for any procurement evaluation a non-priced attribute evaluation criteria is the 'Local Impact' of any procurement. This Local Impact Criteria takes into account:

- *Employment within the local region*
- *Apprenticeships and training opportunities provided within the local region*
- *Sponsorship activities undertaken with HCC*
- *Sponsorship activities undertaken with local community groups*
- *Percentage of revenue from the Contract going to the local region.*

3.3. Internal sustainability

3.3.1. Function overview

Internal sustainability is not a function as such, but rather a collection of staff-led initiatives focussing on sustainability within the workplace.

3.3.2. Strategy/policy response to sustainability

Sustainable Us was created in December 2012 as an internal action team with the aim of reducing Council's waste and resource use and contributing to cost savings and organisational efficiencies. Through this team and other programmes, such as the energy programme, the biking plan, and Access Hamilton, a range of actions were implemented in Hamilton City Council at the Municipal Building.

3.3.3. Summary of sustainability initiatives

A number of initiatives are still current from the initial Sustainable Us action plan as well as from other programmes.

² Hamilton City Council Procurement Policy and Procedures Manual

Table 3: Internal sustainability actions

Internal sustainability Actions	Programme Links	Details
Staff Awareness Programme	Sustainable Us	To raise the awareness of key issues (smart water use, transport, solid waste and healthy homes) Posters at key points throughout the building.
Community Days		Opportunities to be involved in sustainability type activities are communicated organisation wide.
Harvest Market		Exchange table provided for staff to bring in excess produce from personal gardens.
Disposal of building material used in the corporate building		Contractors are required to dispose of any building materials/refuse in the most environmentally friendly manner feasible ³ .
Waste and recycling system designed and implemented for Municipal Building		Printing management and a yearly waste audit were initiated. Annual waste audits showed improved performance with a waste reduction of 9.77% to 5.55%.
Municipal Building waste and recycling		No waste bins at desks, and provision of communal bins to separate food waste, recyclable material and other waste.
New waste and recycling system for other Council facilities		Central Library and Waterworld are in the process of updating their system (see individual activity sections).
Electric bikes for staff use	Access Hamilton	Electric bikes are available for staff to attend meetings off site.
GPS in Council fleet cars		Smart Track Report on Global Positioning Systems (GPS) - All pool vehicles are currently fitted with GPS systems with the ability for live monitoring via SmartTrack application. This encourages staff to keep to speed limits which improves safety, fuel economy and emissions.

³ Corporate Buildings Activity Management Plan 2015-25

3.4. Land Use and Built Environment

3.4.1. Function overview

Hamilton City Council provides services that direct and influence land use and the built environment within the city. These services are:

- City planning – responsible for managing the urban environment of Hamilton
- Planning guidance and compliance - administers Council's consent authority responsibilities under the Resource Management Act 1991
- Building control – provide advisory education, compliance and enforcement functions to ensure that buildings are constructed to meet the requirements of the New Zealand Building Act and Building Code and achieve acceptable standards for the health and safety of building users
- Economic development guidance – provide analysis to support Council planning and decision making

3.4.2. Strategy/policy response to sustainability

District Plan

The statutory document which governs the way Hamilton looks and feels and sets the rules for future city development is the Proposed District Plan. It also defines how and where the city grows and how its natural and physical resources are managed.

The focus of the Proposed District Plan is “towards a sustainable city”. One of the key approaches to achieving a compact city and the sustainable management of physical resources is to recognise the existing and distinctive business centres that will make up a business hierarchy. The overall aim is to maintain the primacy of the Central City as a viable and vibrant metropolitan centre.

The Proposed District Plan was developed from the following guiding principles:

- Importance of the central city
- Higher density residential development
- A hierarchy of business centres
- High quality urban design
- Protection of character areas
- Restoration and protection of our natural environment and heritage.

The proposed plan is designed to shape the city into a prosperous and innovative place where people love to live. To achieve this we need a city which:

- Has a thriving centre
- Manages growth sustainably
- Embraces the Waikato River
- Values, preserves and protects its natural environment
- Is attractive, well-designed and compact with outstanding architecture and distinctive public spaces

- Is safe and easy to get around
- Is a fun place to live with a vibrant arts scene⁴

The District Plan identifies the strategic considerations for many of Council's activities and applies a sustainability lens mandated by the Resource Management Act. The objectives, policies and rules which apply across all planning zones in the city and is broken into sections covering topics such as development suitability, earthworks and vegetation, natural open space, events and temporary activities, hazardous facilities, landscaping and screening, lighting and glare, network utilities, noise and vibration, public art, signs, smoke/fumes/dust and odour, solid waste, Three Waters, transportation, and urban design.

The District Plan addresses anticipated climate change impacts in Hamilton through flood hazard mapping. This mapping was based on detailed modelling that factored in climate change effects resulting from increased rainfall volumes and duration. Consideration of these matters during the resource consent process in relation to climate change adaptation takes the form of identifying flood levels and overland flow paths and guiding development away from building areas that would be subject to frequent flooding.

Non-statutory guiding documents

Council guides sustainable development of the city through a range of supporting non-statutory documents. Key city strategies that provide vision to city growth and development are:

- FutureProof
- Hamilton Urban Growth Strategy
- Hamilton Plan

Table 4: Current land use and built environment related plans and strategies

Plan/Strategy	Details
FutureProof	Future Proof is the growth strategy plan specific to the Hamilton, Waipa, and Waikato sub-region and has been developed jointly by Hamilton City Council, Environment Waikato, and Waipa and Waikato District Councils.
Urban Growth Strategy	Hamilton Urban Growth Strategy is Council's spatial vision for the city. This document builds the strategic vision for developing the key growth cells of Rototuna, Peacocke and Rotokauri.
Hamilton Plan	The Council has developed the Hamilton Plan to build a stronger economy and a more attractive city for families. The Council will focus on 10 priorities over the next 10 years that will collectively redefine Hamilton as a major New Zealand city. These priorities centre on building on the lifestyle and economy Hamilton already has, to maximise all the opportunities.

⁴ Hamilton City Council District Plan

3.4.3. Summary of sustainability initiatives

A wide range of projects and future thinking actions have been taking place or are in progress to improve the economic, social and environmental sustainability of Hamilton. Some of these projects are in conjunction with our neighbouring areas.

Table 5: Land use and built environment actions

Land Use and Built Environment Actions	Programme Links	Details
Flood hazard mapping taking into account climate change	District Plan	Undertake Flood Hazard Model (FHM) scoping based on a rapid flood assessment approach and then, from that, agree the level of detailed modelling to develop FHM outputs for the future fully developed 100yr rainfall event with climate change ⁵ .
Develop structure plans to guide future growth		Structure plans determine the pattern of growth and are designed to improve sustainability outcomes. Items included may be transport corridor general location and hierarchy, public reserves and links, areas for preservation, protection or restoration/enhancement, and development intensities for residential or other activities.
Gullies protection		The District Plan provides for the identification and protection of gullies.
Promote balance of brownfield (infill) and greenfield development		The Hamilton Urban Growth Strategy, supported by District Plan rules, promotes a balance of greenfield and brownfield development to ensure the city grows in a way that is most sustainable. Hamilton City Council has a target of 50% brownfield growth and is currently achieving ahead of this at 60%.
Promote efficient use of water through District Plan rules		The District Plan promotes efficient use of water through rules which require the incorporation of water efficient measures such as low flow fittings for new developments to reduce demand on water supply.
Promotion of efficient use of water through Building Code	Building Act 2004; District Plan	The efficient use of water in buildings is supported by the Building Code which allows for the use of non-potable water in certain circumstances.

⁵ AECOM. (2012). Flood Hazard Report. Three Waters Modelling Programme
<http://www.hamilton.govt.nz/our-council/council-publications/districtplans/flood/Documents/Flood%20Hazard%20Report%20-%202029%20Oct%202012%20-%20Final.pdf>

Land Use and Built Environment Actions	Programme Links	Details
Integrated catchment management planning (ICMP)		Council has a programme to develop ICMPs for its entire footprint. In the meantime, large scale subdivision and development proposals are required to comply with an ICMP or carry out a water impact assessment (WIA) detailing water demand, what water-sensitive techniques are proposed, their benefits, how they will be operated and maintained to ensure ongoing water efficiency benefits, targets and performance indicators. Smaller subdivisions and developments are required to carry out a WIA.
Eco Design Adviser (EDA)	Environmental Education Programme (Urban Design)	<p>This is a free service available to any resident in Hamilton and is impartial and based on good building science. The primary role of the EDA is to provide advice to help people improve the thermal performance of their building. The EDA also consults on water, waste and toxicity issues in buildings. The secondary role is to provide education to the general public and industry through workshops on any of these topics:</p> <ul style="list-style-type: none"> • Energy reduction • Thermo performance of homes • Water, wastewater and stormwater • Waste reduction • Health and toxicity • Waste construction and toxicity • Green technologies
Upper North Island Strategic Alliance		<p>Hamilton City Council is part of the Upper North Island Strategic Alliance (UNISA) which is an agreement to establish a long term collaboration between Hamilton City Council, Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Tauranga City Council and Whangarei District Council for responding to and managing a range of inter-regional and inter-metropolitan issues.</p> <p>Through UNISA, the Upper North Island Freight Accord was developed to move freight more efficiently across the upper North Island and in doing so reduce negative environmental impacts</p>

3.5. Transportation

3.5.1. Function overview

The Council provides and manages a safe, efficient and sustainable transport network for the City which integrates freight, private vehicles, buses, walking and cycling. We also manage on-street parking, clearways, and Council-owned parking buildings and carparks. Our services include

operation and maintenance of the existing network and planning for future development. We work with the community and stakeholders to raise awareness of travel options and influence travel behaviour.

Hamilton has an existing biking network of 21km off road, 97km on road, 28km river paths. In 2013 the number of Hamilton people riding a bike to work was 1776⁶.

The city's transportation activity contributes to sustainable outcomes and climate change mitigation by:

- Managing the efficient movement of people and freight
- Developing the transport network in a way that is affordable for the community
- Implementing new ways of working to ensure minimisation of environmental impact and to ensure value for money
- Protecting the receiving environment from sediment and petroleum products in carriageway stormwater runoff
- Providing safe, well planned and well maintained transportation corridors for vehicles, cyclists and pedestrians
- Education for safety and sustainability⁷.

3.5.2. Strategy/policy response to sustainability

Comprehensive transport plans have been developed at the regional and city level to manage environmental and social impacts. Transportation's approach to sustainable management is focused around Access Hamilton which provides a long-term strategic vision to meet the changing travel demands of the city by providing an affordable, safe, responsive and sustainable transport system.

The Transportation Unit uses a hierarchy of interventions to identify priorities for the use of resources and land for infrastructure renewal and additions. This tool contributes to Hamilton's environmental sustainability objectives by improving safety, connectivity and accessibility. Encouraging active modes contributes to social well-being and active communities. Balancing the cost of transport in Hamilton with appropriate levels of service, minimising severe congestion, and providing effective access to markets supports Hamilton's economic development.

⁶ Hamilton City Council Biking Plan

⁷ Transportation Activity Management Plan 2015-25 – 30 May 2015

Table 6: Transportation plans and strategies

Plan/Strategy	Details
Access Hamilton	<p>Council's Access Hamilton strategy aims to provide a modern integrated transport system for Hamilton by:</p> <ul style="list-style-type: none"> • Upgrading transport infrastructure for the benefit of public transport and high occupancy vehicles and to cater for growth • Improving public transport by increasing the coverage and services • Managing travel demand through community education and the rationalisation of parking • Improving urban amenity and community accessibility to local activities via walking and cycling. <p>Access Hamilton sets out the strategy to ensure that the Transportation activity:</p> <ul style="list-style-type: none"> • Supports Hamilton's economic, social, environmental and cultural well-being. • Supports the land use, sustainability and economic development objectives for a compact city with consolidation and intensification around key nodes and a vibrant city centre. • Manages incremental change in the transport and land use system necessary to achieve Hamilton's strategic objectives. • Positions the infrastructure and land development to meet the city's long term needs⁸.
Biking Plan 2015-2045	The plan is promotes biking in the city and providing educational programmes for all road users to create a bike-friendly city for Hamiltonians now and in the future. The plan aims to deliver projects that will create a fully connected biking network that is safe, family-friendly and attractive. There are flow-on effects of reducing congestion and vehicle emissions as well as improving community accessibility and public health.
Transportation Activity Management Plan	This plan provides information on how transportation assets are managed to deliver an agreed level of service.
Infrastructure Technical Specifications	Provides details on the infrastructure requirements for design and construction for land development and subdivision.

Transportation's Environmental and Social Management Plan - proposed

A key aspect to the recognition and addressing of environmental and social impacts of the Transportation activity is the proposed development of an Environmental and Social Management Plan, with an associated application of a sustainability rating tool. Sustainability rating tools provide a consistent method to assess, achieve, communicate and reward projects or activities for their positive environmental and social outcomes. Using such a tool provides a mechanism to benchmark our sustainability performance.

⁸ Transportation Activity Management Plan 2015-25 – 30 May 2015

3.5.3. Summary of sustainability initiatives

Table 7: Transportation actions

Transportation Actions	Programme Links	Details
Partner with NZTA to align major roads, such as Hamilton Ring Road and Waikato Expressway, with city developments and infrastructure	Access Hamilton	The Ring Road project comprises four-laning Pukete Road to Resolution Drive plus extension from Crosby Road to Cobham Drive. Completion and is programmed for 2016. The Hamilton sections of the Waikato Expressway are due to begin in March 2016. Both are designed to efficiently manage road traffic and minimise environmental impact.
Walking school buses		Children walk to school under the supervision of volunteer adults. We support with resources, safe route maps and support for volunteers. Three buses are currently running.
Workplace and Campus Travel Plans		New developments must now provide a Transport Impact Assessment showing how the development affects the transport network. Council reviews these plans through the consent process. Council is responsive to businesses and institutes requesting help with their travel plans.
Happy Feet Programme		Programme in pre-schools encouraging caregivers and children to park and walk a short distance to the pre-school. We support with resources, safe route maps, and support for events. Currently 24 centres are part of this programme.
Carpooling		HCC is a partner/stakeholder in the national Let's Carpool website. The website allows commuters to match their travel plans with other people who are travelling.
Safe Routes Programme exploring school travel planning		This action is part of the Primary School Active Travel Co-ordinator role.
Cycle Safety Campaign	Biking Plan	This is an action in the Biking Plan and is part of the role of the Road Safety Coordinator.
Promote walking and cycling as an integral part of transport planning, addressing safety, facilities and infrastructure		This is an action in the Biking Plan. Specific initiatives include the Western Rail Trail, The Te Awa Cycleway and the Ohaupo Cycle Path.
Bikewise Day,		This is an annual event, the most recent having taken in February

annual cycling advocacy event		2016
Ensure stormwater treatment (filtration) is included in all new roading facilities	Transportation Environmental and Social Management Plan	Stormwater treatment in all new roads is developed in a manner that is consistent with any relevant ICMPs through engagement with developers.
Reduce electricity consumption		Use of LED lighting is specified for new developments.
Implementation of the HCC Disability Policy and Disability action Plan	HCC Disability Policy and Disability action Plan	Support and implement the HCC Disability Policy and Disability action Plan.
Installation of new bus shelters and retrofitting of bus stops to full wheelchair accessible standards		A programme of work to identify and upgrade bus stops to an accessible standard.

3.6. Water

3.6.1. Function overview

Council is responsible for the treatment, distribution and management of Hamilton's water supply. Raw water is drawn from the Waikato River into the Water Treatment Plant, where it is treated to provide a high standard of drinking water to meet the needs of residential properties, and commercial and industrial premises.

3.6.2. Strategy/policy response to sustainability

Sustainability is responded to in the Water activity through the Sub-Regional Three Waters Strategy, the District Plan and through the Water Conservation and Demand Management Plan and Drought Management Plan.

Table 8: Current water management related plans and strategies

Plan/Strategy	Details
Sub-Regional Three Waters Strategy	This strategy was adopted by Hamilton City, Waikato and Waipa District Councils in 2012. The vision of this strategy is: "The delivery of integrated, sustainable and well managed Three Waters services for the sub-region which ensures the cultural, social and economic needs of the community are met and the quality of the Waikato River is improved."

Plan/Strategy	Details
District Plan	Council is required to prepare a District Plan under the Resource Management Act 1991. The District Plan provides the following rules regarding water: <ul style="list-style-type: none"> • Integrated Catchment Management Plans and or Water Impact assessments are required for all development • Designations for reservoirs and the water treatment plant • Promotion of water demand management
Water Conservation and Demand Management Plan (WCDMP)	A key document that provides background information and an analysis of water management in Hamilton City, and presents a plan for improved water demand management. The WCDMP reflects a growing awareness of the need for sustainable and efficient use of natural water resources.
Drought Management Plan	Drought management addresses river and peak demand management issues by providing levels that will trigger implementation of the Emergency Response Plan and monitoring requirements used to identify when we are nearing or have reached trigger levels. Detailed actions will be taken when trigger levels are reached.
Water Activity Management Plan	This plan provides information on how water assets are managed to deliver an agreed level of service.
Infrastructure Technical Specifications	Provides details on the infrastructure requirements for design and construction for land development and subdivision.

3.6.3. Summary of sustainability initiatives

A key action for improving sustainability for water is reducing water demand. The interventions that Council are currently using include:

- Creation of reservoir-based demand zones to enable water loss reduction from leaking pipes
- Education, Smart Water Programme
- Planning Controls
- Regulation (Bylaw)

Water use attitudes and behaviour depend on the level of understanding people have about water as a finite resource, the impact of climate change, and the pressures of a growing population and how they impact the region's water systems and water supply.

The Smart Water Programme is part of Hamilton City, Waikato District and Waipa District Councils' Shared Services. The programmes aim is to change the way people think about water and the way they use water.

Table 9: Waters actions

Water Actions	Programme Links	Details
Mains Renewal Programme	Water Demand Management Plan	HCC's annual water mains renewal programme helps to maintain the infrastructure in good condition and manage potential water losses in the network.
Water meters		HCC currently use water meters with more than 5000 commercial/industrial customers
Set sector specific reduction targets and key performance indicators based on further analysis of water use		Once water usage is able to be measured for specific user groups, establish priorities for water demand interventions and establish water reduction targets for those groups.
Water Loss Programme		The water loss programme aims to rollout a work stream to better understand and manage network losses. The programme includes the progressive establishment of Water Demand Management Areas over the next 30 years. Measurement of water usage within Demand Management Areas will also enable a better understanding of water usage and subsequent refinement of other water conservation measures.
Use water restrictions in defined drought conditions	Drought Management Plan	Apply water restrictions Level 1 – 4 under defined water consumption and restricted supply conditions. This also is a tool for public education on water issues.
Increasing water literacy	Smart Water Programme	The SW Education in Schools Programme to increase water literacy in our young people. Roll out at key community locations such as Smart Water partnership Councils, leading EnviroSchools and large commercial users has begun.
Smart Water Assessment Criteria and Certification Programme		Certifying water efficient commercial and residential developments, beginning with partner Council buildings. A draft certification scheme has been developed and provisional budget assigned.
Annual Smart Water Summer Campaign		An annual Smart Water Summer Campaign to increase the community's awareness on the need to conserve water over summer. Pre-summer awareness communication through media releases, radio advertising and partner Council web site information provided in conjunction with Waipa and Waikato District Councils.
Smart Water website		www.smartwater.org.nz provides information on water conservation tips. The website is provided in conjunction with Waipa and Waikato District Councils.

Water Actions	Programme Links	Details
Commissioning smart water mural		A smart water mural was commissioned and painted on a Hamilton city water tower to provide a serious conservation message. http://www.stuff.co.nz/environment/76086818/Hamilton-mural-to-inspire-smart-water-use

3.7. Stormwater

3.7.1. Function overview

Rainwater that flows from houses and building roofs, footpaths, roads etc is called stormwater. The stormwater system consists of pipes, ponds, wetlands and open watercourses, which release untreated or treated water into the city's streams, lakes and the Waikato River. Council is responsible for the collection, transfer and treatment of Hamilton's stormwater⁹. The Council:

- Removes stormwater from premises for a range of storm event categories
- Ensures our assets don't create a health hazard to the community
- Protects the health and safety of the people who provide the service
- Identifies flood hazards in a 1 in 100 year event and puts in place rules for development within flood hazard areas.

3.7.2. Strategy/policy response to sustainability

In 2010 Hamilton City Council embarked on a programme to develop computer models to represent the behaviour and performance of their wastewater, water supply and stormwater networks, excluding treatment plants. The project was known as the Hamilton City Three Waters Modelling Programme.

Flood hazard modelling and catchment management planning which took into account climate change predictions was a key component of this work. This work also is intended to:

- Better understand the future infrastructure requirements to cater for growth
- Identify deficiencies in the existing primary drainage system
- Hydro-economic assessment to understand the financial impact of flooding
- Habitable floors at risk counts to assist in risk management¹⁰.

The stormwater activity is guided by a wide range of Council strategies and plans. Key documents are listed in Table 10.

⁹ Stormwater Activity Management Plan 2015-25

¹⁰ AECOM. (2012). Flood hazard report. Three Waters Modelling Programme, Hamilton City Council.
<http://www.hamilton.govt.nz/our-council/council-publications/districtplans/flood/Documents/Flood%20Hazard%20Report%20-%2029%20Oct%202012%20-%20Final.pdf>

Table 10: Current stormwater management related plans and strategies

Plan/Strategy	Details
Sub-Regional Three Waters Strategy	This strategy was adopted by Hamilton City, Waikato and Waipa District Councils in 2012. The vision of this strategy is: “The delivery of integrated, sustainable and well managed Three Waters services for the sub-region which ensures the cultural, social and economic needs of the community are met and the quality of the Waikato River is improved.”
Economic Development Strategy	Provide productive stormwater infrastructure in a cost effective manner to enable the city to function and to prosper.
Stormwater Activity Management Plan	This plan provides information on how stormwater assets are managed to deliver an agreed level of service.
Infrastructure Technical Specifications	Provides details on the infrastructure requirements for design and construction for land development and subdivision.
District Plan	Council is required to prepare a District Plan under the Resource Management Act 1991. The District Plan provides the following rules regarding stormwater and sustainability: <ul style="list-style-type: none"> • Integrated Catchment Management Plans and or Water Impact assessments are required for all development • Promotion of stormwater re-use • Manage development in areas with a known flood hazard • Establish minimum permeable surface requirements for all developments.

3.7.3. Summary of sustainability initiatives

Table 11: Stormwater actions

Stormwater Actions	Programme Links	Details
Integrated catchment management planning (ICMP)	Long-term Infrastructure Strategy 2015-2045	Council has a programme to develop ICMPs for its entire footprint. In the meantime, large scale subdivision and development proposals are required to comply with an ICMP or a water impact assessment (WIA) which sets out what water-sensitive techniques are proposed, their benefits, how they will be operated and maintained to ensure ongoing water efficiency benefits, targets and performance indicators.
Flood hazard identification and mitigation	2015-2025 Stormwater Activity	Requirement for new subdivisions to identify 1 in 100 year event flood hazards and to mitigate negative impacts of such.

Stormwater Actions	Programme Links	Details
Stormwater treatment devices in subdivisions	Management Plan	Use of stormwater treatment devices (eg swales, wetlands, permeable pavements) to ensure sustainable stormwater management in new subdivisions is consistent with any approved ICMP.
Emergency response to local flooding and spill events		
Demand management and environmental protection		Requiring source control of quantity (detention, re-use) and quality (treatment) through development requirements.
Informing the public about stormwater issues		Provision of information (including pamphlets and information on Council's website) about stormwater and property owner responsibilities to ensure environmental protection and flood hazard mitigation.
Support well planned growth		Provision of key infrastructure assets to facilitate infill, intensification and greenfield development as per Hamilton's Urban Growth Strategy.

3.8. Waste Water

3.8.1. Function overview

Council is responsible for the collection, transfer, treatment and disposal of Hamilton's wastewater and tradewaste¹¹.

Within Hamilton, Council does not have the required land available to dispose of treated effluent, and therefore must rely on the Waikato River as its means of disposal. Council recognises the role that Waikato-Tainui has in the management of the Waikato River. We include Waikato Tainui in all strategic decision making around the wastewater activity and give regard to The Waikato-Tainui Environmental Plan, Tai Tumu Tai Pari Tai Ao¹².

3.8.2. Strategy/policy response to sustainability

Sustainability is responded in the Wastewater activity through the Sub-Regional Three Waters Strategy and District Plan.

Table 12: Wastewater plans and strategies

Plan/Strategy	Details
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¹¹ Long Term Infrastructure Strategy 2015-2045

¹² Wastewater Activity Management Plan 2015-25

Plan/Strategy	Details
Sub-Regional Three Waters Strategy	This strategy was adopted by Hamilton City, Waikato and Waipa District Councils in 2012. The vision of this strategy is: “The delivery of integrated, sustainable and well managed Three Waters services for the sub-region which ensures the cultural, social and economic needs of the community are met and the quality of the Waikato River is improved.”
District Plan	Council is required to prepare a District Plan under the Resource Management Act 1991. The District Plan provides the following rules regarding wastewater and sustainability: <ul style="list-style-type: none"> • Integrated Catchment Management Plans and or Water Impact assessments are required for all developments • Promotion of water demand management
Wastewater Activity Management Plan	This plan provides information on how wastewater assets are managed to deliver an agreed level of service.
Infrastructure Technical Specifications	Provides details on the infrastructure requirements for design and construction for land development and subdivision.

3.8.3. Summary of sustainability initiatives

To mitigate the negative effects of the wastewater services the Council responds to overflows within an hour, provide notification for planned service interruptions and manage our networks and treatment plant within consented limits.

The majority of energy consumption for City Waters is process-driven. At the WWTP, staff monitor energy usage and cost as part of their daily procedures. Historically significant savings have been made at the WWTP site by optimising energy supply and demand. The site has a co-generation facility which produces heat and electricity. Bio-gas is used to provide heat in the site boiler. These measures give the site flexibility to choose the most cost-effective energy supply.

In addition, the wastewater service is exploring ways to manage the effects of climate change. Climate change is expected to increase the number and frequency of rainfall events, and the amount of stormwater that can enter into the wastewater network during rain events¹³.

Table 13: Wastewater actions

Wastewater Actions	Programme Links	Details
Improve our service plans, to reduce the number of blockages caused by third party damage	Wastewater Activity Management Plan	The Council responds to wastewater service problems by attending call outs within 60 minutes and resolving the problem within eight hours.

¹³ Climate Change effects and impacts assessment, A Guidance Manual for Local Government in New Zealand – 2nd Edition, May 2008

Wastewater Actions	Programme Links	Details
Have in place emergency and response plans to manage the overflow, restore the service, and clean up the environment		The aim of this action is to have the effects of an overflow cleaned up within 24 hours of the overflow ceasing. This shows that we are taking responsibility for overflows, and are committed to returning the environment or property back to the state it was in prior to the overflow occurring.
Vermicomposting		Sludge produced from the wastewater treatment process was originally sent to landfill. This process no longer occurs, with approximately 12,000 tonnes of sludge per annum transported to a vermicomposting facility where it is mixed with paper pulp which is then laid in rows where it is left to break down and compost using worms.
Continue to maintain, renew and retrofit operational storage to ensure dry weather overflows do not occur		Overflows are when wastewater escapes the wastewater system and enters the environment. Dry weather overflows are a fundamental failure of a sewerage system. This is measured by the number of dry weather wastewater overflows from the wastewater system, expressed per 1000 connections to the system. This measure provides information on the effectiveness of the system in providing an appropriate level of service and of how well it is being managed. That is, whether the system has been designed to an adequate standard and is being maintained in a way that minimises harm to the community.
Implement the capital works programme to reduce overflows in the network by constructing network storage		Reducing the number of network overflows due to wet weather is complex as it relies upon a number of interventions such as inflow and infiltration reduction, capacity upgrades to assets, and network storage. Providing infrastructure to fully mitigate wet weather overflows, especially from major storm events is potentially unachievable in terms of financial required and size of infrastructure required. Investigations were begun in 2015 to deliver these outcomes through the 2015-25 10 Year Plan and 30 year Infrastructure Strategy.
Continuously improve asset renewal programmes to replace an asset before it fails whilst maximising the asset's economic life		This action is about providing a wastewater system that is managed in a way that does not unduly impact on the environment. This action should maintain Council's compliance with its resources consents for discharge from its sewerage system.

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Wastewater Actions	Programme Links	Details
Continuously improve asset condition assessment, predictive, and preventative maintenance to ensure assets remain operational		This action is about providing a wastewater system that is managed in a way that does not unduly impact on the environment. This action should maintain Council's compliance with its resources consents for discharge from its sewerage system.
Continuously improve our trade waste management		This action is about providing a wastewater system that is managed in a way that does not unduly impact on the environment. Our treatment plant is reliant on biological treatment of wastewater. The discharge of inhibitory/toxic/dangerous substances into the wastewater network can damage our treatment processes and, once damaged, the recovery time can be months.
Education to reduce blockages in the wastewater system		Blockages within the wastewater network can be caused by fats, oils and inorganic material. HCC educates the public about what can and can't be discharged into the wastewater network.

3.9. Solid Waste

3.9.1. Function overview

Council provides a service for the collection, safe disposal and minimisation of domestic refuse, recycling and litter. It also provides resource recovery services including a refuse transfer station and organic centre.

Weekly refuse and recycling collections are provided to residential properties in the city (excluding the city centre). From 1920 to 2008 Council also provided landfills for the city's use at Rototuna, Cobham Drive, Willoughby and Horotiu. These landfills are now closed and Council must now manage these sites in perpetuity. As Council no longer operates a landfill, all refuse is now transported to Hampton Downs landfill. The Refuse Transfer Station, Recycling Centre and the green waste composting facilities at the Hamilton Organic Centre are all owned by Council. The operation of these facilities is contracted to privately owned businesses¹⁴.

In order to protect the environment, Council:

- Manage the leachate and gas discharges from our closed landfills
- Provide a rate funded kerbside refuse collection service

¹⁴ City Waters Unit Business Plan 2015-2016

- Promote waste minimisation through kerbside recycling collection and resource recovery at the refuse transfer station and Hamilton Organic Centre.

The majority of closed landfills were developed prior to best-practice engineered landfilling practices were implemented; therefore the protection that these landfills have imparted on the environment in the past has been limited or non-existent. Our resource consents for these sites reflected this, with monitoring in place and retrospective environmental protection works have been carried out.

3.9.1. Strategy/policy response to sustainability

The two key Council plans associated with the solid waste activity are the District Plan and the Waste Management and Minimisation Plan.

Table 14: Current solid waste related plans and strategies

Plan/Strategy	Details
District Plan	Council is required to prepare a District Plan under the Resource Management Act 1991. The District Plan provides the following rules regarding solid waste and sustainability: <ul style="list-style-type: none"> • Designation for closed landfills and refuse transfer station (note the organic centre is located within Waipa District Council. • Management of hazardous substances
Waste Management and Minimisation Plan	Developed as required by the Waste Minimisation Act 2008, Council has a statutory responsibility to “promote effective and efficient waste minimisation”. The purpose of this plan is to provide a strategic framework for how effective and efficient waste management and minimisation will be achieved.
Solid Waste Activity Management Plan	This plan provides information on how solid waste assets are managed to deliver an agreed level of service.

3.9.2. Summary of sustainability initiatives

Table 15: Solid waste actions

Solid Waste Actions	Programme Links	Details
Waste review to reduce waste	Waste Management and Minimisation Plan 2012	A complete Solid Waste Services Review was undertaken over the course of 2013 and 2014 and findings from this lead into the Long Term development planning.
Work with the Waikato District Health Board in relation to waste management and health implications		Work with the Waikato District Health Board to establish formal communication protocols between the organisations regarding health implications associated with waste management and minimisation activities.

Solid Waste Actions	Programme Links	Details
Increase demand for Hamilton Organic Centre products		Working with the site contractor to investigate and identify how to increase demand for Hamilton Organic Centre products.
Promote waste minimisation		Promote waste minimisation through kerbside recycling collection and resource recovery at the refuse transfer station and organic centre.
Vermicomposting		Sludge produced from the wastewater treatment process was originally sent to landfill. This process no longer occurs, with approximately 12,000 tonnes of sludge per annum transported to a vermicomposting facility where it is mixed with paper pulp which is then laid in rows where it is left to break down and compost using worms.
A waste minimisation fund		A contestable waste minimisation fund has been designed and implemented and now is in its third year of operation.
Monitor the quantities and composition of the City's waste streams		Monitor the quantities and composition of the City's waste streams. A licensing regime has been developed and Council is ready to engage with industry over its implementation – it is proposed for the system to go live at the start of the next financial year.
Consulting on sustainable waste management issues		Facilitate consultation on sustainable waste management issues with Iwi and other community groups and recognise and promote the principles of Kaitianga and stewardship.
Educate public on waste minimisation		Continue to educate the public on the need and methods to reduce the amount of waste generated and ultimately ending up in landfill.
Education to reduce blockages from inorganic material that should not be put into the wastewater system	Wastewater Activity Management Plan	Blockages within the wastewater network can be caused by fats, oils and inorganic material. We educate the public and commercial and industrial businesses about what can and can't be discharged into the wastewater network. Audits are completed on trade waste customers that have a consent to discharge into the wastewater system.

3.10. Aquatic Facilities

3.10.1. Function overview

Hamilton City Council is the main provider of public aquatic facilities in Hamilton.

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- PoolSafe accredited facilities are offered with recreational programmes and activities for communities, including lane and leisure swimming, aqua education, health and fitness centre and an early childhood centre¹⁵.
- The Aquatic Facilities are dedicated to promoting health, recreation and rehabilitation through swimming and water related activities.

3.10.2. Strategy/policy response to sustainability

The economic sustainability of our aquatic facilities is affected by how well the spaces are utilised. Hamilton City Council is currently part of the Waikato Mayoral forum's work to develop a Regional Sport Facilities Plan. This plan aims to provide a stocktake of the sport and recreation facilities currently provided within the region, and assess their current occupancy. This will assist us in identifying how we can maximise use of current facilities as well as analysing needs for potential.

Table 16: Aquatic facilities related plans and strategies

Plan/Strategy	Details
Waikato Regional Sports Facility Plan	The plan provides a high level strategic framework for regional sports facilities planning throughout the region, including all aquatic facilities.

3.10.3. Summary of sustainability initiatives

Table 17: Aquatic facilities actions

Aquatic Facilities Actions	Programme Links	Details
Incorporate new technologies that are both environmentally friendly and financially feasible	Aquatic Facilities Activity Management Plan	Within new pool structures and renewals, attention is paid to sustainable design such as passive lighting, water efficiency, solar water heating where appropriate, passive heating and ventilation.
Reduce Waterworld pool hall fan speed		Reduction in energy of up to 150,000kWh at very low cost.

3.11. Parks and Open Spaces

3.11.1. Function overview

The Parks and Open Spaces activity includes management and administration of much of the city's natural areas, remnant forests and wetlands, significant nature areas and streetscape.

¹⁵ Community Development & Leisure Unit Business Plan 2015-2016

3.11.2. Strategy/policy response to sustainability

Hamilton City responds to the biodiversity part of environmental sustainability through a range of vehicles, such as the Open Spaces Plan, Park Management Plans and Playgrounds of the Future. A number of documents in Table 18 also explicitly discuss the challenges of climate change and Council's response to this phenomenon.

Table 18: Parks and open spaces related plans and strategies

Plan/Strategy	Details
Sustainable Hamilton	This strategy is about enabling all people and groups in the city to make meaningful changes to how they live and impact on our land and water. This strategy is under review however there are a number of actions relating to this strategy that are still current and Council will continue to deliver these as BAU initiatives regardless of whether the Sustainable Hamilton strategy is in place.
Open Spaces Plan	The plan identifies a 50-year vision, which is supported by goals, priorities and actions that identify how we are going to achieve the vision. The plan supports the Hamilton Plan, River Plan and Biking Plan. The plan identifies environmental sustainability as a goal - 'ecosystems and biodiversity are understood, protected and restored'. It also identifies climate change as a key challenge for open space.
Open Spaces Implementation Plan	Hamilton's Open Space Plan sets out a 50-year strategic direction for Hamilton's parks and open spaces. The plan presents a series of goals, priorities and an action plan that responds to the needs, challenges and opportunities facing Hamilton's open space. This plan was developed in consultation with the community

3.11.3. Summary of sustainability initiatives

Supporting volunteers to make a difference for Hamilton is a key feature of the Council's response to sustainability and climate change mitigation. With the assistance of volunteers Council significantly increases its ability to plant and restore the city's natural areas. During the 2013/2014 year volunteer hours on helping at Hamilton parks totalled 10,974 hours. The 2014/2015 year increased to 12,521 hours.

Table 19: Parks and Open Spaces projects and actions

Parks and Open Spaces Actions	Programme Links	Details
Waiwhakareke Natural Heritage Park	Open Spaces Plan	Council continues to restore the 60ha Waiwhakareke Natural Heritage Park and implement the Management Plan. Working with its partners, 26ha of the park has been planted in eco-sourced native plants. This is a nationally significant restoration project and contributes substantially to the city's biodiversity and habitat goals. Note: Since completing the stocktake in December, Council has approved extending Waiwhakareke Natural Heritage Park by 5.1 hectares, protecting more land for ecological restoration in perpetuity.
Gully restoration		Council continues to work towards the restoration of the city's gully system. Acquiring the network as the city develops, it works alongside other agencies to protect and enhance our sensitive habitats and improve water quality, bank stability and biodiversity.
Habitat assessment – Mangakotukutu Gully		Undertake detailed habitat assessment for Mangakotukutu Gully and develop a restoration plan.
Restore Mangaiti Gully		Complete restoration of Mangaiti Gully with assistance of Project Watershed.
Develop a local indigenous biodiversity strategy		Develop a local indigenous biodiversity strategy to identify opportunities to restore and enhance biodiversity in Hamilton City in partnership with Waikato Regional Council.
Research – climate change contribution		Work with other agencies to investigate Hamilton open space contribution to climate change and impact of climate change on Hamilton's open space.
Planting street trees		The Open Spaces Plan has input into the subdivision process with developers required to plant street trees as part of their subdivisions, which the Council then monitors. In the last year 208 new street trees have been planted.
Community Planting Coordinator		Part time community volunteer coordinator provides education about planting, facilitates funding for planting projects, provides restoration advice and supplies plants for volunteers to plant.
Species selection		Species selection of park and street trees now takes into account effects of climate change, particularly warmer summers.
Council's community planting programme		Volunteers can join organised volunteer days, join a community group project, or undertake corporate volunteer days.

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Parks and Open Spaces Actions	Programme Links	Details
Protect riparian areas through the subdivision process		Continue to protect riparian areas through requiring esplanade reserves and strips along the river and lakes as part of subdivision and development.
Victoria on the River		Council have approved the Victoria on the River project to restore land currently used as a carpark to public open space and have continued to rebuild the river pathways network.
Project Echo	Sustainable Hamilton	Hamilton City is one of the only cities in New Zealand to still support a resident population of long-tailed bats. Project Echo aims to gather information on bat distribution throughout Hamilton City. This project is supported by Council, Waikato Regional Council, University of Waikato and the Riverlea Environment Society Inc.
Project Halo		Native birds such as tui and bellbirds were once abundant in the area where Hamilton stands. Due to introduced pests (rats and possums) and loss of habitat and food sources, many of our native birds are rarely seen in our city. The Hamilton Halo project aims to bring native birds, such as tui and bellbirds, back into Hamilton city. Hamilton City Council is a partner to this project.
Honey Bee project		Hives have been installed on three Council sites (Zoo, Hamilton Gardens and the Taitua Arboretum). First harvest has just been completed. Honey is being sold at the Gardens. NB: Recently won second prize in the Beekeepers Special Reserve section at the National Beekeepers Association National Honey Competition.
Enviroschools (Toimata)		The Enviroschools programme supports children and young people to plan, design and implement sustainability actions that are important to them and their communities. There are currently 58 schools participating in Hamilton City.
Install bat roosts	Hamilton Gardens Management Plan	Notable natural fauna within Hamilton Gardens includes a local long-tailed bat population and a number of 'bat roosts' have been installed for them.
Continue to develop destination playgrounds	Playgrounds of the Future	The Council is committed to developing destination playgrounds that connect the community to the environment.
Arbor Day		Council supplies, plants and coordinates an annual planting day at Waiwhakareke Natural Heritage Park. Hundreds of volunteers plant between 10,000 and 30,000 trees at Waiwhakareke Natural Heritage Park. In 2015 1652 volunteers took part, planting 13,092 plants.

Parks and Open Spaces Actions	Programme Links	Details
Ecological Monitoring Plan		As part of the Southern Links developments, an ecological monitoring plan has been developed to address impacts on native birds, fish and animals (specifically bats) and to restore natural habitats. As a result of the plan, Council will restore more land than that impacted by development (ie a net gain of natural habitats).
Fish passages		In partnership with Waikato Regional Council, fish passages have been installed at Parana Park.

3.12. Cemeteries & Crematorium

3.12.1. Function overview

Council provides, manages and maintains three cemeteries and one crematorium which provide burial and cremation services in alignment with the Burial and Cremation Act 1964.

3.12.2. Strategy/policy response to sustainability

The Cemeteries and Crematorium activity responds to sustainability through the following two plans:

Table 20: Cemeteries & crematorium facilities related plans and strategies

Plan/Strategy	Details
Hamilton East and Hamilton West Cemeteries Conservation Plan	Identifies the heritage values of the cemeteries and provides recommendations for their sustainable future management.
Hamilton Cemeteries Activity Management Plan 2015-25	10 Year strategic plan to guide the operation, development and sustainability of the cemeteries.

3.12.3. Summary of sustainability initiatives

Table 21: Cemetery and crematorium facilities sustainability actions

Cemetery and Crematorium Facilities Actions	Programme Links	Details
Upgrade of the bore water system to provide irrigation for the cemetery	Cemeteries Activity Management Plan 2015-25	The cemetery is currently upgrading the bore water system to provide irrigation throughout the cemetery. Supplying irrigation through the bore water system is a more sustainable option to continued reliance on the town water trickle supply system.
Regeneration of native vegetation within Hamilton Park Cemetery Gully Areas		The cemetery considers this an important activity in reducing its carbon footprint and providing opportunities for visitors to enjoy the natural environment.
Encourage efficient usage of available land		All burial plots dug to depth to allow two casket burials and four ash interments to encourage more efficient usage of available land.
Provide for eco or natural burials		The cemetery supports sustainable burial practices by responding to customer requests for aspects of eco/natural burial practices within the context of traditional burials. A natural burials area was opened in 2013.
Recycle metals from the deceased		Until recently disposal of deceased titanium joints and other metals remaining after cremation have been buried in what is known as a common grave. Hamilton Park Cemetery recently entered into an agreement with Speciality Metals Ltd in Christchurch to recycle the remaining metals, with the consent of the family. Payment for the recycled metals is donated by the cemetery back to community organisations.
Monitor water table levels		Cemetery land available at Hamilton Park Cemetery will continue to be monitored for water table levels, as new areas are developed to minimise effects on water tables and contaminants discharged to soil every five years.
Environmental testing		In keeping with resource consent conditions for the crematorium, the cemetery will continue to carry out environmental testing and report this to Waikato Regional Council.

3.13. H3 – Stadiums, Theatres, Claudelands Events

3.13.1. Function overview

Council maintains and develops a number of event facilities for the Hamilton community. Hamilton City Council attracts and delivers a diverse range of quality events within Council-owned event facilities across the following event categories:

- Meet – Meetings, conferences, functions and exhibitions
- Compete – Sporting events
- Perform – Performance events such as music, dance, comedy.

3.13.2. Summary of sustainability initiatives

Table 22: H3 sustainability actions

H3 Actions	Programme Links	Details
Claudelands – design and construction	H3 Activity Management Plan	Sustainable Design (ESD) elements were incorporated into all phases of the project, including minimisation of energy consumption and greenhouse gas emissions, water conservation and use of environmentally friendly materials. More than 90 per cent of demolition materials were recycled – some went back into the construction of the building. The building was designed to the equivalent of a 4.5 Green Star rating. Almost 9000 new shrubs and more than 100 additional trees were planted on site.
Claudelands - operations		Use of high efficiency air conditioning systems Low flow water taps Water tanks to collect water for toilet flushing Energy efficient lighting and lighting control systems, and installation of the latest LED street and pedestrian lighting help to minimise the venue's energy usage
Water conservation measures in place for Turf Services		No irrigation of FMG Stadium Waikato Green Zone all summer. Moisture meter used to manage irrigation. Irrigate during evening to eliminate evaporation. Planting of warm season grasses at Seddon Park which don't require as much irrigation.
Supply and service contracts		Sustainability is considered when tendering for supply or services contracts.
Energy efficiency		Technology changes including energy efficient LED lighting.

H3 Actions	Programme Links	Details
Sort waste and recycle		Waikato Stadium and Founders Theatre sort waste and recycle.

3.14. Hamilton Gardens

3.14.1. Function overview

Hamilton Gardens is a large amenity park that has become a major visitor attraction for Hamilton. It includes specialty gardens and visitor facilities including a cafe and an event functions building. The Municipal Nursery is also located on the site¹⁶. Hamilton Gardens provides:

- A key tourist and local visitor attraction, drawing around a million visitors each year
- An amenity park
- An events and community activities venue
- An educational resource
- A production nursery, supplying plants for Council parks and facilities.

3.14.2. Strategy/policy response to sustainability

Sustainable management at Hamilton Gardens has been addressed in two key plans:

Table 23: Hamilton Gardens related plans and strategies

Plan/Strategy	Details
Hamilton Gardens Sustainable Management Plan	This plan is a broad range of sustainability initiatives in place at Hamilton Gardens that provides opportunities for improvement. Hamilton Gardens is recognised as a best practice example of sustainable management. It has been awarded the 'Qualmark Gold' standard for sustainable management.
Hamilton Gardens Operative Management Plan 2014	This plan defines strategies, objectives and policies to guide the development, operation, management and public use of the Gardens. It includes a section on the conservation of natural and cultural features and lists key actions.

¹⁶ Hamilton Gardens Unit Business Plan 2015-16

3.14.3. Summary of sustainability initiatives

Table 24: Hamilton Gardens sustainability actions

Hamilton Garden Facilities Actions	Programme Links	Details
Conservation of natural site features / Ecological protection	Hamilton Gardens Operative Management Plan 2014, Hamilton Gardens Sustainable Management Plan	Hamilton Gardens is recognised as an important natural link in the provision of green corridors for local fauna, supporting various city projects such as Hamilton Halo and Tui 2000 which aim to bring native birds back into the city. Pest control is increased around biodiversity hotspots and at certain times, such as when tui are nesting. A local long-tailed bat population resides in Hamilton Gardens and a number of 'bat roosts' have been installed for them.
Energy efficiency capital improvements		A significant portion of the energy usage for Hamilton Gardens is for the Nursery Greenhouse and Display House boilers. These were replaced with energy efficient condensing boilers in recent years ¹⁷ .
Ecological restoration		The Nursery propagates and grows plants for the city from eco-sourced seeds.
Water conservation		A wide range of water conservation techniques are being used by the Gardens. Automation for evening irrigation is in place in each of the enclosed gardens. Vegetation in the outer gardens requires less water, relying mainly on rain. Weather pattern changes over time may also mean irrigation systems need to be put in place for areas of the outer gardens. Sustainable water use from the Waikato River is carefully managed in accordance with the requirements of the Waikato Regional Council resource consent.
Waste management		Hamilton Gardens undertakes recycling, composting and management of hazardous wastes such as use of low toxicity sprays.
Waikato River and its riverbanks		Water treatment systems will aim to ensure all water flowing into the Waikato River is as clean and clear as possible and in accordance with the requirements of the Waikato Regional Council resource consent. Removal of vegetation is carefully managed due to riverbank stability and erosion problems. Hamilton City Council and Waikato-Tainui are jointly responsible for restoring and protecting the wellbeing of the river and its riverbanks for future generations. Any future development of the riverbank or stream will be in consultation with Waikato-Tainui.

¹⁷ Hamilton Gardens Activity Management Plan 2015-25

Hamilton Garden Facilities Actions	Programme Links	Details
Internships and work experience programmes		The Wintec Horticultural School is based within Hamilton Gardens and site facilities and expertise are utilised. From time to time University and Wintec students are involved in various work experience schemes. An annual work programme involving Wintec horticultural and arboriculture students is put together. Hamilton Gardens initiated and trialled the BGANZ Internship programme. This is now implemented throughout New Zealand by other BGANZ member organisations.
Sustainable garden	Hamilton Gardens Sustainable Management Plan	All Maintenance Yard food scraps are composted in the Sustainable Garden worm bin. Kitchen waste from local restaurants is used in the Sustainable Garden. Shredded paper is used in the Sustainable Garden chicken coop and then when soiled is used as garden mulch.
Support for local community organisations		Most produce from the large Kitchen Garden goes to local food banks and rest homes. Each year some roses are replaced and the roses removed are given to local schools that have subsequently become involved in the annual rose judging and are given special lessons in growing roses, daffodils and pumpkins.

3.15. Hamilton Zoo

3.15.1. Function overview

Hamilton Zoo's primary function is as a recreational resource for visitors. However its defined purpose includes conservation as well as recreation and fulfils this by:

- Raising visitors' awareness of conservation issues and motivating action in conservation and sustainability through formal and informal education.
- Active involvement in international breeding programmes for exotic endangered species and national recovery programmes for native species from New Zealand.
- Becoming a centre of expertise in small population management, which involves the genetic management of regional breeding programmes capable of self-sustaining reproduction.
- Using the Zoo's unique position, expertise and committed staff to link with other key stakeholders, such as the Department of Conservation, to further conservation outcomes and complement in situ (in the wild) conservation programmes for endangered and threatened species.

Around 120,000 people visit the Zoo each year.

The Zoo responds to sustainability through a number of plans:

Table 25: Hamilton zoo related plans and strategies

Plan/Strategy	Details
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Plan/Strategy	Details
Waiwhakareke Natural Heritage Park Draft Management Plan and Business Plan	Provides a framework for the development and management of Waiwhakareke Natural Heritage Park. This includes the development of shared facilities with Hamilton Zoo.
Hamilton Zoo Development Plan (Hamilton Zoo Master Plan will supersede this)	Spatial plan identifying future development of Hamilton Zoo including adjoining Council owned land not currently used by the Zoo.

3.15.2. Summary of sustainability initiatives

The Zoo has a wide range of actions that improve the environmental, economic and social sustainability of Hamilton. Hamilton Zoo has had an environmental management system certified to ISO 14001 standard since 31 July 2002. As part of this system, the Zoo has an environmental policy, a formal process for assessing environmental aspects and impacts and has established environmental objectives and targets¹⁸.

The Zoo still relies on two septic tanks for waste water from the chimpanzee house and public toilets in the lower part of the grounds. However, these are both aerated systems with the latter having been converted in 2007. The Zoo's other septic tanks were decommissioned in 2006 and 2007 following the extension of the Hamilton City Council sewer main to the Zoo site.

The Zoo holds a trade waste consent with Hamilton City Council for the discharge of waste water from the Zoo café, animal enclosures and veterinary clinic to the Hamilton wastewater network.

Table 26: Hamilton zoo sustainability actions

Hamilton Zoo Actions	Programme Links	Details
Recycle animal waste	Hamilton Zoo Environmental Work and	Composting of animal waste on site: <ul style="list-style-type: none"> • Regular turning of compost • Regular use of compost on Zoo gardens and/or transfer for external use

¹⁸ Hamilton Zoo Activity Management Plan 2015-25

Hamilton Zoo Actions	Programme Links	Details
Ensure that Zoo's native animal collection is used to its full potential for New Zealand fauna conservation	Action Plan 2015	Improve Hamilton Zoo native fauna management through maintaining staff appointments for Zoo & Aquarium Association (ZAA) Programmes, e.g. Species Coordinators and Species Contacts. Attempt all breeding recommendations for Department of Conservation (DOC) Recovery and/or ZAA Programmes. Complete all transfers of animals bred for release into the wild as per recommendations, e.g. Stanley Island tuatara and brown teal. Progress consultation with Coromandel Iwi on Hochstetter's frog translocation to supplement programme. Undertake first falcon release into a designated wild site when chicks become available (funded from Hamilton Zoo Conservation Fund (HZCF) and permitted by the Department of Conservation).
Reduce Zoo electricity consumption		Work with Council's Energy Manager to identify further options for reducing power consumption on the zoo site (compared to 2014/15 FY).
Promote better environmental responsibility of Zoo contractors in line with Zoo philosophy		Maintain focus on environmental goals for new catering contract.
Reduce use of vehicles for collection of browse for animals		Increase area of on-site browse plantations – planning and ordering of plants for establishment on available land in 2016/17FY when budget is allocated.
Minimise the quantity of recyclable materials going to landfill		Monitor quantity of recycled materials and report to six-monthly QSM management meetings.

Hamilton Zoo Actions	Programme Links	Details
Effectively manage storm water and ponds on the Zoo site, including monitoring programme of nutrient and microbial contamination of Zoo ponds		Minimise fertiliser application and use of herbicides in vicinity of erosion prone areas. Testing of storm water/pond nutrient and microbial contamination twice per annum. Continue to locate underground services, including storm water. Work with City Waters to develop a Zoo water reticulation plan for completion as part of the Hamilton Zoo Master Plan. Develop Zoo GIS plan of underground services.
Reduce contamination of Zoo site in areas not serviced by sewer main		Regular servicing of aerated waste water systems (chimps and lower toilets).
Minimise risk of chemical contamination of zoo site		Carry out regular drills for hazardous substance spill – at least once each year.
Improve effectiveness of Zoo conservation and environmental advocacy		Include agreed key messages in all keeper talks, education material and on website. Include conservation/environmental messages in all external communications.

3.16. Libraries

3.16.1. Function overview

Through a network of six libraries and the libraries website, Hamilton City Libraries provide access to more than 400,000 books, DVDs, CDs, archives, magazines and newspapers as well as a range of digital services such as eBooks, eAudiobooks and eMagazines.

3.16.2. Strategy/policy response to sustainability

The Library service supports sustainability through the Libraries Strategic Plan.

Table 27: Library facilities related plans and strategies

Plan/Strategy	Details
Libraries Strategic Plan 2015-2025	The plan supports the development of a library service that is relevant and equipped to adapt to a rapidly-moving digital environment and an increasingly interconnected world.

3.16.3. Summary of sustainability initiatives

The Central Library was a targeted building for the Energy Management Plan and through projects addressing HVAC (Heating, Ventilation & Air Conditioning) and Lighting, energy consumption has approximately halved. The lighting project received funding from EECA (the Energy Efficiency and Conservation Authority) and will be monitored for three years to ensure that the predicted savings are occurring.

Table 28: Library facilities sustainability actions

Library Facilities Actions	Programme Links	Details
Provides e-resources	Libraries Strategic Plan	Libraries make available a number of electronic resources, such as eBooks, eAudio and eMagazines, online newspapers and research databases, enabling customers 24/7 access to their services without the need to physically visit a library. Demand for these resources is expected to increase. By 2020 30% of collections purchasing will be in electronic format.
Use of time controlled air conditioning units	HCC Energy Management Plan – Business as usual	Air-conditioning units are activated by time clock settings that coincide with individual sites operating hours to ensure air-conditioning units are not running unnecessarily. Temperatures are adjusted in accordance with season.
Use of a chiller unit for cooling the Central Library during summer		The use of a chiller unit in the summer months at Central Library is a more cost-efficient means of cooling, resulting in lower air-conditioning costs.
Removal of the escalator at the Central Library		The removal of the escalator has reduced energy consumption in the Central Library
Reducing lighting energy consumption at the Central Library.		Lighting efficiency improvement through using sensor controlled lighting units and low energy bulbs at the Central Library, Hamilton's largest library.

3.17. Waikato Museum

3.17.1. Function overview

The Waikato Museum cares for, preserves and shares the stories about the objects and taonga of the Waikato region and beyond, for current and future generations.

3.17.2. Strategy/policy response to sustainability

The Museum activity responds to sustainability through our policies, strategies, plans and Environmental Management System in Table 29. Our commitment to environmental sustainability is genuine. We are continually re-imagining and refining our practices to lessen our environmental impact.

Table 29: Museum facilities related plans and strategies

Plan/Strategy	Details
Museum Collections Policy	The Waikato Museum preserves taonga and objects to celebrate stories, heritage and creativity of the Waikato region. The geographic collecting area is the Waikato Regional Council boundaries with a particular focus on Hamilton City.
Environmental Management System (EMS) Waikato Museum	<p>This EMS is used to identify the environmental aspects and impacts arising from Museum's activities, so that they can be prioritised, actioned and controlled. This EMS covers all environmental impacts created as a direct or indirect result of operations at the Grantham Street site. This includes, but is not limited to:</p> <ul style="list-style-type: none"> • Emissions to air • Releases to water • Waste and energy management • Land contamination • Community impact • Use of resources and raw materials • Local Government issues • Past activities • Planned and future activities.
Visitor Experience Strategy 2015-17	A strategy to lead a review of the current systems, processes and equipment in relation to the visitors and how they experience the museum. Smart savings and efficiencies are at the forefront of the plans' actions.

3.17.3. Summary of sustainability initiatives

Table 30: Museum facilities sustainability actions

Museum Facilities Actions	Programme Links	Details
Shift to the use of eco-friendly products	Museum Activity Management Plan 2015-25	Wherever possible exhibitions staff use eco-friendly products, such as water-based paints. Paints that are no longer needed are disposed of via Resene. Complete repainting of gallery spaces is minimised with more patch-painting being undertaken.
Recycling and reuse		The sorting of plastic, glass and paper for recycling is active practice. The printing of brochures is kept at minimal levels, with visitors encouraged to return unwanted brochures at the end of their visit. The Museum is working towards recycling its large vinyl advertising banners, transforming them into bags for sale in the shop. Biodegradable stickers are now produced for paid-entry exhibitions, meaning that if customers drop their sticker on the footpath after leaving the Museum, the sticker dissolves once it rains.
Increase the provision of online information		The Museum will continue to make more information available online, encouraging visitors to the Museum to use their personal electronic devices to access gallery guides, further reducing the volume of printed materials. Gallery guides will also be laminated for re-use, extending their reusable life.
Replace lighting with LED lights		Gradually LED lighting is being retrofitted through most of the Museum, resulting in less energy usage and lower maintenance costs. A number of small LED lighting projects have been undertaken throughout different parts of the building, including the Planet Warriors exhibition. It is anticipated that this work will continue for the next 2-3 years. Sensor lighting in gallery spaces that dims when a space is vacant is desirable, but has a high initial investment cost.
Use energy efficient products		Quick-dry, energy-efficient sensor hand dryers to replace roller towels and old-technology hand dryers.
Reduce energy use		Projects to replace the chillers and the back-of-house lighting have been identified as likely for future years, should funding allow.
Planet Warriors educational exhibition at Waikato Museum		Planet Warriors opened in May 2013 and closes in July 2016. In this exhibition visitors explore the way their daily lives affect the planet and discover by making small changes to the way we do things, we can have a big impact on the health of our planet.

Committee: Strategy & Policy Committee

Date: 22 March 2016

Report Name: Wairere/Cobham Pedestrian and Cycle Bridge Design

Author: Christopher Barton

Report Status	<i>Open</i>
Strategy, Policy or Plan context	<i>Hamilton Plan: Providing Outstanding Infrastructure The Third City Economy in New Zealand</i>
Financial status	<i>There is budget allocated within the Ring Road project: Wairere Drive Cambridge to Cobham - \$11,487,651</i>
Assessment of significance	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

1. Purpose of the Report

2. To seek approval of the concept design for the new shared pedestrian and cycling bridge across Cobham Drive as part of the Hamilton Ring Road project.

3. Executive Summary

4. A pedestrian and cycle bridge is included in the scope of the current Wairere Drive extension from Cambridge Road to Cobham Drive project.
5. Staff have been requested to deliver a concept design for a bridge that can be delivered within existing project budgets, is appropriate as a gateway to Hamilton and appropriately reflects the proximity to the award winning Hamilton Gardens.
6. Numerous workshops have been held with key stakeholders including the Hamilton Gardens and Hamilton's Urban Design Panel to provide input and creative direction. This process has narrowed down the options to the preferred concept design.
7. As this bridge will cross the existing State Highway, NZTA will be the asset owner. NZTA endorse the current concept in principle, however, require further approval of the bridge design to ensure specific functional, dimensional and safety requirements are met that are critical to their network operation.

8. Recommendations from Management (*Recommendation to Council*)

- a) That the report be received.
- b) That the concept design for the Cobham Drive pedestrian and cycle overbridge to be constructed as part of the Hamilton Ring Road project is approved.

9. Attachments

10. Attachment 1 - Cobham Drive Pedestrian and Cycle Overbridge Concept Design

11. Key Issues

12. Background
13. A pedestrian/cycle bridge is included in the scope of the current Wairere Drive extension from Cambridge Road to Cobham Drive project. The bridge will continue the popular new Wairere Drive shared path across Cobham Drive to provide a safe connection with walking and cycling networks on the southern side of Cobham Drive.
14. A crossing (grade separated) of Cobham Drive is necessary to provide appropriate connectivity between the new shared use pathway built as part of Wairere Drive project and existing walking/cycling networks on the southern side of Cobham Drive.
15. Inclusion of a pedestrian and cycling crossing in the form of an overbridge in the vicinity of Fox Street as part of the project macro scope approval was resolved by the Strategy and Policy Committee on 5th July 2015. Staff were requested to report back to Council prior to committing to any particular design.
16. Concept design option assessments have involved staff working closely with the Urban Design Panel and the Hamilton Gardens through a number of workshops to enable early design input and direction.
17. This process has narrowed down the options to the preferred concept design (refer Attachment 1). The concept design considers appropriate and affordable architectural and urban design elements to meet the project vision of developing an elegant gateway to Hamilton which appropriately reflects the local environment including the Hamilton Gardens and the Waikato River.
18. Further development and refinement will continue through the next stage of design to confirm details such as lighting and landscaping response to integrate with the road planting and the Hamilton Gardens, balustrade design and retrofitting of throw screens, if necessary, will be implemented. Further liaison will take place with key stakeholders as the design is progressed.
19. Staff are continuing to work closely with NZTA to understand and address the functional constraints that must be considered within the bridge scope which include dimensional and safety aspects. NZTA is in agreement with the current concept in principle and have set out the process for HCC to follow through detailed design to ensure their requirements are met.
20. Legislative requirements or legal issues
21. Bridge structures are a permitted activity within the state highway; however resource consents are necessary to enable construction of the embankment and bridge structure inside the Hamilton Gardens property. Staff are currently progressing required consent applications.
22. Consultation
23. Consultation has taken place with walking and cycling advocacy groups, and important aspects have been considered. As detailed design progresses, further consultation will take place to ensure we deliver optimal design for active transport modes.
24. Hamilton Gardens are a significant stakeholder and are supportive of the current bridge concept design. A new wetlands area is being created to treat the stormwater generated from the new road, and staff have liaised closely to integrate this with future planning within the Hamilton Gardens. Consultation with Hamilton Gardens will continue throughout detailed design to ensure planting and operational aspects are appropriately considered.

25. Hamilton Urban Design Panel has been involved through numerous workshop sessions where input and direction has been given to the bridge design team. Feedback has continued to be sought and included as the concept has been developed. As design continues, refinement of detailed aspects will be focused on and further feedback will be sought as appropriate.

26. Financial and Resourcing Implications

27. The pedestrian and cycle overbridge will be delivered as part of the Hamilton Ring Road project, which is jointly funded by HCC (45%) and NZTA (55%).
28. The gross project budget for the Cambridge Road to Cobham Drive section of the project is \$11,487,651 and is 100% advance funded by NZTA as per an existing funding agreement.
29. Based on current concept level estimates, construction of the overbridge is affordable within the existing \$2.5m bridge budget allocation.

30. Risk

31. Significant risks are involved with any works over a major state highway. As the construction methodology is developed traffic management implications will be better understood. Traffic management in this environment can significantly impact on construction costs.
32. Poor ground conditions can affect the suitability of bridge foundations and can significantly impact on construction costs. Preliminary surveys of the ground conditions have been undertaken. More detailed investigations will be undertaken as detailed design is completed.
33. As a result of further identified requirements of the detailed design and any specific NZTA requirements as the future asset owner, project completion costs could be significantly impacted.
34. Should risks materialize, any resulting cost increases may impact the overall affordability of the Ring Road project.

Signatory

Authoriser	Chris Allen, General Manager City Infrastructure Group
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COBHAM DRIVE FOOTBRIDGE

COBHAM DRIVE FOOTBRIDGE

09 March 2016





VISION STATEMENT

Vision Statement:

The bridge design is a curved sculptured deck form supported on organically shaped piers arranged to create an elegant gateway to Hamilton. A key focus for the design team is to strike a fine balance between delivering a bridge that the community can be proud of and a bridge that the community can afford. This fine balance will be achieved by pursuing cost effective but well-designed structural forms whilst integrating architectural details into piers and barriers. This approach will create architectural interest with aesthetically pleasing shape and details integrated with planting celebrating the beauty of the surroundings and adjacent gardens.

COBHAM DRIVE FOOTBRIDGE

Architectural celebration of nature: The architectural intention of the bridge is to integrate planting onto the bridge and into its immediate surroundings. This is achieved by sinuous sculptural planters which are integrated into the bridge deck design. From these planters beautiful and fragrant plants will be allowed to spread across the side of the bridge to create the architectural concept of a green bridge. Users will be able to traverse the crossing as if they were walking through a garden with creeper and climbing plants growing on edge barriers and embankment walls.

Cost effective structural forms: Rather than pursue elaborate and expensive structural forms – such as cable stay and arch bridges - the designers have sought instead to utilise easily constructed structural components. The use of standard components will yield best value for the communities the bridge will serve. To this end the main span has been limited to 25m by crossing perpendicular to the road which enables the use of standard precast hollow-core bridge beams. The bridge approaches are planted MSE wall embankments where possible (to limit cost). Such an approach to the bridge form will help it achieve Hamilton City Councils proposed budgets for this bridge.

DESIGN MATRIX

DESIGN INTENT

DESIGN RESPONSE

FUNCTION

- Safe pedestrian and cycle crossing over SH1 Cobham Drive

- 3m wide shared path bridge integrated with approach pathways
- 6.2m clearance over SH1
- Accessible ramps max gradient 1:12 with landings every 10m
- Capable of retrofitting anti-throw screens

ARCHITECTURAL FORM

- Sinuous sculptural shape
- Elegant and slender
- "Gateway to Hamilton"

- Continuous concrete deck floats in landscape
- Shaped deck emphasises slender proportions
- Organic-shaped steel piers recede into landscape
- Curved approach spans reflected in wavy approach embankment walls
- Patterned and planted walls and deck tie bridge to surrounding landscape
- 25m clear span perpendicular to SH1 framed by vertical piers enclose Cobham Drive

STRUCTURE

- Structure expressed as architectural form
- Efficient
- Appropriate scale and proportion
- Buildable

- Precast prestressed concrete standard hollowcore beams span SH1
- Curved flat slab in situ concrete approach spans outside road corridor
- Steel piers fabricated off site to minimise disruption to road users
- Single pile foundations for ease of construction

LANDSCAPE & URBAN DESIGN

- Green bridge concept in context
- Enjoyable user experience

- Planting integrated onto bridge and approaches
- Patterned embankment panels designed holistically
- Slim pedestrian barriers with 'transparent' stainless steel wires

COST

- Hamilton City Council budget \$2.5M
- Cost effective solutions

- Simple well-designed structure with integral architectural form and features
- Concrete deck length reduced with MSE wall approaches
- Repetitive elements optimise formwork

PLANNING

PLANNING APPROVALS NEEDED

An outline plan of works for the portion of the bridge within the NZTA designation - the OPW is sought from Hamilton CC.

A resource consent for the section of works outside of the NZTA designation - this will also need to be sought from Hamilton CC.

----- KEY ISSUES/RISKS -----

Key stakeholders / affected parties are considered to be limited to:

- NZTA -- as the requiring authority of the Cobham Drive works
- HCC Parks & Reserves – for works adjacent / within Hamilton Gardens
- HCC Infrastructure Unit – as the requiring authority for the southern links designation where the bridge encroaches into that space.

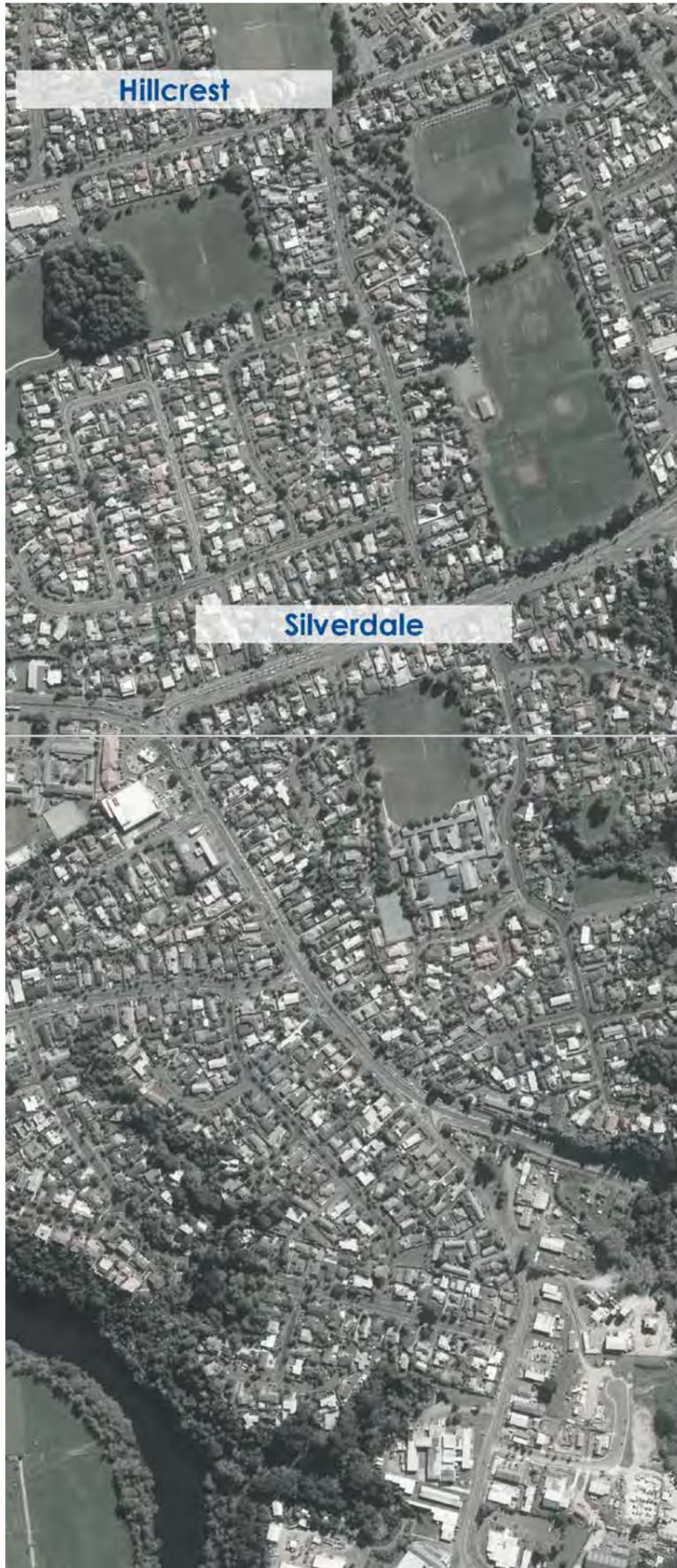
The key effects to be considered in the applications relate to visual effects, construction related effects and road user safety effects.

The key risks will be around timeframes as the level of detail to support the planning applications will be high. Consultation could occur with the relevant parties based on a concept design and some firmer detail around construction methodology.

The planning risks are considered to be low as there is no compelling need to engage with a wide group of stakeholders.

No regional consenting requirements are envisaged as the stormwater runoff is likely to be the only relevant regional consenting issue and the likelihood of the development meeting the permitted activity standards would be high.





CONTEXT PLAN

The Cobham Drive Footbridge is an important link for the Hamilton community linking the residential areas north of Cobham Drive (SH1) to the Hamilton Gardens and associated open space. The intention of the bridge is to enable safe access across the busy road for pedestrians and cyclists whilst also acting as a landmark structure crossing SH1 at the Southern entry point to the City.





LANDSCAPE PLAN

LEGEND

- 1. Pedestrian path
- 2. NZ Native screening planting
- 3. Decorative landscape planting
- 4. Bridge structure
- 5. Planting on bridge
- 6. Precast concrete panels
- 7. Ramp 1:12

COBHAM DRIVE FOOTBRIDGE

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PLANTING PALETTE

RIPARIAN SPECIES



TREE SPECIES

Pittosporum tenuifolium

Small tree with very dark twigs bearing pale green shiny waxy thin leaves and very dark flowers and 12mm wide capsules that split into two or three to show the black sticky seeds. Leaves usually 2-4cm long.

Grows to H 10m x W 2m



FLOWERING TREE SPECIES

Hoheria sexstylosa

Soft-wooded tree with a grey trunk bearing leathery toothed leaves and large white flowers that develop into a winged dry fruit. Leaves 5-15cm long by 1-5cm wide.

Grows to H 18m x W 3m



BROADLEAF SHRUB SPECIES

Geniostoma ligustrifolium

A bushy shrub with slender brittle branches. Thrives in lowlands and coastal forests. It has tiny greenish white perfumed flowers in spring.

Grows to H 4m x W 2cm



BROADLEAF SPECIES

Coprosma robusta

Large bushy shrub with pairs of glossy leaves which have a small dark-tipped flap on the stem between the leaf bases. Leaves 7-12cm long, with a prominent ridge up the middle underneath and a furrow up the middle above. Fruit red, in tight clusters along twigs.

Grows to H 6m x W 3m



BROADLEAF SPECIES

Knightia excelsa

Tall cylindrical tree bearing masses of dark green jagged leathery leaves and dense spikes of reddish flowers. Leaves 10-15cm long by 2-4cm wide, juvenile leaves to 30cm long. New growth covered in reddish fuzz.

Grows to H 20m x W 5m.

BRIDGE/WALL SPECIES



TRAILING SPECIES

Rosmarinus officinalis
Lockwood De Forest
Rosemary Prostrata

A very popular weeping variety which looks fantastic when grown over a low wall. Excellent ground cover for a sunny well drained bank. Hardy

Grows to
H 0.6m x W 2m



SCENTED SPECIES

Lavendula angustifolia
Thumberlina Leigh

Thumbelina Leigh is a robust dwarf growing English variety with plump, deep violet blue flower spikes and a strong sweet fragrance. Its habit is neat and compact with mid green fine fragrant foliage. This versatile, small lavender is well suited for containers, low hedges, perennial borders, rock gardens and herb gardens.

Grows to
H 0.3m x W 0.3m



SCENTED SPECIES

Dianthus

Low carpet forming Dianthus are tough little perennials that bloom from spring till the first frost, and produce a wonderful spicy perfume. Modern hybrids produce masses of single or semi-double offer a wide choice of colours. All are beautifully fragrant, ideal for garden borders or pots.

Grows to
H 0.3m x W 0.3cm



FLOWERING SPECIES

Convolvulus cneorum
Silverbush

Silvery grey foliage topped in summer with pure white or pink-tinted trumpet shaped flowers. Excellent for mass planting on dry sunny banks. Makes a lovely contrast plant. Dislikes wet feet.

Grows to
H 0.3m x W 0.3m



CLIMBER SPECIES

Trachelospermum
Jasminoides

Evergreen twining climber or ground cover with leathery glossy green leaves that have tones of red in winter and myriads of little white star shaped flowers in summer. Wonderfully fragrant. Well behaved and easy to grow. Can be used as a sprawling ground-cover too.

Grows to
H 1.5m x W 1.5m.

EMBANKMENT SPECIES



UPRIGHT FORM SPECIES

Phormium Dark Delight

This stunning evergreen native flax was selected for its deep purplish almost black-bronze colouring. It maintains an upright tidy habit, which thrives in almost all New Zealand soil and climatic conditions. It is compatible planted alongside grasses, Astelias, and Hebes and requires very little maintenance. It is also outstanding planted en masse with river rocks and stones

Grows to
H 0.6m x W 2m



FLOWERING BROADLEAF SPECIES

Xeronema callistemon
Poor Knights Lily

Fans of flax like foliage and magnificent bottlebrush like brilliant red flowers in late spring or early summer. Needs excellent drainage in a sunny location. Perfect for pots as it thrives on being root bound. Half hardy.

Grows to
H 0.8m x W 0.8m



UPRIGHT FORM SPECIES

Lomandra longifolia
Tanika

An evergreen, improved compact fine leaf form, this low maintenance plant. Small yellow flowers from April to October. Full sun to moderate shade. Tolerates frost and drought. Suits sandy, sandy loam to clay soils. Avoid wet feet.

Grows to
H 0.5 - 0.6m x W 0.65cm



FLOWERING SHRUB SPECIES

Hebe diosmifolia

This NZ native with narrow, glossy, deep green leaves is smothered with small flower heads of tiny white to pale lavender flowers in spring. Clip back after flowering. Excellent hedging plant. Enjoys a sunny position in the garden. Hardy. Evergreen.

Grows to
H 30cm x W 30cm



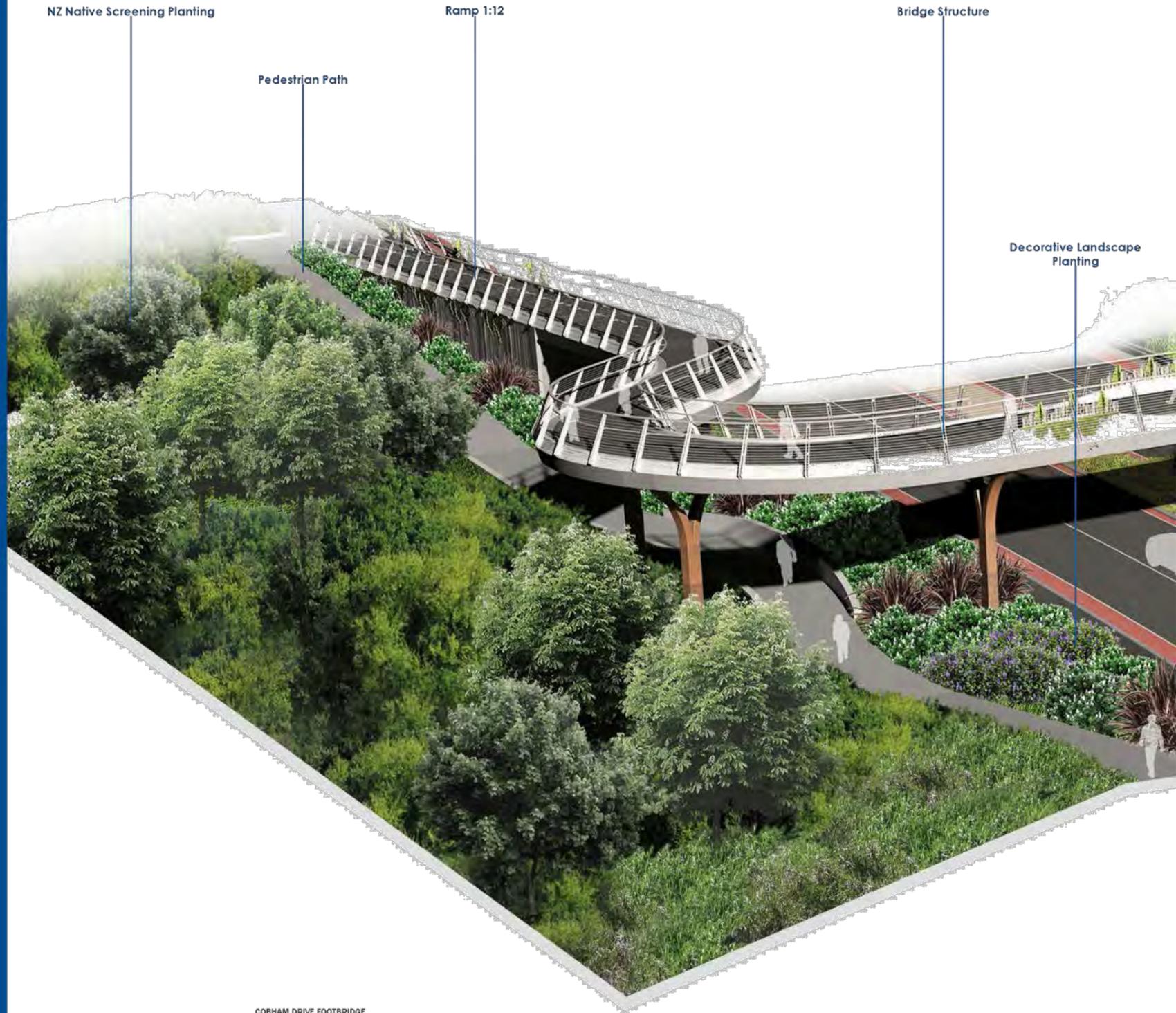
GROUNDCOVER SPECIES

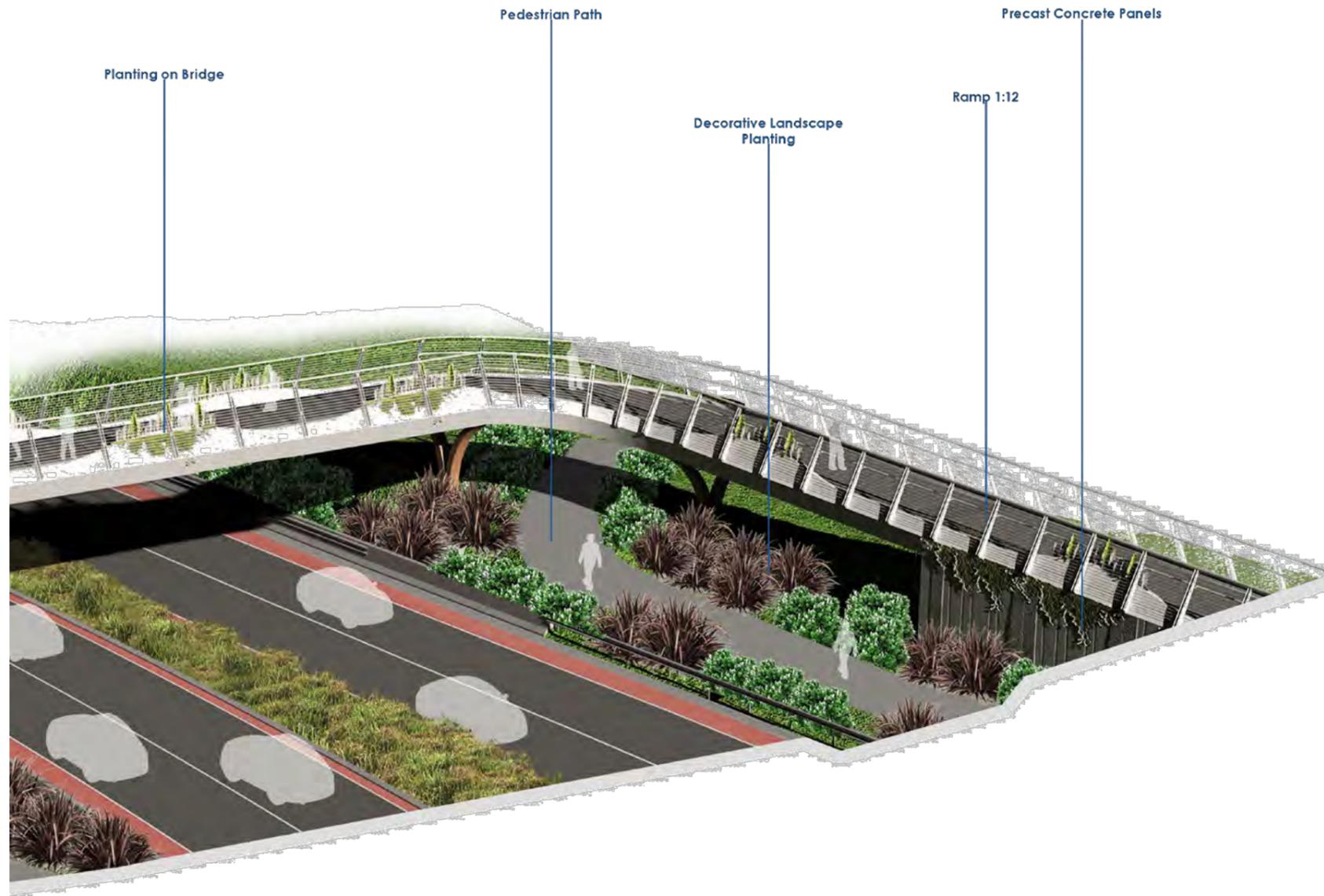
Hebe chathamica

Very low growing sprawling shrub bearing pairs of oval leaves and rounded flower spikes on a distinct stalk inhabiting coastal sites of the Chatham Islands. Leaves 8.5-33mm long by 5.5-16mm wide. Leaf bud without gap at base. Flowers often tinged purple, in a rounded spike to 4cm long.

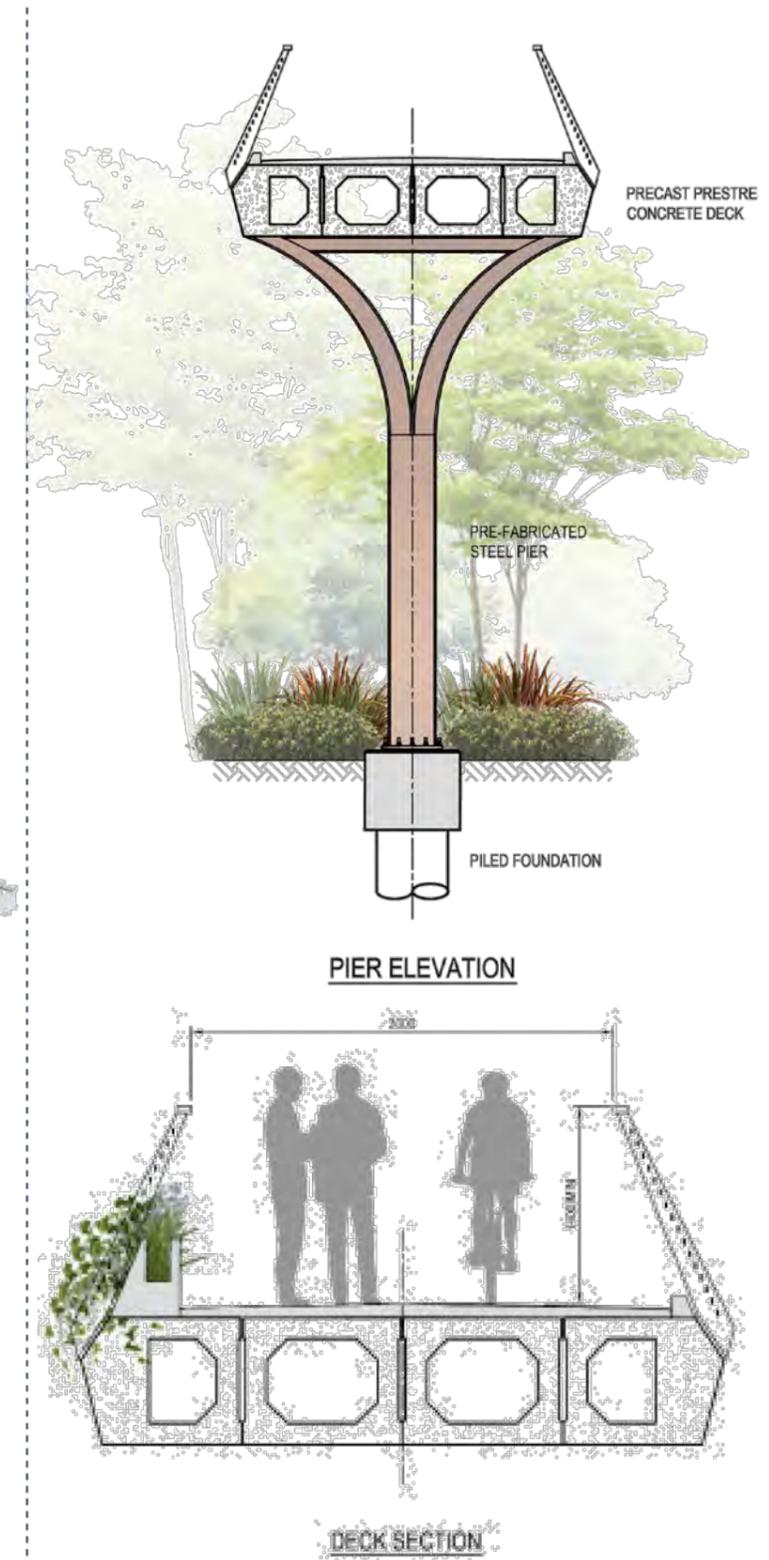
Grows to
H 0.8m x W 0.8m

VISUALISATION





COBHAM DRIVE FOOTBRIDGE



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PHOTO MONTAGE



COBHAM DRIVE FOOTBRIDGE

BRIDGE LIGHTING CONCEPT

Bridge deck lit by LED lights housed in handrails.
Piers and embankment wall panels uplit by ground-mounted spotlights.
Street lighting not shown shall be in addition to bridge lighting.



COBHAM DRIVE FOOTBRIDGE

Committee: Strategy & Policy Committee **Date:** 22 March 2016

Report Name: Beale Cottage Historic Reserve Management Plan Assessment **Author:** Helen Paki

Report Status	<i>Open</i>
Strategy, Policy or Plan context	<i>Hamilton Plan Heritage Plan</i>
Financial status	<i>No additional budget is required for the assessment of the Management Plan</i>
Assessment of significance	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

1. Purpose of the Report

2. This report seeks approval for the establishment of a working group to undertake an assessment of the Beale Cottage Historic Reserves Management Plan.

3. Recommendations from Management

- a) That the report be received
- b) That a Working Group be established, and chaired by Deputy Mayor Gordon Chesterman, as Heritage Advisory Panel Chair, to:
 - i. undertake a preliminary assessment of the Beale Cottage Historic Reserve Management Plan, in consultation with the Heritage Advisory Panel, Council staff and Heritage New Zealand;
 - ii. develop for consideration and ratification by the Strategy and Policy Committee, recommendations to Council in respect of its Management Plan review obligations under section 41(4) of the Reserves Act 1977; and
 - iii. report back to the Strategy and Policy Committee on 7 June 2016.

4. Attachments

5. Attachment 1 - Beale Cottage Historic Reserve Management Plan 2006 - Vision and Objectives

6. Key Issues

7. Background

8. Beale Cottage Historic Reserve (Beale Cottage) is located at 112 Beale Street, Hamilton East and includes the cottage, the garden and site. The cottage is thought to have been built in the early 1870's by Dr Bernard Charles Beale. The site has strong associations with the early settlers of post-militia Hamilton, Private Thomas Jackson, Dr Beale, Edward Harker, John Sloper Edgumbe and their families.
9. The Beale cottage site was purchased by Hamilton City Council in 1990 in recognition of the long term historic value to the community and restoration work was undertaken in 1995.
10. Beale Cottage is under the management of the Waikato Museum and funding for maintenance and upkeep is administered through the Museum maintenance and renewal budgets. The cottage is currently tenanted to assist with security and garden maintenance. The house is accessible to the public; however promotion of public tours has been limited.

11. Strategic alignment

12. Hamilton Plan – distinct suburban villages; celebrating our arts and culture.
13. Heritage Plan - ensuring structures, buildings and areas of historical significance in the city are identified and conserved for future generations.

14. Legislative requirements

15. Beale Cottage Historic Reserve (cottage, gardens and site) is classified under the Reserves Act 1977 as a Historic Reserve.
16. The Beale Cottage Historic Reserve Management Plan was developed in 2006 in accordance with Section 41 of the Reserves Act 1977 with the intention of providing for and ensuring the use, enjoyment, maintenance, protection and preservation of the Beale Cottage reserve. The purpose of Historic Reserves under the Reserves Act(18) is:

"... protecting and preserving in perpetuity such places, objects and natural features, and such things thereon or therein contained as are of historic, archaeological, cultural, education, and other special interest".

17. Under Section 41(4) of the Reserves Act, Council is required to keep Management Plans under continuous review so that they are adapted to changing circumstances and in accordance with increased knowledge.
18. Beale Cottage is classified as a Category 1 item on the Heritage New Zealand list. It is protected via the District Plan, having an 'A' Historic item ranking. Therefore, any works to the building and its surrounds would require consent from both Council and Heritage New Zealand.

19. Implementation

20. Significant research was undertaken in the preparation of the 2006 Management Plan including the completion of a Conservation Plan, historic research and landscape investigation.
21. Whilst it is considered that the Management Plan's vision and objectives (Attachment 1) remain consistent with the purpose of a Historic Reserve, it is appropriate that consideration now be made as to what, if any, adaptations are required to ensure the Management Plan is kept up to date and its objectives implemented.
22. It is therefore recommended that a working group comprising elected members, staff and external heritage expertise be established to undertake a preliminary assessment of the Management Plan.
23. Once the working party's preliminary assessment is complete, it is proposed that a recommendation be made to Council (through the Strategy and Policy Committee) for a resolution under section 41 of the Reserves Act, as to:

- whether or not a review of the Management Plan is required under section 41 of the Reserves Act;
 - if a section 41 review is required, the extent of that review and the decision-making procedures to be followed (including associated consultation requirements).
24. If the working party recommends that a comprehensive review be undertaken then the formal public consultation process prescribed in section 41(5), (5A), (6) and (10) of the Reserves Act must be undertaken. However, if a non-comprehensive review is recommended, no formal consultative process is required and Council has the option of undertaking a narrow targeted consultation process, involving key stakeholders.
25. While the objectives are considered to be current, work is required to ensure the Management Plan is up to date and an action plan is in place and objectives are being met.
26. It is recommended that a working group comprising elected members, staff and external heritage expertise is established to undertake a non-comprehensive review of the Management Plan, in conjunction with the Heritage Advisory Panel.
27. The specific process and timeframe for the review of the Management Plan will be determined by the working group. Recommendations for implementing the Management Plan objectives will be reported back to the Strategy and Policy Committee.
28. Treaty of Waitangi
29. There are no Treaty requirements or implications relating to the non-comprehensive review of the Management Plan. Any heritage and archeological matters would be dealt with under the relevant legislation such as the Heritage New Zealand Pouhere Toanga Act.

30. Financial and Resourcing Implications

31. The review process and documentation will be facilitated by staff and managed within existing operational budget. The table below is an estimate only of staff time and cost based on an anticipated 3 month period. Actual staff time cost will be dependent on the number of meetings and the extent of investigation and documentation arising out of the review. A record of hours will be maintained and reported.

Item	Staff Time (hours)	Cost (\$100ph)
Meeting Coordination	24	2400
Meeting attendance	36	3600
Documentation and reporting	60	6000
TOTALS	120	12,000

32. Risk

33. Timeframes and budget have been estimated based on the assumption that the review is non-comprehensive and the working group will make recommendations for implementing the current objectives. If the working group identifies further work is required, there may be potential resourcing and timeframe implications.

Signatory

Authoriser	Lance Vervoort, General Manager Community
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6.0 The Vision

Cultural heritage significance is based on the ability to provide an understanding of the past and therefore enrich the present and future. The community has held a vision for Beale Cottage since the 1960s and today the community has the potential to ensure the place is conserved and enjoyed for future generations. The place is also a historic reserve which should be available for the community to enjoy

The Hamilton City Community Plan incorporates the views of the community. It has clearly identified that:

- 9 Hamilton values and nurtures its rich culture and artistic capacity.
- 11 Hamilton's cultural and built heritage is widely appreciated and protected.

Beale Cottage Historic Reserve illustrates the above two goals, and should be a key indicator for assessing the outcome area "Experiencing Arts, Culture and Heritage". It forms part of the early European culture of Hamilton East and Hamilton and marks the turning point from the Maori world to that of European occupation. The place has for over 130 years been occupied and developed as a home and place of work. Its historical value spans the nineteenth and twentieth century, with the primary heritage value as Doctor Beale's residence. The place is valued by the community and protected at national and local levels.

Beale Cottage is managed by The Waikato Museum on behalf of the Arts and Culture Unit of Hamilton City Council. Management and ownership of this place, on behalf of the community, recognises its historical value and in turn clearly represents the guiding philosophies of the museum and council to conserve Hamilton's heritage. There is further potential for public enjoyment and historical educational tourism.

In light of the I.C.O.M.O.S. Charter and the Conservation and Maintenance Policies for Beale Cottage and site the VISION for the Beale Cottage Historic Reserve is:

- 1 To conserve Beale Cottage, gardens and site for future generations in accordance with ICOMOS principles, policies and procedures.
- 2 To maintain Beale Cottage, garden and site, as a demonstration of incorporating heritage values in the city's ongoing development.
- 3 To recognise and value Beale Cottage Historic Reserve as part of Hamilton's heritage.
- 4 To make the place and its history accessible to the community.
- 5 To find the best use for the building and site that is compatible with these aims.

7.0 Objectives and Policies

Council's commitment to conserving heritage and the Strategic goal is demonstrated by purchase of the property and ongoing maintenance. Recently the building has undergone protection in the form of fire and security installation, pending a new use being decided. However further work is required, together with a reassessment of the use of the place, and a long term strategy.

7.1 Objectives

The following objectives are based on the four main vision statements and seek to protect and maintain the heritage values of the place while allowing the enjoyment of Beale Cottage Historic Reserve.

- Objective 1- To conserve and maintain Beale Cottage, garden and site with the most appropriate use of the building, site and surrounding areas.
- Objective 2- To understand and interpret the place- context, site, cottage, garden and history.
- Objective 3- To develop an appropriate User Management Policy.
- Objective 4- To meet Historic Reserve requirements and other obligations.
- Objective 5- Ensure conservation of artefacts and documents associated with the place.
- Objective 6- To include community consultation, participation and support.
- Objective 7- To promote historical education and make the place and its history accessible to the community.
- Objective 8- To establish a programme of works and to allocate funds for special projects and capital works, and long term maintenance.

Committee: Strategy & Policy Committee **Date:** 22 March 2016

Report Name: Six Monthly Report from the
Chairs of the Subcommittees
to the Strategy and Policy
Committee **Author:** Brendan Stringer

Status	<i>Open</i>
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Recommendations

That the:

- a) Business and Investment Subcommittee Chairperson's Report from August 2015 to January 2016 be received;
- b) Civil Defence and Emergency Management Subcommittee Chairperson's Report from August 2015 to January 2016 be received;
- c) **Community Forum Subcommittee**
 - i. Community Forum Subcommittee Chairperson's Report from August 2015 to January 2016 be received; and
 - ii. Older Persons Plan be reported annually to the Strategy and Policy Committee to ensure consistency with reporting requirements of other Council Plans.
- d) Hearings Subcommittee Chairperson's Report from August 2015 to January 2016 be received; and
- e) Public Art Subcommittee Chairperson's Report from August 2015 to January 2016 be received.

1. Attachments

2. Attachment 1 - Six-Monthly Business and Investment Subcommittee Chairperson's Report
3. Attachment 2 - Six-Monthly Civil Defence and Emergency Management Subcommittee Chairperson's Report
4. Attachment 3 - Six-Monthly Community Forum Subcommittee Chairperson's Report
5. Attachment 4 - Six-Monthly Hearings Subcommittee Chairperson's Report
6. Attachment 5 - Six-Monthly Public Art Subcommittee Chairperson's Report



Business and Investment Subcommittee Chairperson's Report

March 22, 2016

1. THIS IS THE SIX MONTHLY CHAIRPERSON'S REPORT TO THE STRATEGY AND POLICY COMMITTEE OF COUNCIL.

2. SUBCOMMITTEE MEETINGS SINCE LAST REPORT:

- 15 September 2015; and
- 9 October 2015; and
- 18 November 2015

These are the meetings for the reporting period up until January 2016.

The Agendas and Open Minutes of the Meetings can be found here:

<http://www.hamilton.govt.nz/our-council/meetings-and-minutes/Pages/default.aspx>

3. UPDATE ON THE SUBCOMMITTEE'S WORK PROGRAMME

The Central City Transformation Plan has been completed and approved by Council.

The following policy reviews have been completed and recommendations made to the Strategy and Policy Committee: Street & Directional Signage (deleted), Gateways Policy and Street Beautification Policy incorporated into one policy and updated, and Public Places Policy and Bylaw have been approved by Council.

The Subcommittee received updates on the Council owned key sites, including Beggs Wiseman Building which was approved by Council for sale and VOTR. The Subcommittee members participated in a workshop on the VOTR site.

The Subcommittee is currently reviewing the Business Improvement District Policy and expects to make recommendations to the Strategy and Policy Committee at its May meeting. Work has started on review of the Municipal Endowment Policy.

Hamilton Waikato Tourism and HCBA presented their annual reports for the 2015 year.

Hamilton's quarterly economic indicators report for September and December have been published on the Council's website.

4. MAJOR ACHIEVEMENTS

Approval of the CCTP. This was as significant piece of work for the Subcommittee.

5. EMERGING ISSUES

None.

6. RECOMMENDATIONS

That the Business and Investment Subcommittee Chairperson's Report from August 2015 to January 2016 be received.

Her Worship the Mayor Hardaker
Chairperson Business and Investment Subcommittee



Civil Defence and Emergency Management Subcommittee Chairperson's Report

March 22, 2016

1. THIS IS THE SIX MONTHLY CHAIRPERSON'S REPORT TO THE STRATEGY AND POLICY COMMITTEE OF COUNCIL.

2. SUBCOMMITTEE MEETINGS SINCE LAST REPORT:

- 26 August 2015; and
- 18 November 2015.

The Agendas and Open Minutes of the Meetings can be found here:

<http://www.hamilton.govt.nz/our-council/meetings-and-minutes/Pages/default.aspx>

3. UPDATE ON THE SUBCOMMITTEE'S WORK PROGRAMME

The Subcommittee met on the 26th of August 2015 and again on the 18th of November 2015

Operation Shakeout was a National Civil Defence exercise held on the 15th of October 2015, this exercise was well supported through social media and involved an earthquake drill. Thanks to those elected members who were involved in the pre-publicity of this event by having their photographs taken at various Council facilities throughout the City.

The Crisis Manager David Robson resigned from Council in January of 2016 and as a result of David's resignation Hamilton City have entered into a six month arrangement with the Waikato Regional Council CDEM group .The CDEM group will provide oversight and direction for the Hamilton City Emergency Management activities and Council CDEM staff. This will enable Council to explore the options for a longer term permanent arrangement with the CDEM group.

The City Safe Manager Kelvin Powell has been appointed as the second Controller for Civil Defence and Emergency Management events.

With the departure of the Crisis Manager a Recovery Manager will need to be appointed for Hamilton, but this can wait until the trial period with the Waikato Regional Council is completed.

An exercise with Elected Members is to be arranged but is dependent on the availability of members.

4. MAJOR ACHIEVEMENTS

Refer to comments above.

5. EMERGING ISSUES

Refer to comments above.

6. RECOMMENDATIONS

That the Civil Defence and Emergency Management Subcommittee Chairperson's Report from August 2015 to January 2016 be received.

Cr Leo Tooman

Chairperson Civil Defence and Emergency Management Subcommittee



Community Forum Subcommittee Chairperson's Report

March 22, 2016

1. THIS IS THE SIX MONTHLY CHAIRPERSON'S REPORT TO THE STRATEGY AND POLICY COMMITTEE OF COUNCIL.

As per requested format.

2. SUBCOMMITTEE MEETINGS SINCE LAST REPORT:

- 19 August 2015; and
- 24 November 2015.

The Agendas and comprehensive Open Minutes of the Meetings can be found here:

<http://www.hamilton.govt.nz/our-council/meetings-and-minutes/Pages/default.aspx>

3. UPDATE ON THE SUBCOMMITTEE'S WORK PROGRAMME

The wider themes discussed at the two subcommittee meetings were:

- August (The Arts and Environmental)
- November (Ethnic and Disability)

4. SIGNIFICANT ISSUES

Elected Members are encouraged to refer to the full minutes which capture the comprehensive discussions occurring with stakeholders.

Particular mention is made of the following matters:

- A report was presented from the Sustainability Advisory Panel that led to the Chief Executive reporting to Council in March 2016 on all initiatives within the organisation that fit within the Sustainability Framework.
- There was discussion around the Social Wellbeing Strategy being replaced with a Social Wellbeing Indicator Report at the Subcommittee's meeting in February 2016. This Report will provide an overall picture of social wellbeing within Hamilton, and identify areas needing collaborative action. It is considered that this report will focus on key overarching social indicators which measure the trend changes to social outcomes in Hamilton rather than measuring the specific priorities of the Social Wellbeing Strategy. This report

will provide the impetus for Council to engage and lead strategic, targeted discussion with a range of key stakeholders on identified and emerging issues. The first Social Wellbeing Indicator Report will be presented in February 2017.

- The annual Ethnic Forum was held in August 2015 and provided the context for several presentations at the November 2015 Subcommittee meeting. The major issues raised by the community were around housing concerns, particular for refugee families, and the gap in funding that has created a lack of available language support for families when accessing services.
- A revised work programme for the Subcommittee was adopted to focus presentations and reports to provide a strategic analysis of emerging issues within Hamilton City.

5. EMERGING ISSUES

Upcoming reports for the remainder of 2016 include:

- 4 May (Presentations on the Social Housing Strategy, latest research from Poverty Action Waikato and the local impact of the Salvation Army's State of the Nation Report)
- 2 August (Annual Reports on emerging issues for the Youth, Older and Ethnic populations of Hamilton City)

The Community Forum Subcommittee is prepared to progress work as directed and will report to the Strategy and Policy Committee around specific agenda items as the need arises.

Given the significant matters impacting on the community that are discussed by this Subcommittee, all Elected Members are encouraged to attend these meetings where their diary commitments permit.

6. RECOMMENDATIONS

That:

- a) the Community Forum Subcommittee Chairperson's Report from August 2015 to January 2016 be received; and
- b) the Older Persons Plan be reported annually to the Strategy and Policy Committee to ensure consistency with reporting requirements of other Council Plans

Councilor Gallagher
Chairperson Community Forum Subcommittee



Hearings Subcommittee Chairperson's Report

March 22, 2016

1. THIS IS THE SIX MONTHLY CHAIRPERSON'S REPORT TO THE STRATEGY AND POLICY COMMITTEE OF COUNCIL.

2. SUBCOMMITTEE MEETINGS SINCE LAST REPORT:

- 23 September 2015: Parking Restriction Changes
- 27 October 2015: Parking Restriction Changes
- 29 October 2015: Parking Restriction Changes

The Agendas and Open Minutes of the Meetings can be found here:

<http://www.hamilton.govt.nz/our-council/meetings-and-minutes/Pages/default.aspx>

3. UPDATE ON THE SUBCOMMITTEE'S WORK PROGRAMME

The Hearings Sub Committee continues to meet as and when required throughout the year mainly on dog appeal and parking restriction matters.

4. MAJOR ACHIEVEMENTS

5. EMERGING ISSUES

Nil

6. RECOMMENDATIONS

That the Hearings Subcommittee Chairperson's Report from August 2015 to January 2016 be received.

Councillor Margaret Forsyth

Chairperson Hearings Subcommittee



Public Art Subcommittee Chairperson's Report

March 22, 2016

1. THIS IS THE SIX MONTHLY CHAIRPERSON'S REPORT TO THE STRATEGY AND POLICY COMMITTEE OF COUNCIL.

2. SUBCOMMITTEE MEETINGS SINCE LAST REPORT:

- 11 August 2015; and
- 25 August 2015; and
- 17 November 2015

The Agendas and Open Minutes of the Meetings can be found here:

<http://www.hamilton.govt.nz/our-council/meetings-and-minutes/Pages/default.aspx>

3. UPDATE ON THE SUBCOMMITTEE'S WORK PROGRAMME

The Subcommittee has considered two public artworks, both related to commemoration of the war horses that took part in World War 1. Both proposals have been approved to stage 2.

One is a traditional artwork to be located in Memorial Park and one is a contemporary artwork to be located in Hamilton Gardens.

4. MAJOR ACHIEVEMENTS

Continuing to support and accept public artwork proposals.

5. EMERGING ISSUES

None

6. RECOMMENDATIONS

That the Public Art Subcommittee Chairperson's Report from August 2015 to January 2016 be received.

Her Worship Mayor Hardaker
Chairperson Public Art Subcommittee

Committee: Strategy & Policy Committee **Date:** 22 March 2016
Report Name: Operational Roundup Report **Author:** Robyn Denton

Report Status	<i>Open</i>
Strategy, Policy or Plan context	
Financial status	<i>Not applicable – for information only</i>
Assessment of significance	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

1. Purpose of the Report

- An update on key issues discussed at the Waikato Regional Transport Committee, the Hamilton Public Transport Joint Committee, and the Waikato Civil Defence Emergency Management Joint Committee are outlined in the report. A update on the refresh of Access Hamilton is also provided.

3. Recommendation from Management

That the report be received.

4. Attachments

- Attachment 1 - Waikato Speed Management Project update
- Attachment 2 - NZ Transport Agency Quarter 1 report for Waikato Regional Transport Committee
- Attachment 3 - NZ Transport Agency Quarter 2 report for Waikato Regional Transport Committee
- Attachment 4 - Regional Land Transport 2014/15 Annual Monitoring Report

9. Hamilton Transport Strategy

- Access Hamilton, the transport strategy for Hamilton, is currently being refreshed in line with the NZTA Better Business Case model. Early review work has identified that the strategic direction of Access Hamilton is still relevant, optimising land use opportunities, reducing car dependency and ensuring growth is managed to maximise economic benefits for the city. Transport staff are working closely with NZTA and key stakeholders to ensure the strategic business case clearly identifies the issues currently faced by the city to ensure transport expenditure is focussed in areas that will deliver the greatest outcomes for the city, at the right time.

11. Previous Councillor briefings held in 2015 proposed the following tactical responses to meet the strategic outcomes, and these are still the preferred approaches being discussed:
- Maximising Economic Development
 - Managing Growth
 - Providing Travel Alternatives
 - Improving Safety
 - Existing Network Management and Optimisation

The refresh is anticipated to be finalised this financial year.

12. Waikato Regional Transport Committee

13. The agendas, minutes and presentations of each of the Regional Transport Committee (RTC) meetings can be found using the following link:

<http://www.waikatoregion.govt.nz/Community/Whats-happening/Council-meetings/Agendas-and-minutes-for-council-and-standing-committees-from-28-November-2013/Transport/>

14. The following are key aspects of the meetings held on 30 November 2015 and 7 March 2016.

15. Regional Speed Management Demonstration Project

16. The Regional Speed Management Project has been progressing steadily and key achievements to date include:

- Project plan and communications strategy developed and reviewed by RTC at the November meeting
- Completion of technical assessment of the Waikato region's road network in accordance with the draft Speed Management Guide
- Community research commenced to understand current opinions and to create a baseline from which to monitor 'changing conversations' on speed
- Liaison with Road Controlling Authority (RCA) staff on potential sites for inclusion in the demonstration project and early 'sense testing' of the technical analysis for these sites
- Messaging workshop with key stakeholders and the communications consultant that NZ Transport Agency have engaged to oversee the national Changing the Conversations work stream
- A programme business case workshop to confirm the Strategic Case and identify Strategic Programme options and alternatives for moving forward.

17. Next steps for the project include:

- Meeting with the RCA's to confirm the demonstration sites and start early engagement with communities on the potential changes
- Holding the second programme business case workshop
- Following early consultation with the community about the proposed demonstration sites, seeking RCA approval to formally review speed limit bylaws as necessary.
- Ongoing monitoring of conversations about speed and public attitude surveys.

18. The Demonstration Project will be completed by the end of this calendar year and will be a key piece of work for informing the future national direction on Speed Management – including the setting of speed limits. The work completed to date has been a 'test' of the proposed process for setting speed limits and the early indications are looking sensible and line up well with the expectations set out in the Speed Management Programme.

19. In the meantime, work will continue on finalising the technical assessment which will identify the high benefit opportunities for speed management that should be considered for inclusion

by the regions RCA's in their next Activity Management Plans. These high benefit opportunities will likely represent around 5% of the network.

20. A copy of the Speed Management Project update #2 is included in this report as Attachment 1.

21. NZTA Quarterly Achievement Reports

22. Robert Brodnax from the NZ Transport Agency provided an overview of the work that the Agency had undertaken in the first two quarters of the 2014/15 financial year. A copy of these reports is included as Attachment 2 and 3.

23. The new CEO for the Agency was announced in November as being Fergus Gammie and he started with the Agency this month.

<http://www.nzta.govt.nz/media-releases/fergus-gammie-appointed-chief-executive-of-nz-transport-agency-effective-1-march-2016/>

24. Progress reports on a number of capital projects throughout the region were also provided by Kaye Clark. Several of these are being undertaken in the city including:

- SH1 / 26 Roundabout – upgrading of the roundabout is fully complete and operational. Planting will be completed in autumn 2016 to utilise the best growing conditions.
- Wairere Dr / Cobham Dr – installation of a roundabout and separate pedestrian/cycle overbridge. Construction underway.
- Cambridge Rd / Cobham Dr – upgrade of intersection design underway, with construction proposed for 2016/17 following the completion of the Wairere Dr intersection
- Sillary St pedestrian underpass – design work underway with consultation being undertaken.
- SH3 Ohaupo Rd – pedestrian and cycling improvements to be completed by end of this financial year
- SH1 / Gallagher Dr – installation of traffic signals to be completed by the end of this financial year. Good linkages being provided to the Western Rail Trail project.
- The contract for the Hamilton section of the Waikato expressway – Lake Road to Tamahere has been awarded. Site preparation and clearance will be undertaken this summer and the project is expected to be substantially completed by 2019/2020.
- Improvements to the SH1 / Cambridge Road intersection are not expected until the next financial year to follow on from the SH1 / Wairere Dr works. Design is underway for traffic signals.

25. Investment Decision Making Review

26. A joint project between NZ Transport Agency, Ministry of Transport (MOT) and Treasury has been undertaken with the intention of giving stakeholders confidence that the investment decision making process and the considerations within it are fit for purpose, aligned with international best practice, and deliver the right transport outcomes for NZ.

27. Key recommendations include looking at how NZTA give greater weight to regional and local outcomes in their prioritisation of the National Land Transport Plan (NLTP), how we better embed the principles of the Business Case Approach into the sector's planning and investment processes, and improvements to the way in which we do benefit cost appraisal.

28. The upcoming review of the Regional Land Transport Plan will need to consider this change, as currently all 5 priorities within the Waikato RLTP are equally weighted.

29. As the work evolves, the Agency will be testing emerging thinking with local government end users, and will keep local government stakeholders informed.

30. 2018 Regional Land Transport Plan development

31. Under the Land Transport Management Act 2003 (LTMA) a Regional Land Transport Plan (RLTP) must be prepared every six years, with a review of the plan required every three years. This means the current operative RLTP must be reviewed by May 2018.

32. A timetable for this review was tabled and agreed upon at the November meeting, which will see 2016 focussed on setting the scene and preparing the RLTP project plan, 2017 developing the RLTP via the business case approach, and 2018 undertaking the statutory consultation with adoption by May 2018.

33. As a result, meetings of the Regional Transport Committee (RTC) will again become monthly, commencing 7 March and pausing briefly in October/November to accommodate the local body elections.

34. A key focus of this work will be looking for agreement on what should be the next large projects that the region needs to deliver following the completion of the Waikato Expressway. Early thinking has identified projects such as the SH1/29 Cambridge to Tauranga route and Southern Links as possibilities.

35. As part of the preparation for the review, a series of guest speakers have been arranged to present background information to assist the RTC in the upcoming review. The following is an overview of the presentations given at both the November 2015 and March 2016 meetings:

36. *Demographics and Transport in the Waikato Region*

37. Dr William (Bill) Cochrane, Associate Researcher National Institute of Demographic and Economic Analysis, University of Waikato presented information on the projected demographic and labour market changes in the Waikato region over coming decades. Key points noted from the presentation were:

- While the Waikato Region has had steady growth since the 2nd World War, Cambridge and Te Awamutu have been dominant in that growth. This largely is reflective of the changes in 'relative transport costs' and housing costs which are encouraging people who work in Hamilton to move to the nearby townships for the lower cost housing and lifestyle.
- Looking out to 2063 the population for the region continues to grow, with rapid growth in the 65+ age group, steady decline in the 0-14 age group, and a reasonably steady number of the working age group.
- Hamilton, Waipa and Waikato are the only local authorities with an increasing population.
- Industry is expected to move into the city, making it harder to retain the amenity and support services in the small rural towns.
- The 'family structure' will also change, with a decline in the number of families with adults and children in the house, with an increasing number of one person households. This will lead to a change in the type of housing needed in the longer term.
- The commuting behaviour has changed and the 'effective area' of the Hamilton working population has grown considerably resulting in an effective doubling of the Hamilton Labour force area. Te Awamutu and Cambridge have very strong ties to Hamilton with around 1.3 of their workforce working in Hamilton.

38. A copy of the presentation is available via the link provided in paragraph 12 above.

39. Strategic Transport Drivers and Issues

40. Urwlyn Treblico (Principal Strategic Advisor, Strategy, WRC) spoke on Transport Planning in a time of change and uncertainty.
41. Key issues that are driving change include:
- Environmental impacts – noting that transport can be part of the solution as well as part of the problem
 - Peoples values, perceptions and ideas are changing
 - Technology change – which is rapid and unpredictable
 - Growing Iwi/Maori involvement in both economic and political activities
 - Economic trends – including markets, production costs, currency rates
 - Regional risks – hazards, bio security and climate change
 - Demographic's – ageing, urbanisation, ethnic, diversity, rural depopulation
 - Central Government influence – current focus is on economic development, exports and efficiency. There is an increasing focus on these at a Regional level.
 - Development trends – new freight hubs, changing levels of investment from China, Auckland expansion.
42. New technology is occurring faster and with different impacts/outcomes to the past. We have never been less sure about what the future will bring and there will be increasing financial challenges associated with the delivery of these changes. The impact will be compounded by changes also occurring in political, economic and environmental areas.
43. So, what does this mean for transport planning:
- Need to stay informed and understand what is happening globally
 - Need to understand our desired outcomes
 - Minimise control and let the 'good things happen'
 - Don't burn bridges necessarily – eg disused rail land is worth keeping for other transport uses in the future
 - Need to focus on the opportunities rather than the problems
 - Plan for uncertainty and use an adaptive management style
 - Need to understand the externalities and the hidden costs
 - Think about the outliers – most people are doing ok, but our most vulnerable people need special care.
44. Blair Keenan (Principal Economist, Social & Economic Science, WRC) spoke about the economic issues and trend affecting transport and regional land transport planning and noted:
- Waikato Region and even the whole of NZ is highly influenced by world economic activity and GDP is a good measure of how we are performing.
 - The GDP for Waikato region is more sensitive to the changes in diary prices/activity than other regions in NZ.
 - GDP is very dependent and strongly related to road freight activity and is becoming more so.

- Crude oil prices have been very volatile in recent years and as a result there has been an increasing focus on fuel production and extraction, along with alternative technology development such as solar and electrical power.
 - Moving forward would expect to see road/rail less as competitors and more closely aligned and working together.
 - While road transport is cheaper than air, water or rail, telecommunications is the cheapest and price for this has remained relatively static.
 - It is hard to predict exactly what is ahead, and we are best to look at scenario modelling when planning for the future.
45. Katie Mayes (Manager Strategy, WRC) talked about integrated land use and transport planning issues, with a focus on current and emerging issues at an upper North Island spatial scale.
- The upper North Island activities are key to NZ as a whole, and the Waikato makes up a key component of that area. Inter-regional movement is key to ensuring the ongoing success of the Upper North Island
 - Key drivers for change coming up include the Auckland Port decision, Auckland Unitary Plan, location of future inland ports, central government aspirations for regions and macro-economic changes eg changing commodity prices and the slow down in tourist numbers from China.
 - Auckland is growing by the size of Hamilton every 4 years
 - By 2043 the Waikato population is projected to growth by a third and this will largely be in Hamilton and the surrounding Waikato and Waipa districts.
 - Both Auckland and Waikato have grown faster than anticipated in our current RLTPlan
 - Labour market areas are growing in size as people are willing and need to travel further to work. Need to have good access to all transport modes. Very soon there will be the equivalent of one labour market covering Auckland and Waikato
 - There is an increasing 'inter-regional' value chain being created between Waikato and Auckland with 25% of the regions raw materials moving through to Auckland. Eg produce growing has moved from south Auckland to Waikato and Matamata-Piako districts.
 - It is therefore critical to recognise the importance of the Upper North Island in the RLTPlan and to support spatial planning as a tool to ensure good linkages between planning and transport needs
 - We need to be in a position to decide what inter-regional activity is important for the Waikato Region in the RLTPlan and if necessary be prepared to spend money outside of our region in order to achieve the best outcomes.
- The two key challenges moving forward are 'understanding what does success look like for Waikato region' and what are the key conversations that are needed to enable success to be achieved.
46. Blair Dickie (Principal Strategic Advisor, Strategy, WRC) spoke about climate change related transport issues.
- The Ministry for the Environment are telling us to expect and plan for climate change which will see an increase in weather extremes and the occurrence of these extremes
 - Key issues for Waikato region will be increasing sea levels and decreased soil moisture levels.

- The Resource Management Act is the only legislation that deals with climate change and the need for adaptation.
- Regionally, the Waikato Regional Policy Statement deals with climate change also.
- Climate change mitigation focuses on reducing carbon emissions, while adaptation focuses on water.
- NZ is transitioning to a low emissions economy.
- Adaptation requires allocation of space for future hazards and is linked to the design of infrastructure eg building roads and bridges that are able to cope with rising sea levels.
- A coastal inundation tool has been released by the WRC to help the public understand and plan for the changes - <http://www.waikatoregion.govt.nz/coastal-inundation-tool/>
- Insurance is less likely to be a solution moving forward as they can't spread the risk and we know that the problem is coming.
- The finance sector is likely to be a potential partner for adaptation activities as they will be looking for security of the new assets being created and which they are investing in.

47. 2014/15 Regional Land Transport Annual Monitoring Update

48. The Waikato Regional Council have produced a four page summary document which sets out the key facts and figures for the region and for achievements made in the 2014/15 financial year in the delivery of the Regional Land Transport Plan.
49. A copy is included in this report as Attachment 4.

50. Hamilton Public Transport Joint Committee

51. The Hamilton Public Transport Joint Committee objective is to oversee the implementation and monitoring of the Regional Public Transport Plan. Hamilton City is represented on this committee by Councilors Forsyth and Tooman.
52. The agendas and minutes of each of the meetings can be found using the following link: <http://www.waikatoregion.govt.nz/Community/Whats-happening/Council-meetings/Agendas-and-minutes-for-council-and-standing-committees-from-28-November-2013/Public-Transport/>
53. Key Actions that were identified in the development of the Regional Public Transport Plan (RPTP) along with approximate timeframes that information is likely to be brought to and recommendation sought from the Joint Committee was tabled in the Regional Roundup report given to this committee at its 7 July 2015 meeting.
54. The Hamilton Public Transport Joint Committee met on 1 December. The following are key aspects from that meeting and an update on activities since the meeting:

55. Procurement of new bus service contracts

56. The timeframe for tenders being issued was extended from November 2015 through to January 2016. Tenders will close in mid April 2016.
57. The tenders have been structured to allow for individual or collective tendering. The tenders will be based on the revised network within the Regional Public Transport Plan.
58. Tendering for new contracts will place more competitive tension on contract variation prices and be centered on a business planning process designed to make contracts more flexible to accommodate growth in the city, and the need for changes to routes.

59. Procurement of a New Electronic Ticketing System (ETS)

60. Procurement of a new ticketing system is being coordinated on a national basis with NZTA. The national ticketing programme may result in a staged approach to improving ticketing in the Waikato. A timeline of key project milestones will be developed by Waikato Regional Council staff following confirmation of the national timetable. A project update will be presented to the April 2016 Public Transport Joint Committee.
61. The procurement for a new ticketing system is being run independently of the procurement for new bus contracts however where possible the two will be integrated.

62. Fare Review Project

63. A technical review of the current fare system has been undertaken. The scope of the technical review was informed by a joint Hamilton City and Regional councillor workshop in 2015. Implementation of any potential fare structure changes is dependent on an improved ticketing system. Further feedback will be sought from Councillors on potential changes to the fare system later this year once there is greater certainty regarding the timing and capabilities of the new ticketing system.
64. The free central city shuttle service is being considered as part of the fare review. Options being considered include utilising existing services to meet demand and the generation of a free travel zone. A survey was carried out on the free shuttle service; the committee requested another survey be conducted over a range of days (wet and sunny) to validate the results.

65. Vehicle Branding and Advertising

66. Work is advanced in the development of consistent look and feel for the Hamilton Bus fleet. The new fleet will consist of a silver base colour, with a green trim for Hamilton urban routes and purple trim for the Orbiter (as current).
67. Advertising on the bus exterior will be managed by Waikato Regional Council and revenue will be shared between the bus operator (20%) and the Regional Council (80%). The Council's share of revenue will be used to promote or offset the cost of public transport.
68. 10% of the advertising space can be utilised for social promotions.

69. Patronage Update

70. Patronage on Hamilton services has declined by 5.1% in the previous 12 months to January 2016. This is relatively consistent across all fare types and periods with the exception being to Sunday services which have seen a 2.5% increase.
71. Patronage in most other regions in New Zealand has also declined over the last quarter. This suggests broader economic factors are having an influence on patronage nationally.
72. In response to declining patronage the Regional Council have:
- Initiated a research project to identify key factors that have influenced people's decision to stop using public transport. Initial findings from the research identify increasing ease and affordability of using private motor vehicles along with interpersonal and social factors on buses as key factors influencing the decline in patronage. Staff are currently investigating measures to help address these factors.
 - Deferred the annual fare increases for the remainder of the current financial year, pending the outcome of:
 - a. Tendering for new bus service contracts
 - b. The passenger research project, and

- c. The outcome of the fare review project.

73. Northern Suburbs Service changes

74. A new trial bus service commenced on 18th January 2016 – 4N Flagstaff North. It travels from Woodridge, via Cumberland and Thomas Road to Westfield Chartwell. A bus also travels through to/from Sacred Heart, via St Pauls College, Southwell school, Peachgrove Intermediate and Hamilton Boys High during term time. This will help to relieve capacity issues on the Orbiter.
75. The changes to the Rototuna Direct West and East (RDW) services commenced on 5th January 2016. The services now extend to Borman Road near the Hamilton Christian School and new Junior High School
76. Both of these new Flagstaff and Direct services operate in the morning and afternoon peaks, Monday to Friday.
77. There has been a good patronage response on both services. The new 4N Flagstaff North service is near capacity on peak trips and patronage on the Rototuna Direct service is growing. The timetable for the Rototuna Direct services will be further refined to improve reliability at certain stops.
78. Meetings with the new Junior High School have taken place and information on the various travel options were provided to parents prior to the school opening.
79. More comprehensive services will be rolled out to the Northern suburbs in early 2018 as part of the implementation of new contracts.

80. SuperGold Card Funding

81. The SuperGold Card scheme is currently funded by the Government. The Government has announced the following changes to the scheme:
- From 1 July 2016 Regional councils will be funded by way of capped bulk funding as opposed to per passenger reimbursements.
 - From 1 September 2015 the moratorium on new services joining the scheme was lifted, eligibility criteria will be applied to new services.
 - SuperGold card holders will be required to use smartcards as they become available.
82. The second two points do not present significant issues in Hamilton. The shift to a bulk funding model will provide a ceiling on the cost of the scheme to Government and reduce the amount of funding the regional councils might have expected in the future.
83. NZTA have been requested to develop a bulk funding allocation methodology in collaboration with regional councils.
84. LGNZ and the Regional Council Transport sector group have raised concerns with central government on the funding implications for councils and until this issue is resolved the sector will not endorse any bulk funding allocation methodology.

85. Balloons over Waikato

86. Free park and ride services will continue to be provided by Waikato Regional Council for the 2016 Night Glow event on Saturday 19th March. Following public feedback the following improvements will be made:
- Additional buses will be utilised – 44 buses in total
 - The Base Northern car park will be used as a new park and ride location

- The Melville Park and ride service will change to travel via Cobham Bridge enabling collection and drop off in Hamilton East.

87. PT Infrastructure Improvements

88. The Hamilton City Council programme of improvements has been approved for the current financial year and consists of twelve new bus shelters and eleven accessible kerbs.
89. Safety improvements at the bus stop on Pembroke Street, near the hospital heading into the city have already been completed. The improvements include traffic signal detection loops. They will detect the presence of a bus and as the bus pulls to the front of the stop to exit, the traffic signals at the intersection of Selwyn Street and Pembroke Hill are activated, presenting a red light to vehicles travelling toward the city, enabling the bus driver to make a safe and easy transition from the stop to the live lane.

90. Central City Transformation Plan (CCTP)

91. Waikato Regional Council has provided a staff response to the CCTP. It was resolved that a working group of Hamilton City Council and Waikato Regional Council staff convene before Christmas to consider Public Transport implications within the CCTP. The working group has since met on a number of occasions and an update will be provided to the next Public Transport Joint Committee meeting in April.
92. Members of the Joint Committee were assured that any changes to bus routes and services within the CBD, if considered significant, would go for public consultation and an amendment to the Regional Public Transport Plan would be sought.

93. Waikato Civil Defence Emergency Management Joint Committee

94. The Waikato Civil Defence Emergency Management Joint Committee is a local government committee with one elected representative from each council. The role of the joint committee is to provide political oversight and governance to ensure that the functions and obligations of the Waikato Civil Defence Emergency Management Group are fulfilled.
95. Hamilton City is represented on this committee by Councilor Tooman.
96. The agendas and minutes of each of the meetings can be found using the following link: <http://www.waikatoregioncdemg.govt.nz/About-Us/Joint-Committee-Agendas/>

Signatory

Authoriser	Chris Allen, General Manager City Infrastructure Group
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[View online](#)



Waikato Speed Management project update

Issue 2: March 2016

Welcome to our latest update on the project, and the good progress being made.

Read below about the work underway with councils to identify potential speed management demonstration sites, learn about the technical workstream, meet the steering group, and learn about the role you can play in galvanising support and having conversations about speed and safer journeys in the Waikato.

Please feel free to share this newsletter with your networks.



Overview

The Waikato has been selected to demonstrate the national draft Speed Management Guide which was made available to road controlling authorities in September 2015, and which offers a toolbox of different ways to tackle speed management. The Waikato Regional Transport Committee led project, which is running through to late 2016, is in the process of selecting several locations in the region to carry out demonstration of the speed management tools.

The project team has been working with local council staff to identify potential demonstration sites, taking into account a range of road types and their uses. Support has been received from Waipa District Council, and the team is visiting several other councils to seek their approval to engage with communities in the second half of March around speed on selected roads. This early engagement is likely to lead to proposed speed bylaw changes later in the year. As these demonstration sites are confirmed more information will be shared.

Looking longer term, and linking in with the Waikato Regional Road Safety Strategy, a regional speed management plan will be developed, with the ultimate goal to have a regionally

consistent approach across all RCAs in the Waikato. Running alongside will be work to change the conversation on speed, to build better sector and public understanding of risk, road classification and the necessity of speed management.



Connecting with communities

Engaging with communities in and around the demonstration sites will both start the conversation with them on speed management, and allow feedback on the specific sites. This is an important part of the process, with the feedback received used to inform whether a review of the speed limit bylaws of the four to five councils which have demonstration sites is the best method to address speed.

The aim is to bring our communities along the journey with us as we look at a new way to address speed in the region. From late March, after council approvals, we'll be sharing and seeking views on the demonstration sites in person and online through postcards, drop-in sessions, advertising, social media, [project webpages](#), surveys and council communication channels. In one community the project team and Population Health team of the Waikato DHB will run a Health Impact Assessment process, working closely with that community to better understand and assess the wider impacts of a proposal.



Technical update

Abley Consultants has nearly completed their technical assessment to determine safe and appropriate speeds across the region. This has identified several sites that have high benefits for speed management and these sites are being considered as demonstration projects.

Members of the steering group recently drove over several of the possible demonstration sites with local roading managers to ensure we all have a good understanding of what the technical assessment is telling us and to check it makes sense.

The draft Guide identifies a number of tools that can be used to manage speeds. We are considering these, which include raising and lowering speeds and possible engineering work in both urban and rural settings. In selecting the most appropriate tools we are considering the benefits for road safety and impacts on travel time.

Sharing the messaging love

A recent workshop was held with some of our key stakeholders and partners to build understanding of the project, including sharing how to have new conversations on speed. Dr Sam Charlton, Waikato University, Steve Holmes, Waikato DHB



and Freda Grace, Waikato District Road Policing Manager kindly provided their perspective on speed management. An interactive session enabled more in-depth understanding of the project messaging and what it is seeking to achieve. Participants were highly engaged, which contributed greatly to the workshop's success.

A second round of workshops for others working in road safety and with communities are planned for late March.



Meet the team

The Waikato Regional Transport Committee has set up a Governance Group and a Steering Group to lead the project. The Steering Group (left) is comprised of: Cr Leo Tooman, Hamilton City Council (also Governance Group Chair); Martin Gould from Otorohanga District Council representing a rural road controlling authority; Robyn Denton from Hamilton City Council representing an urban urban road controlling authority; Andrew Tester and Bill McMaster from Waikato Regional Council; and Junine Stewart, Tracy Buckland, Michelle Te Wharau, Marceli Davison, Fergus Tate, and John Garvitch from the NZ Transport Agency. We are also pleased to have Dr Samuel Charlton, Waikato University and Kay Kristensen, Waikato District Health Board on the team. Providing additional technical support is Alastair Black from GrayMatter. As a team we have a broad range of skills and experience, and represent a range of organisations - which allows for a variety of perspectives, and some interesting discussion!



Talk equals action

Speed is going to be a hot topic of conversation in the Waikato as the project builds momentum.

You will hear a range of views, from the cousin who thinks it's her right to travel to work as fast as she chooses, to the courier driver who's defending his right to travel 105km on a road

that's recently been reduced to 80km. And of course, there are many people who want drivers to slow down in their communities too.

These conversations are important. Conversations have the power to connect, to find common ground, to inspire and to galvanise support.

We're asking you to help policy makers and enforcement officials make journeys in the Waikato safer by stepping into these conversations and helping to talk about the true obstacles to safe journeys in our region. As experts in your field and advocates for your organisations, you have a part to play in making the Waikato Speed Management project a success.

Every one of these conversations count. Whether in person, over social media or in the letters section of the Waikato Times, you can influence these conversations by bringing balance and expertise to it.

If the community doesn't support us, the project isn't going to work. We need as many people as possible out in our communities talking to people and acting as advocates.ext here



Research update

In December we let you know about a research project underway that will help us understand how people talk about speed.

The first part of that started just before Christmas, and comprised in-depth interviews with stakeholders. These conversations helped to inform a discussion guide used to run two public research focus groups in Cambridge on 2 March and Taupo on 3 March.

The insights from those focus groups will help our research partner, The Navigators, to refine an online survey that will seek input about attitudes to speed from participants around the country – including a 400-strong sample in the Waikato.

Discussions are also underway to extend targeted research to some of the potential demonstration sites, so that we can measure the impact of our work on those specific communities over time.

Did you know?

- In 2015 69 people died on Waikato roads, the highest road toll region in the country
- The Waikato consistently has 25% more people die on its roads than Auckland region, and twice as many as the Bay of Plenty
- Each week in the Waikato there are on average 70 crashes, with five of those resulting in someone dying or being seriously injured
- Over the five years from 2010-14, 279 people were killed and 1465 seriously injured in crashes on Waikato roads. Just over 70% of these crashes were on the open road

- One of the many reasons behind the high Waikato road toll is the high number and length of roads, with over 11,000km of roading in the Waikato
- Allowing for the higher vehicle distance travelled in the Waikato, deaths and serious injuries are still around 20% higher than the rest of New Zealand
- Speed was a factor in a quarter of all crashes in the Waikato where people were killed or seriously injured
- Of the speed related crashed where someone was killed or seriously injured, around 90% were loss of control or head-on crashes



In the news

- [Waikato regional roads face safety scrutiny](#), Waikato Times, 16 February 2016
- [Survey shows smarter speed choices](#), Associate Transport Minister Craig Foss, 25 February 2016
- [Speed limit to be permanently reduced to 30kmh in central Christchurch](#), The Press, 2 March 2016
- [Road crashes cost us all](#), Associate Transport Minister Craig Foss, 3 March 2016

Contact waikatospeedproject@waikatoregion.govt.nz

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REGIONAL
TRANSPORT
COMMITTEE



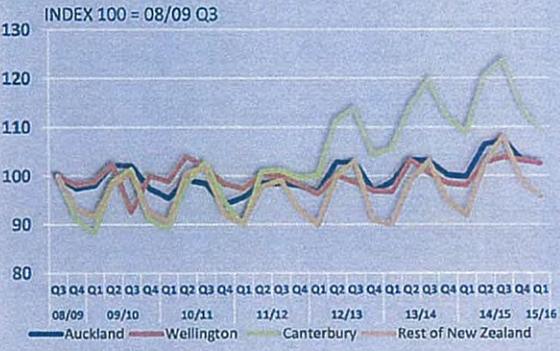
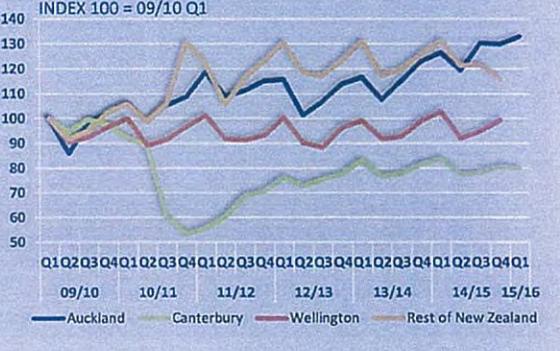
Transport Agency Quarterly Report to Waikato Regional Transport Committee

30 November 2015

Quarter 1 | 1 July – 30 September 2015

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1. KEY OPERATING ASSUMPTIONS

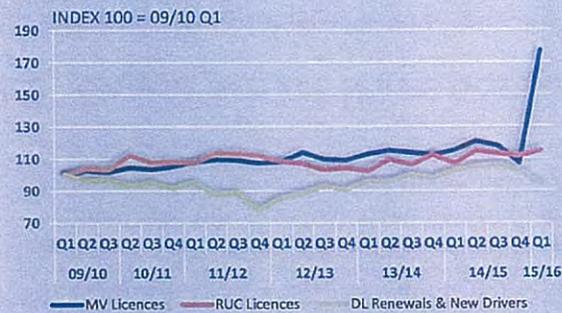
REGIONAL STATE HIGHWAY TRAFFIC VOLUMES	STATE HIGHWAY TRAFFIC	PUBLIC TRANSPORT VOLUMES	REGIONAL PUBLIC TRANSPORT VOLUMES
	ALL REGIONS REFLECT SEASONAL DIP, BUT TREND REMAINS POSITIVE	PATRONAGE ON PUBLIC TRANSPORT CONTINUES TO GROW	PATRONAGE IN AUCKLAND GROWS BUT PACE HAS SLOWED
 <p>3.8% increase in total vehicle counts in Auckland</p>	<p>Vehicle counts in Auckland, Wellington and Canterbury rose by 3.8%, 4.0% and 0.7% respectively for the three months ended August 2015. Vehicle counts in the rest of New Zealand rose by 4.2%, with all regions managing to post positive growth for the second consecutive quarter.</p>	 <p>36.8m boardings on public transport</p>	 <p>5.1% increase in PT patronage in Auckland</p>
 <p>INDEX 100 = 08/09 Q3</p>		 <p>INDEX 100 = 09/10 Q1</p>	 <p>INDEX 100 = 09/10 Q1</p>

TRANSACTION VOLUMES

TRANSACTION VOLUMES INCREASE AS PURCHASING BEHAVIOUR CHANGES

3.1m
licence transactions were completed

The number of licence transactions increased by 36.4% in 2015/16 Q1, compared to the corresponding quarter in the previous year. Changes in purchasing behaviour as a result of a reduction in ACC levies resulted in a 53.6% rise in MVR transactions. RUC licence transactions rose by 7.5%, while DL transactions fell by 4.7% over the period.

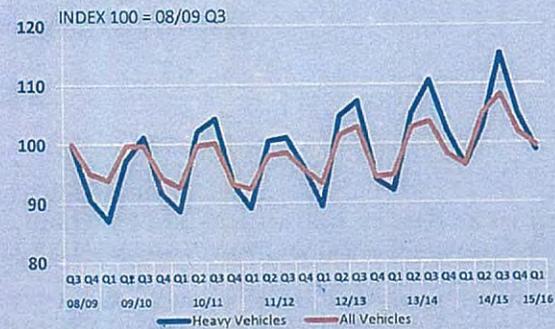


STATE HIGHWAY TRAFFIC VOLUMES

TRAVEL DEMAND STILL GROWING BUT THERE ARE INITIAL SIGNS OF A SLOWING MOMENTUM

3.7%
increase in total vehicle counts

Total vehicle and heavy vehicle counts rose by 3.7% and 4.9% respectively for the three months ended August 2015, compared to the corresponding period in 2014. That said, the pace of growth - measured on a quarter-on-quarter basis - seems to show weakening, with the trajectory of vehicle counts starting to flatten off.



2. TRANSPORT AGENCY Q1 2015/16 RESULTS

2.1 Integrate one network

Our aim is to integrate one effective and resilient network for customers

- We have agreed a shared view with our investment partners of what successful integration of long-term growth plans into land use and transport plans look like. Action plans for pursuing economic growth opportunities in four regions are being progressed
- We have indefinitely deferred the customer insight project and are instead focusing on developing a 30–40 Year Investor's View. The project to undertake this work has been initiated and we are preparing to trial measures of network performance, which will measure expected benefits and outcomes on key Upper North and Auckland journeys.

2.2 Shape smart transport choices

Our aim is to shape smart, efficient, safe and responsible travel choices

In this quarter

- Visiting drivers programme business case is being considered for investment approval
- Developing a crash indicator for visiting drivers projects has been slower than expected
- Detailed business case for a public conversation on how individual behaviour and choices affect road safety outcomes is slightly behind schedule
- Confirmation of critical risk areas for the monitoring of rail

2.3 Deliver highway solutions

Our aim is to deliver efficient, safe and responsible highway solutions for customers

In this quarter

- Delivery of GNS Science hazard assessment tool is expected towards the end of Q2

- Partner engagement on addressing performance gaps in respect to state highway hazards to be framed up in Q2
- Business continuity plans are not in place for each state highway office and emergency response plans have not been scheduled
- 5 of 6 RONS are progressing as expected

2.4 2.4 Maximise Returns for New Zealand

In this quarter

- The NLTP investment decision making review is progressing well
- Scoping of the design phase of the research coordination plan has yet to be signed off
- NLTP processes, systems and tools are currently being reviewed
- First set of network performance measures to be applied to achieve some quick measurement wins in the Upper North Island and Auckland

2.5 Making it easy for customers

In this quarter

- Zero Harm roadshow is capturing small-medium enterprise insights on high impact processes
- A new driver testing provider is in place and a joint project to improve the test experience is underway
- Significant improvements have been made to the online experience for customers seeking to interact with us

2.6 Predictable journeys for urban customers

Our aim is to make the most of urban network capacity

In this quarter

- Key journeys and multi-model key routes have been identified for our three main centres
- The Application Life Cycle Roadmap framework is in place for selected critical systems
- Baseline monitoring of travel time reliability has been implemented

2.7 Integrate road and rail to improve freight network productivity

This new strategic priority is about Our aim is to look at the whole of the land transport system and seeing how we can get road and rail working together to move freight safely and efficiently. Most importantly it is about responding to the needs of New Zealand businesses and communities that want to develop freight supply chains that meet their needs.

- Harry Wilson would like to provide an in-depth presentation to the RTC in the new year.

FEATURE

TOKOROA ROAD-RAIL TERMINAL OPENS FOR BUSINESS

A new terminal in Tokoroa will be using road and rail to serve the growing and changing freight needs of the South Waikato.

The Tokoroa Road Rail Terminal is a joint venture between the South Waikato District Council and logistics firm RJ Lincoln, with support from KiwiRail and the Transport Agency.

The multi-million dollar terminal consists of a siding added to the Kinleith rail line with a tarmac hardstand, a container loading and unloading area, and a new local road connection to the highway. An 8,400 square metre storage facility is currently under construction, being built by RJ Lincoln.

The Council owns the infrastructure of the terminal through a community trust and has granted an access and handling contract to RJ Lincoln, who donated the land.

"This terminal is well located to handle import and export freight in the central North Island," says Gavin O'Donoghue, General Manager of RJ Lincoln. "We're confident this terminal will bring environmental, social and economic benefits to the region."

Already the terminal has created a number of jobs for the Tokoroa community while reducing the number of truck trips needed between the town and Tauranga, improving safety and travel times for other road users.

Gavin says there has already been strong interest for the bulk handling and storage of freight both to and from the Port of Tauranga through the rail terminal from a number of different firms and he is confident the terminal will become an important freight hub for the district over the next few years.

The Transport Agency's Freight Portfolio Director and Regional Director for Waikato/Bay of Plenty Harry Wilson says the terminal is a fantastic initiative that will improve freight efficiency in the South Waikato and also have some wider network benefits for the Waikato and the Bay of Plenty.

"This year we introduced the strategic priority of integrating road and rail to improve freight efficiency. We were lucky in that the year leading up to this we had the Tokoroa proposal with a local council wanting to make road-rail work for them and their community. So we had the opportunity to test and develop our ideas." Harry says.

"For us it's about looking at the whole of the land transport system and seeing how we can get road and rail working together to move freight safely and efficiently. Most importantly it is about responding to the needs of New Zealand businesses and communities that want to develop freight supply chains that meet their needs. In this case rail to the port and road for local distribution."

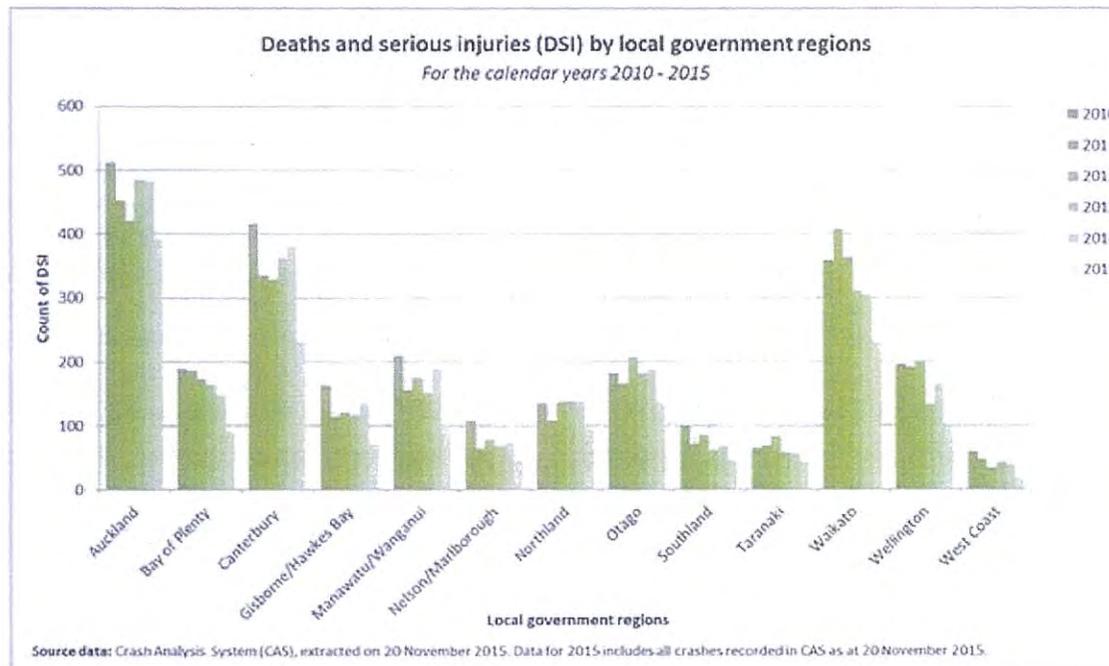
"This terminal ticks those boxes as it makes best use of the existing rail infrastructure which reduces the number of truck trips needed, bringing safety and congestion benefits to other road users," Harry says. These measurable benefits, along with the demonstrated freight supply chain benefits, were the reasons the Transport Agency invested in the publically-owned components of this project.

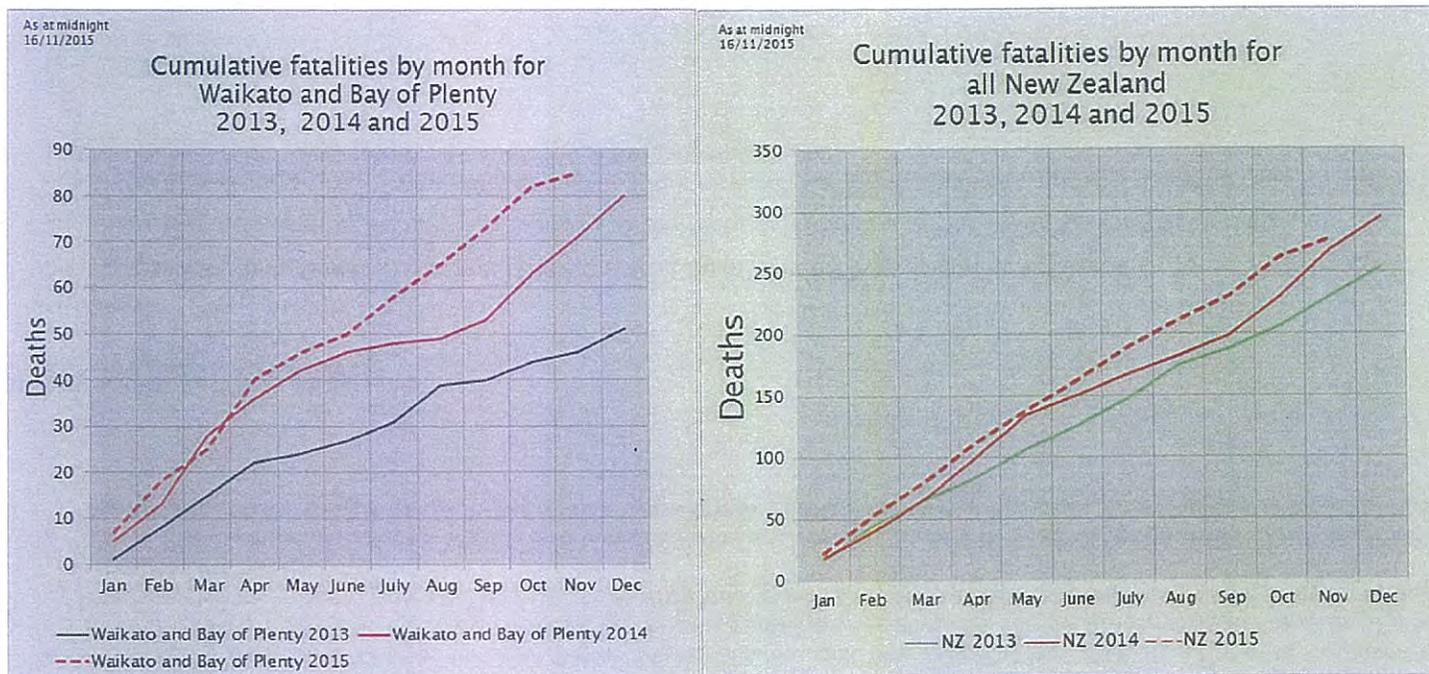
2.8 Safer Speeds

Our aim is that safe speeds reduce deaths and serious injuries

In this quarter

- The Speed Management Guide was published for national application
- The geospatial tool to assist RCAs to implement the Safer Speeds Programme has been tested

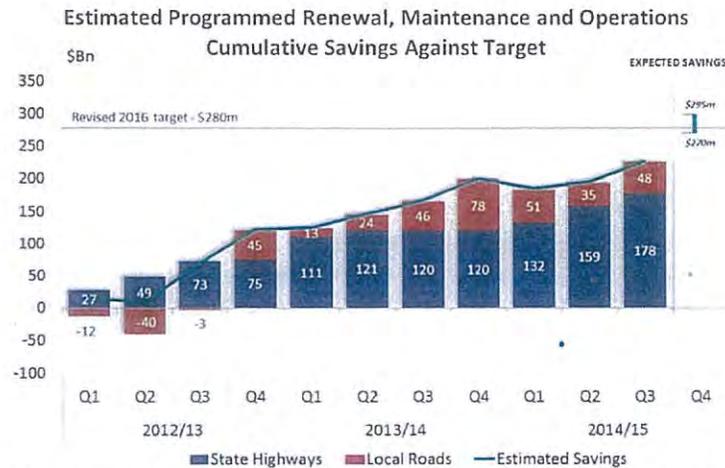




2.9 Efficient road maintenance

Our aim is efficient road maintenance investment and delivery

- The One Network Road Classification (ONRC) performance measures were endorsed in March 2015. The ONRC framework wasn't completely developed in time for the maintenance negotiations, so was only partially able to influence 2015–18 NLTP allocations.
- Progress by AOs on preparing transition plans is variable. 86% of plans were received by the end of the first week in April. Over the next three-year period in the lead up to the 2018–2021 NLTP benchmarking data will be gathered to enable the development of performance targets and as a basis for informing investment decisions. Once the ONRC has been implemented, there will be an annual review process for three years.



- Cumulative savings on local road maintenance and network operations and renewals expenditure for the NLTP period ending 2014/15 Q3 was \$48m, representing 96% of the 2014/15 target of \$50m. Looking forward to 2014/15 Q4, we expect the variance between actual and budgeted expenditure to widen further, resulting in cumulative savings rising to \$75m by the end of this current NLTP period.
- Cumulative estimated savings on state highways remain on track reaching \$178m, which is above the target of \$160m set for the NLTP period ending 2014/15. Looking forward, we expect cumulative savings for the period to increase to over \$200m as our asset management activities, procurement practices and falling input prices, notably bitumen and diesel prices, combine to effectively cap any unit cost increases.
- Note: The cumulative savings shown in the chart above are based on revised expenditure numbers for both local roads and state highways. These numbers now fully exclude spending in relation to emergency and Christchurch earthquake recovery works.

2.10 Urban Cycling

In this quarter

- Priority network investment in our major centres have been identified for the next six years
- An action plan has been developed in response to the recommendations of the Cycle Safety Panel's report
- Urban Cycleways Programme delivery plans have been received for all main centres and the strategic case for collaborative development of a behaviour change programme has been substantively completed

3. WAIKATO EXPRESSWAY – CAMBRIDGE SECTION OPENING



The poster features a blue background with white clouds at the bottom. On the left, a large red circle contains the event details. To the right, the main title and event description are written in white and blue text, followed by a bulleted list of activities.

Community Day
Tuesday
15 December

Starts 3pm
Last entry 7pm
Closes 8pm

Explore the Cambridge Section of the Waikato Expressway

The event will be based at the Victoria Road Interchange, the gateway to Cambridge

- **Explore by foot, bike or bus.**
- **Free buses** will be running in a circuit from Victoria Road along the Expressway with stops at the Northern and Southern Interchanges and the Karapiro Gully Viaduct.
- **Helicopter rides** will be available over the Expressway, a five minute flight will cost \$40 per person (4 people required).
- The road is scheduled to **open to traffic by Christmas.**

4. UPPER NORTH ISLAND FREIGHT ACCORD

The upper North Island freight accord was agreed by the Freight Operators Forum. The Accord focuses on developing a shared pathway that moves freight efficiently and improves safety across Northland, Auckland, Waikato, the Bay of Plenty and beyond.

More than fifty five percent of New Zealand's freight travels through the Northland, Auckland, Waikato and Bay of Plenty regions, and collectively these regions generate over fifty percent of New Zealand's gross domestic product.

- Moving freight safely and efficiently is vital for a small, exporting country like New Zealand. A better freight system will help grow the economy and improve the well-being of all New Zealanders.

The Upper North Island Freight Accord has been developed as part of a process to improve coordination and decision-making across the freight system. To do this the Accord sets out a shared view across the freight system outlining:

- shared principles that drive our work together on improving freight efficiency and safety of the system
- key cross-regional and national action areas, and
- emerging critical questions, challenges and opportunities that need to be better understood.

The Accord identifies five critical action areas for moving freight forward in the upper North Island:

1. Deliver a high-performing strategic freight network

The strategic freight network is made up of the most critical road, highway and rail routes in the upper North Island where significant volumes, and values, of freight journeys converge. The network provides access for high volumes and values of freight to, from, through and around our busiest cities, regions and to the rest of New Zealand. The network is particularly important for providing access to significant places-for-freight, including 'first and last mile' local road links to these important freight locations. For our freight system to be efficient, the strategic freight network needs to provide efficient, resilient, safe and reliable access across the upper North Island and to the rest of the country.

2. Identify and plan for significant places for freight

Integrate land use & network planning for future freight efficiency and liveability

The Upper North Island Freight Story found that there was a lack of strategic, integrated land use and transport planning and investment. Given the significant pressures on land use, network capacity and the growing freight demand in the upper North Island there is a need to develop a more comprehensive, integrated approach to current and future freight-related land use and transport planning and investment for both road and rail. This includes ensuring better connections between the strategic freight network and significant places-for-freight, including 'first and last mile' local road links. Significant places-for-freight include major seaports, Auckland International Airport, intermodal terminals (such as road/rail transfer points), significant production areas, distribution/consolidation and warehousing centres. A more strategic approach would increase certainty for industry and public sector agencies and support effective industry, local government and central government planning and investment.

3. Moving more freight on fewer trucks

The introduction of high productivity motor vehicles (HPMV) in 2010 has allowed for a range of new vehicle designs that can carry more freight with each trip. Using these safer and more efficient freight vehicles can improve productivity by between 14-20%. HPMVs are also safer than the standard big trucks they replace, as most are newer vehicles with more advanced safety features built in. HPMVs also have additional safety requirements required of them such as higher vehicle stability than standard trucks and better lighting and visibility. Also having fewer truck trips to move the upper North Island's freight will also mean there are fewer trucks on the road

4. A future-fit freight workforce (a NZ wide question)

People make the whole freight system work, many New Zealand freight businesses are finding it harder to attract and retain the skilled people they need. As our economy grows and our workforce ages, New Zealand businesses will need to train, attract and retain enough good, skilled people – to undertake the freight task. While skill-shortages are a reality in many parts of the freight system, the feedback received through the engagement process is that the labour and skills shortage has become an acute problem for heavy road transport. As the freight task increases, particularly in the upper North Island, there will be a need for more drivers. There is also an opportunity to increase the skill levels of truck drivers to deliver safety and efficiency outcomes that have commercial and public benefits.

5. Smarter regulation plus smart technology for safer, more efficient freight movements (a NZ wide question)

Regulation is an important component of the transport system, but opportunities are available to reduce costs, improve outcomes and reward compliance.

New Zealand has around 270 pieces of legislation that relate to transport, by way of regulations and rules, as well as primary legislation. In general, these regulations are designed to ensure that the transport system is safe, infrastructure is protected from damage or excessive wear, there is a level playing field for businesses to trade fairly and users pay for the benefits they derive from the system. The government has been working to make regulation more effective to achieve these outcomes, while at the same time reducing the complexity of regulation and reducing unnecessary compliance costs. There is scope to continue this regulatory review work to reduce the cost of compliance, while also improving safety – both for those who work in the industry and other road users.

The Accord builds on the information and insight gathered from the development of the Upper North Island Freight Story, which was developed by the Upper North Island Strategic Alliance (UNISA) – comprising Northland, Waikato and Bay of Plenty regional councils, Whangarei District Council, Auckland Council, and Hamilton and Tauranga city councils – in collaboration with Auckland Transport, KiwiRail and the NZ Transport Agency.

5. INVESTMENT DECISION MAKING REVIEW

The Investment Decision Making Review is a joint project between NZ Transport Agency, Ministry of Transport (MOT) and Treasury that is intended to give stakeholders confidence that the investment decision making process and the considerations within it are fit for purpose, aligned with international best practice, and deliver the right transport outcomes for New Zealand.

The Transport Agency, Treasury and MoT have worked together to generate findings and recommendations which have also been tested with technical users within local government.

To help support the implementation of the review, local government have been invited to form a technical group to test potential responses and where relevant progress the implementation of the review findings. An update on the review has also been sent to all council chief executives

We have also contacted and informed both LGNZ, SOLGM and the Regional Transport Officers (RTO) Forum and have considered their feedback on lessons learnt regarding the preparation of Regional Land Transport programmes that fed into the 2015/18 National Land Transport Programme (NLTP).

6. TRANSPORT AGENCY CHIEF EXECUTIVE RESIGNATION

Geoff Dangerfield has resigned as chief executive of the Transport Agency.

In 2008, he was appointed the inaugural Chief Executive of the Transport Agency, which was established by the merger of Transit New Zealand and Land Transport New Zealand. Mr Dangerfield will depart in December.

The Transport Agency Board has commenced a recruitment process for a new Chief Executive.

7. SUMMER JOURNEYS

This summer, the NZ Transport Agency is asking people travelling to work or on holiday to be smart and plan ahead to stay safe and avoid delays.

You can do this by going online and checking this summer journeys web page for up to date information on road works, detours and delays. Or you can call 0800 444 449 or follow us on Facebook or Twitter. For the latest highway conditions

The latest Summer Journeys Newsletter is attached to the back of this report.

8. WAIKATO HIGHWAYS UPDATE

Longswamp section

- Construction to start in mid-2016 with completion in 2018
- Detailed design now substantially complete with reviews starting soon
- Waikato District Council and Waikato Regional Council to publicly notify the project this month with submissions closing before Christmas
- A hearing (if required) will likely be in late Feb/early Mar and granting of consents thereafter
- The land acquisition process is on-going
- Draft tender document currently being reviewed with tendering to start in the New Year

Rangiriri section

- Under construction, with completion on main line in 2016 but finishing works and local connections carrying over into 2017
- Earthworks programme affected by varying soil quality and high water content
- Bridge and interchange works continue at Rangiriri and Te Kauwhata
- Traffic management changes in and out of Rangiriri continue and there is a week-long closure of the Glen Murray Bridge in late November
- Speed has been restricted through the site to 70km/h and likely to remain until opening of the Expressway

Huntly section

- Construction now in third month with enabling works under way at both ends of the route.
- Constructing access and haul roads, and temporary road diversions at Ralph Road, Waring Road and Orini Road to facilitate bridge construction
- Bulk earthworks, including excavation for the main summit cutting to start soon
- Fisher Road to be stopped on December 6
- Completion 2020

Hamilton section

- Contract award to be announced shortly, with construction 2016–2020
- Connectivity in the Horsham Downs area has been reviewed. A final layout has been developed and will be presented to the community at an Open Day on the 8 December 2015 at Horsham Downs Hall.
- SH26/Ruakura Road roundabout hearing held on October 27, commissioners' recommendation expected soon.
- Land acquisition ongoing

Cambridge section

- Construction nearing completion
- Ribbon cutting ceremony and community event, Tuesday, December 15 – 3pm to 8pm
- Gala site at the Victoria Road interchange
- Minister of Transport attending to cut the ribbon
- Project will open to traffic on December 16
-

C. WAIKATO HIGHWAY PROJECTS

SH3/SH21 intersection improvements

- Construction to get under way soon on a roundabout to replace the high-risk T-intersection where SH3 (Ohaupo Rd) meets SH21 (Airport Rd)
- The new layout is designed to improve safety and access to current and future industrial development in the airport area. The intersection will form part of the future Southern Links network which will include a grade-separated interchange at this location
- The roundabout will cost about \$4.2 million and will be jointly funded by the Transport Agency and the Titanium Park Joint Venture

Cobham Drive

- Wairere Drive intersection: Managed by HCC. Design under way for 2.5 lane roundabout with pedestrian and cycling over bridge. Construction expected in 2016
- SH1/26 Morrinsville Rd intersection improvement: Construction of 2.5 lane roundabout finished by middle of November (2 weeks ahead of schedule) and planting will be done in autumn next year
- Cambridge Rd intersection: Design under way and will likely require land; construction not expected to begin till next financial year.
- Sillary St pedestrian underpass: Design work under way. Construction funding will be sought shortly with a view to construct this financial year

Kopu Bridge

- The Transport Agency is involved with discussions with Heritage NZ, the Thames–Coromandel District Council, and the Historic Kopu Bridge Society
- The Transport Agency has engaged a consultant with a background in historic structures and engineering to work with council and the bridge society to give an understanding of what is needed to retain the old bridge and whether that is achievable
- The Transport Agency wants to be sure that council, the bridge society, and the community are aware of the long-term engineering and funding required to maintain the structure
- Alongside this work, the Transport Agency is moving forward with its initial plans and expects the resource consents to deconstruct the bridge to be lodged in early 2016. Options to use elements of the bridge remain, including the swing span and mechanism

SH3 Ohaupo Rd, Lorne St to Dixon Rd shared path

- Physical works tender in Nov/Dec;
- Construction to start early in 2016.
- Tied in with other cycling and walk paths in the southeast of city

SH1/Gallagher Dr intersection Improvements

- Physical works currently out to tender with award due before Christmas.
- Construction to start early in 2016.
- Traffic lights to be operational by July 2016.
- Ties in with HCC's Western Rail Trail.

SH2 Pokeno to Mangatarata

- Long-term plans to deliver safety improvements to this busy highway in sections
- Safe System Corridor Project, now progressed as a corridor project with all five sections combined. VAC approval has been obtained in principle to upgrade highway with a mixture of off-line and on-line improvements. Transport Agency board approval to be sought at December meeting. Corridor has both safety and capacity problems that need addressing. Full length dual lanes west-bound required.

Transport Agency Quarterly Report to Waikato Regional Transport Committee

07 March 2016

Quarter 2 | 1 October – 31 December 2015

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1. KEY OPERATING ASSUMPTIONS

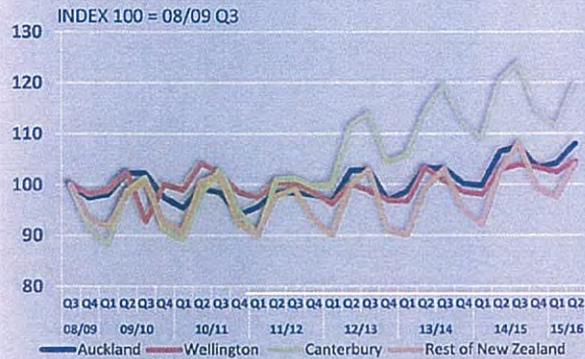
REVENUES	TRANSACTION VOLUMES	STATE HIGHWAY TRAFFIC VOLUMES
<p>REVENUES REFLECT GROWTH IN TRAVEL DEMAND</p>	<p>PATTERN OF TRANSACTION VOLUMES REFLECT LONG TERM INCREASING TREND</p>	<p>VEHICLE COUNTS ON THE STATE HIGHWAY NETWORK REFLECT A SEASONAL GROWTH TRAJECTORY</p>
<div style="display: flex; align-items: center;"> <div style="background-color: #003366; color: white; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin-right: 10px;"> <p style="margin: 0;">\$1.75b</p> </div> <div> <p>flows into the National Land Transport Fund</p> <p>Year-to-date revenue for the 6 months ended 31 December 2015 came in 7% higher than budget, with inflows from FED, RUC and MVR coming in 10%, 2% and 25% ahead of budget respectively.</p> </div> </div>	<div style="display: flex; align-items: center;"> <div style="background-color: #003366; color: white; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin-right: 10px;"> <p style="margin: 0;">2.3m</p> </div> <div> <p>licence transactions were completed</p> <p>The number of licence transactions fell by 2.1% in 2015/16 Q2, compared to the corresponding quarter in the previous year. The main contributor was a 7.2% drop in MVR transactions which more than offset a 9.2% increase in RUC licence and driver licence transactions over the same period.</p> </div> </div>	<div style="display: flex; align-items: center;"> <div style="background-color: #003366; color: white; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin-right: 10px;"> <p style="margin: 0;">5.0%</p> </div> <div> <p>increase in total vehicle counts</p> <p>Total vehicle and heavy vehicle counts at selected telemetry sites rose by 5.0% and 5.2% respectively for the three months ending November 2015, compared to the corresponding period in 2014.</p> </div> </div>
<p>INDEX 100 = 09/10 Q1</p>	<p>INDEX 100 = 09/10 Q1</p>	<p>INDEX 100 = 08/09 Q3</p>

REGIONAL STATE HIGHWAY TRAFFIC VOLUMES

ALL REGIONS REFLECT GROWTH IN VEHICLE COUNTS ON THE STATE HIGHWAY NETWORK

3.8%
increase in total vehicle counts in Auckland

Vehicle counts in Auckland, Wellington and Canterbury rose by 3.8%, 3.6% and 3.1% respectively for the three months ended November 2015 when compared to the same period in 2014. Vehicle counts in the rest of New Zealand rose by 6.9% over the same period, with all regions managing to post positive growth for the fourth consecutive quarter.



PUBLIC TRANSPORT VOLUMES

PATRONAGE ON PUBLIC TRANSPORT CONTINUES TO GROW

37.1m
boardings on public transport

Public transport patronage is estimated to have increased by 1.7% in 2015/16 Q2 compared to the corresponding quarter in the previous year. Although slower than in previous quarter, this is the tenth consecutive quarter of positive growth.



REGIONAL PUBLIC TRANSPORT VOLUMES

PATRONAGE GROWTH IN AUCKLAND IS NOT REPLICATED IN OTHER REGIONS

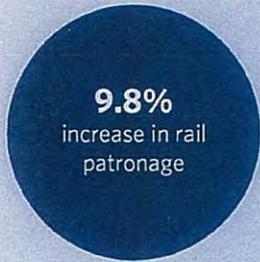
6.6%
increase in PT patronage in Auckland

Latest estimates suggest that patronage in Auckland rose by 6.6% and fell by 3.1% in Canterbury in 2015/16 Q2 when compared to the same quarter in the previous year. Our most recent estimate for Wellington shows that patronage fell by 0.3% in 2015/16 Q1 when compared to 2014/15 Q1.

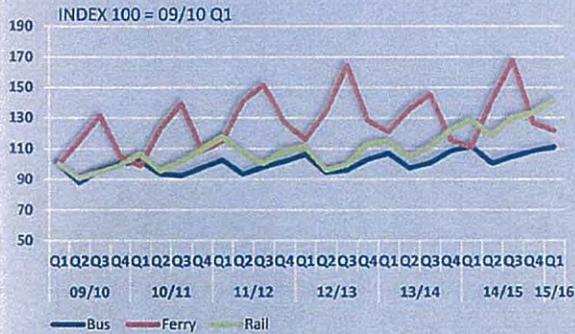


PUBLIC TRANSPORT VOLUMES BY MODE

RAIL PATRONAGE CONTINUES TO GROW WHILE BUS AND FERRY BOARDINGS FALL



Rail patronage is estimated to have increased by 9.8% in 2015/16 Q2 compared to the same quarter last year, after posting a 9.5% increase in the previous quarter. Preliminary estimates suggest patronage on buses and ferries fell by 0.5% and 9.8%, respectively during the same period.

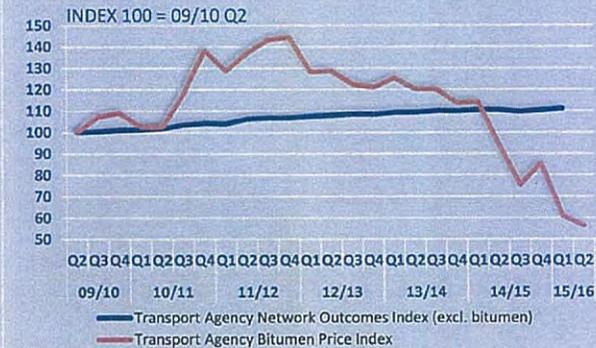


TRANSPORT AGENCY COST ADJUSTMENT INDICES

BITUMEN PRICES REFLECT WEAKNESS IN US\$ CRUDE OIL PRICES



Our bitumen price index was almost 60% lower in 2015/16 Q2 than during same period in the previous year due to falling US\$ crude oil prices. By contrast, our network outcomes index shows a 0.5% increase in 2015/16 Q2 as rising labour costs continue to offset flat material and plant prices.

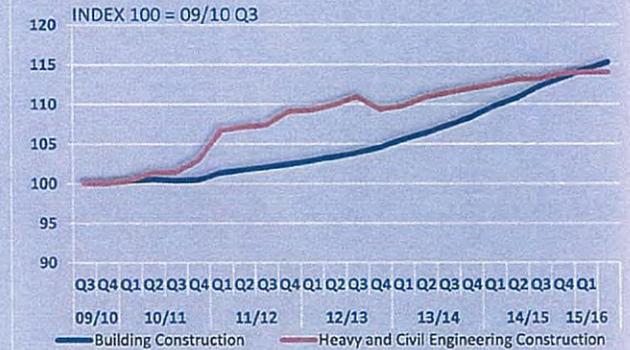


MARKET PRICES

BUILDING AND CONSTRUCTION COSTS CONTINUE TO OUTPACE CIVIL ENGINEERING COSTS



Building and construction costs rose by 4.1% in 2015/16 Q2 compared to the same period in the previous year. In comparison, growth in heavy and civil engineering prices slowed to 0.8% over the same period (down on the 1.4% recorded for the previous quarter).



2. TRANSPORT AGENCY Q2 2015/16 RESULTS

Q2: A HIGH LEVEL VIEW OF PROGRESS – ACHIEVING THE AIMS OF OUR FOUR GOALS AND SIX PRIORITIES

GOAL 1	GOAL 2	GOAL 3	GOAL 4	PRIORITY 1
<p>INTEGRATE ONE NETWORK</p> <p>A big focus for us is working collaboratively with Auckland Council and Auckland Transport on a business case for Auckland greenfield areas, which also contribute to the Government's affordable housing agenda. Auckland's growth is driving significant increases in public transport patronage – up 7.4% on 2014. The implementation of integrated ticketing in Auckland and other centres around New Zealand will assist further patronage increases.</p>	<p>SHAPE SMART CHOICES</p> <p>Despite several notable achievements there have been a number of delays on developing a crash indicator for visiting drivers, undertaking research that informs communications on conversations about changing speed, on developing and implementing a range of rail safety specific critical risk plans, the governance and operation of National Rail System Standards, and the approval of the strategic business case for a national travel information programme.</p>	<p>DELIVER HIGHWAY SOLUTIONS</p> <p>Most projects are on or ahead of schedule (including all of the RONS). However, the 2015/16 milestone for the AMETI project, which is part of the Accelerated Auckland Transport Programme, won't be achieved as designation of Reeves Road flyover has been delayed by Auckland Transport's (AT) review of its delivery strategy for the Panmure to Botany bus way. AT expects to recommend a preferred delivery strategy for AMETI (timing and sequencing of bus way vs Reeves Rd flyover) to its Board in March/April 2016.</p>	<p>MAXIMISE RETURNS FOR NZ</p> <p>The only area of concern relates to the establishment of network performance measures as part of the 30-Year View initiative – specifically, what will be measured, where and how, will only be completed in 2015/16 Q4.</p>	<p>CUSTOMERS</p> <p>We have made progress on a number of key milestones that improve the customer experience when interacting with the Transport Agency, notably for new and visiting drivers. Other milestones relating to waiting times for driver testing, the migration of services off Transact, and passenger vehicle inspection testing processes are behind schedule.</p>

PRIORITY 2	PRIORITY 3	PRIORITY 4	PRIORITY 5	PRIORITY 6
PREDICTABLE JOURNEYS	INTEGRATE ROAD AND RAIL	SAFER SPEEDS	DRIVING VALUE THROUGH SMART ROAD MAINTENANCE	URBAN CYCLING
<p>Although some progress has been made with respect to better integrating the TOCs and measuring travel time predictability on key arterials, we are still some way from developing comparable measures across modes in our major centres. In addition, we will not meet our year end deliverable for having a national system for sharing transport information across regions and modes. Progress on the annual programme to improve predictability in our major centres is slightly behind schedule and we are in arrears for developing service level agreements for ten critical supporting systems.</p>	<p>The Road/Rail Governance Group has been reformed and will start focusing on developing a measurement system to monitor the benefits of integrating road and rail systems. A work programme, developed in collaboration with KiwiRail now reflects current thinking and a business case for a new approach to level crossings has been developed.</p>	<p>A geospatial tool to be used to provide a baseline of mean speed data has been completed and is being applied in the Waikato region. Auckland Transport has started to apply speed management principles to the Wynyard Quarter and we are considering greater Christchurch speed management issues before engaging with partners. A base measure for community understanding of speed risk and attitudes to speed management is being progressed with a questionnaire currently being developed.</p>	<p>We continue to make substantive progress in supporting the Road Efficiency Group and the implementation of its recommendations with respect to One Network Road Classification (ONRC) as well as the implementation of our new customer focused Network Outcome Contracts, which have significantly altered the way in which we procure our maintenance activities. However, we have not quite reached our Customer Relationship Management System target with customers and we are still working on the investment framework which will enable ONRC to be a fundamental aspect of all decision making.</p>	<p>2015-18 delivery plans for strategic networks in our major centres have been agreed and are being used for reporting purposes. The strategic case for the collaborative development of a behaviour change programme has been completed and priority actions identified. A monitoring and data reporting framework has also been agreed and distributed to councils. One area of concern relates to some delays on developing rule changes that will improve cycling safety.</p>

2.1 Integrate one network

Our aim is to integrate one effective and resilient network for customers

30 YEAR VIEW

- Regional engagement will commence shortly as we continue to work with your staff on the combined Upper North Island approach
- We will be presenting on the 30 Year View in-depth at the next RTC meeting

Benefit measures have been tested on nine key journeys and we have an initial 30-year view for the Upper North Island. This will be refined to provide more clarity on our shaping role. The work on the long term view will help us update our knowledge on the key journeys.

The customer insight work in the Upper North Island has commenced and will be completed by March/April to support refinement of the 30-Year View and pending investment decisions for state highways 1, 2 and 29 through the Waikato/Bay of Plenty.

2.2 Shape smart transport choices

Our aim is to shape smart, efficient, safe and responsible travel choices

LINKING UP FOR LEVEL CROSSING SAFETY

- KiwiRail, TrackSAFE NZ, NZ Police and NZ Transport Agency – joint initiative to improve safety at level crossings
- New Zealand has:
- 1320 public road level crossings
- 122 stand-alone public pedestrian crossings

One of the aims of the new initiative is to see how all agencies can better co-ordinate their work to improve the safe and efficient operation of the rail network and the wider land transport system



2.3 Deliver highway solutions

Our aim is to deliver efficient, safe and responsible highway solutions for customers

ANOTHER SECTION OF WAIKATO EXPRESSWAY FINISHED

- Opened six months ahead of schedule
- \$250 million project
- Eight bridges
- Walking and cycling paths
- 365,000 native and exotic plants



The Peake Road over-bridge crosses an arrow-straight stretch of the Waikato Expressway

2.4 Maximise Returns for New Zealand

Our aim is to maximise effective, efficient and strategic returns for New Zealand

NLTP INVESTMENT DECISION REVIEW

- NLTP investment decision making review has been completed.

The outcomes of the review were reported to the Board in November. An implementation plan is now being prepared with ongoing involvement from Treasury, Local Government New Zealand and the Ministry of Transport at a reference group level.

Further information is available late in this report.

2.5 Making it easy for customers

Our aim is to make it easy for our customers to do business with us

ONLINE SERVICES PROVING POPULAR WITH CUSTOMERS

- Transactions completed digitally: Q1 2015/16 compared with Q1 2014/15
- Renew vehicle licence – 5.69% increase
- Purchase RUC – 4.44% increase
- DL test booking – 16.62% increase



We're always looking for ways to make it easier for our customers to do business with us, and if the stats showing uptake of online services are anything to go by, it seems our efforts are paying off.

There have been some impressive increases in online transactions as a percentage of overall transactions since a new online transaction system went live in June.

The key focus of the new system was improving customer experience of services based on customer research into usage of the previous system and suggestions for improvements.

We also made it easier for people to use mobile devices when transacting with us. The online services section is now more mobile-friendly and as a result more people using mobile devices to undertake transactions – 10 percent more than the same time last year.

2.6 Predictable journeys for urban customers

Our aim is to make the most of urban network capacity	
THE WAIKATO REGION	<p><i>Predictable Urban Journeys is a new way of thinking about urban journeys. It's not about how long a journey takes, but about reducing the gap between the travel time a customer expects, and what they actually experience.</i></p> <p><i>Reducing the expectation gap needs to be approached from both ends: by achieving more realistic customer expectations from improved accuracy, accessibility and awareness of travel information; and by improving how we manage the network including across modes, to reduce the impact of variability factors, like peak demand, crashes, breakdowns, weather and road works.</i></p>
<ul style="list-style-type: none"> For the Waikato region this work will link closely to the 30 Year View work The key focus for the region will be defining what predictable urban and reliable inter-regional journeys are 	

2.7 Integrate road and rail

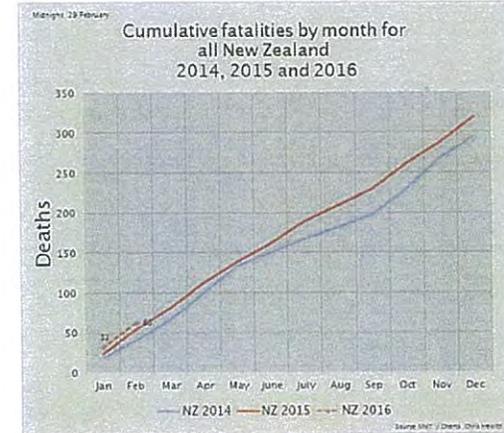
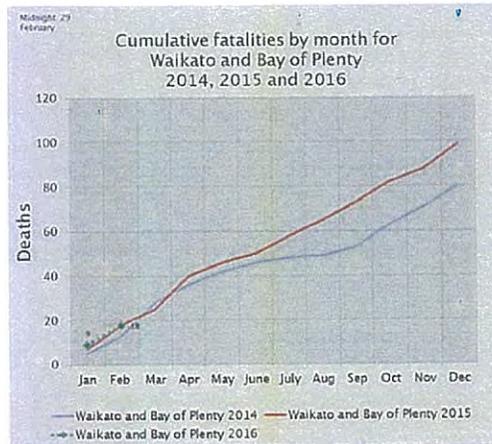
Our aim is to improve freight network productivity	
BUILDING RELATIONSHIPS	<p><i>Along with Kiwi Rail we have identified priority policy workstreams, including planning and investment frameworks, and specific tactical issues to work on, including level crossings. A business case for future work on level crossings is being developed in conjunction with local government and other key stakeholders.</i></p>
<ul style="list-style-type: none"> The Road/Rail Governance Group has been formed to better reflect the maturity of discussions and the work programme. This has raised the value of developing this measure together. 	

2.8 Safer Speeds

Our aim is that safe speeds reduce deaths and serious injuries

CURRENT WORK IN THE WAIKATO

- The geospatial tool to assist RCAs to implement the Safer Speeds Programme has been completed and is now being applied in the Waikato
- The Waikato Speed Management (WSM) Demonstration Project has had a strong start especially with the Changing the Conversation on Speed work.



The national Changing the Conversation on Speed programme, which aims to alter the dialogue communities are having about speed and its impact on road safety, is also being tested in the Waikato this year. Research is currently being carried out with stakeholders and the public to understand how speed is perceived, to identify opportunities to broaden and change conversations on speed, and to inform the WSM project.

2.9 Efficient road maintenance

Our aim is efficient road maintenance investment and delivery



- We get the best value out of our road maintenance programmes when the work is undertaken between October to May
- Summer Journeys lets customers know about potential disruptions so they can predict how long their journey might take, plan ahead and stay safe.

The Road Efficiency Group has established an on-line tool for road controlling authorities to report against an initial suite of customer levels of service. Over time this will be developed for all measures and will be a useful input to our investment decisions. This work also includes embedding the One Network Road Classification system into our investment decision making framework with an initial milestone to publish an updated investment framework for renewals, maintenance and operations by 30 June 2016

Within our own state highway business we are now implementing new customer focused Network Operating Contracts which have altered significantly the way in which we procure our maintenance activities.

REG | THE ROAD EFFICIENCY GROUP

2.10 Urban Cycling

Our aim is to make urban cycling a safer and more attractive transport choice

Work continues on key regional cycling connections, both on the road network and on regional cycle trails.

Current work includes:

- the Cambridge - Hamilton walk/cycle connection (moving to Indicative Business Case stage)
- the extension of the Hauraki Rail Trail and the Piako Bridge connection
- SH3 Ohaupo Road - the southern section of the walking and cycling project (Tomin to Dixon) is nearly complete with cycling lane markings to be installed in the coming fortnight or so. Works are gradually pushing north with completion expected in late May.



3. INVESTMENT ASSESSMENT FRAMEWORK REVIEW

We have completed a joint review of our investment decision making system with the Ministry of Transport and Treasury. This review identified a number of system improvements to build trust and confidence that our systems result in the right investments, both in terms of outcomes and value for money. We are now moving to implement the recommendations from the decision-making system review. Key recommendations include looking at how we give greater weight to regional and local outcomes in our prioritisation of the NLTP, how we better embed the principles of the Business Case Approach into the sector's planning and investment processes, and improvements to the way in which we do benefit cost appraisal.

We are making changes to our investment assessment criteria to:

- Ensure investment criteria are more clearly described and more easily understood, and to remove any areas of overlap between criteria.
- Provide greater clarification between criteria used for the business case approach and criteria used in investment decision making
- Strengthen the use of the benefit and cost appraisal, including how we appraise monetised and non-monetised benefits and costs.

Along with the improved criteria, we are also working to:

- Improve clarity and transparency for the decision making process, with better reporting on how investment decisions are made.
- Provide clearer expectations around the business case approach at each of the decision gateways.

Unlike the Funding Assistance Rate review, this work is unlikely to directly affect the levels of investment for local government.

As this work evolves we will test emerging thinking with local government end users, and keep local government stakeholders informed as the work progresses.

4. BUSINESS CASE APPROACH UPDATE

The NZ Transport Agency introduced the Business Case Approach (BCA) in 2013, to improve transport planning and project development practice in New Zealand. It followed an extensive, sector wide review, and is designed to ensure that transport investment proposals seeking NLTF funding are supported by a clear, concise investment story.

The BCA is based on the same principles that underpin NZ Treasury's Better Business Case model, and is consistent with international best practice. Used effectively, the BCA can help us achieve a more efficient approach to transport investments that:

- Uses early, and genuine, stakeholder engagement to make sure people are on the same page,
- Spends less time and resources developing business cases for projects that don't align well with strategic goals
- Allows a clear and compelling investment story to be developed, helping decision-makers understand the case for investment.

In our guidance and signals leading up to the 2015 NLTP, we asked all regions to look at applying the principles of the BCA to their RLTP development in a fit-for-purpose way. While good progress was generally made in achieving this, the sector (including the Transport Agency) was working from a low level of familiarity with the BCA and 'best practice' was still developing.

The 2018 reviews of RLTPs provide a good opportunity to improve on how BCA thinking has been applied, in particular by helping to ensure the RLTP tells a compelling investment story for the region, which can inform the Agency's decision-making as it builds the NLTP.

We are currently working together with Waikato Regional Council staff, and the wider Regional Transport Special Interest Group, to ensure we are in a position to support application of BCA principles to the RLTP reviews in 2018. Together with your staff we will be holding a workshop session with the Committee in May to look at how to apply the BCA principles to the Waikato RLTP review.

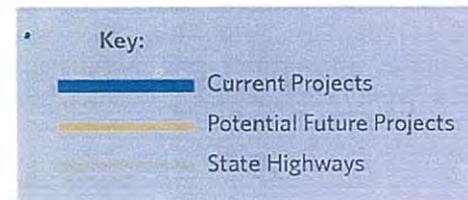
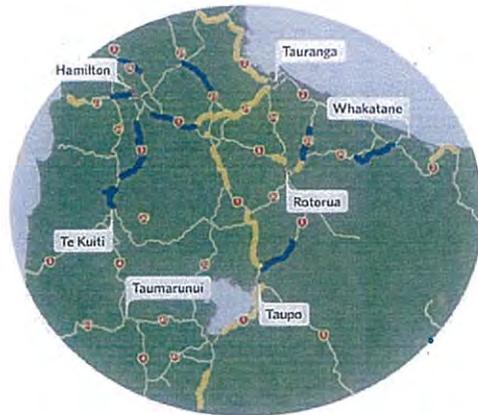
5. THE SAFE ROADS ALLIANCE

The Safe Roads Alliance has been established by the New Zealand Transport Agency to deliver the National Programme Business Case for Safer Roads and Roadsides. The programme identifies approximately 90 high-risk intersections and highway corridors across the country which forms the basis for the scope of work. The Safer Roads and Roadsides programme is one of four components in the Safe System approach, which underpins Safer Journeys, the government's strategy to guide improvements in road safety over 10 years.

Waikato Region is strongly represented in the programme with the dominant causes of deaths and serious injury in the region (@80%) being vehicles running off road or head on crashes when vehicles cross the centre line, these issues are targeted by the early programme activity.

The Alliance has a central office in Hamilton that focuses on overall programme management and business case preparation. It is also the base for development of a safe system toolkit and selection of design solutions. Project development and delivery including detailed design, procurement and construction is delivered through regional offices in Whangarei, Auckland, Hamilton, Tauranga, Wellington and Christchurch.

Waikato/Bay of Plenty Projects



6. SH3 AWAKINO GORGE TO MT MESSENGER CORRIDOR

This section of SH3, Taranaki's main route north, runs through rough terrain and is winding and narrow. A number of interventions are proposed across the corridor to improve safety, route availability and travel times. The improvements will be delivered in a number of individual projects. These are:

- safety, route availability and driver experience
- bypass of the Awakino Tunnel
- bypass of Mt Messenger

The project will improve safety and route availability along this key transport corridor. The project objectives are to:

- reduce the number of deaths and serious injuries from crashes
- reduce the number and duration of road closures
- improve journey time predictability
- improve drivers' experience along the corridor.

The recent business case has confirmed that there are ongoing safety, route availability and travel time issues, due to poor road layout along the corridor. Poor alignment has resulted in a number of deaths, serious injuries and road closures over recent years. Key improvements range from smoothing curves, shoulder widening, new passing opportunities, bypassing key bottlenecks, better traveller information and new pull-off and rest areas.

The bypasses of the Awakino Tunnel and Mt Messenger (\$89–105 million) will be funded by the Crown as part of the Government's Accelerated Regional Roding Programme.

Implementation of the corridor-wide improvements (\$25–30 million) is included in the National Land Transport Programme 2015–18. Together, the improvements on SH3 north of Taranaki will total \$114–135 million.

Anticipated construction starts are:

- Safety and resilience improvements – 2017/18 with duration of 12 months.
- Awakino Tunnel bypass – 2018/19 with a duration of 24 months.
- Mt Messenger bypass – 2018/19 with a duration of 24 months

7. WAIKATO EXPRESSWAY UPDATE

Longswamp section

- Construction to start this year with completion in 2018
- Notice of Requirement Hearing for the final designation to occur this month

Rangiriri section

- Under construction, with completion on main line in 2016 but finishing works and local connections carrying over into 2017
- We have overcome challenging earthwork conditions over the summer

Huntly section

- Construction underway by Fulton Hogan–HEB joint venture
- Northern interchange works seeing traffic moved on to a temporary diversion
- Haul road has been established
- Bridging at the southern end, including Mangawara Stream is underway
- Completion 2020

Hamilton section

- Contract awarded to an alliance formed between Fletcher, Beca, Higgins, Coffey and the Transport Agency
- Currently developing concept designs and carrying out site investigations
- Minor works ahead of construction will be starting in spring
- Completion 2020

Cambridge section

- Concerns about road noise from nearby property owners have led to:
 - Letters to residents
 - One-on-one site visits
 - A public information day is planned for March
 - Further noise monitoring in March
 - Final, quieter asphalt seal brought forward to October

WAIKATO HIGHWAY PROJECTS

SH3/SH21 intersection improvements

- A roundabout is currently under construction
- Completion in May

Cobham Drive

- Wairere Drive intersection: Construction this year of a roundabout will connect the final leg to SH1 which will include a pedestrian ramp and shared paths
- SH1/26 Morrinsville Rd intersection completed
- Cambridge Rd intersection: In design for traffic signals, build next financial year
- Sillary St pedestrian underpass: To be built this financial year

SH3 Ohaupo Rd, Lorne St to Dixon Rd shared path

- Physical works tender has been awarded to Schick Construction and Cartage
- 3.5km of shared path is currently under construction
- Tied in with other cycling and walk paths in the southeast of city
- Signalised crossings at Normandy Ave shops
- Completion late April

SH1/Gallagher Dr intersection Improvements

- Physical works tender has been awarded to Bloxham, Burnett and Olliver
- Construction has started
- Traffic lights to be operational by July 2016.
- Ties in with HCC's Western Rail Trail.

SH1/Cambridge to Piarere

- Business case process is underway for long-term improvements
- In the interim the Safe Road Alliance will be doing some corridor safety improvements

ECONOMIC GROWTH AND DEVELOPMENT



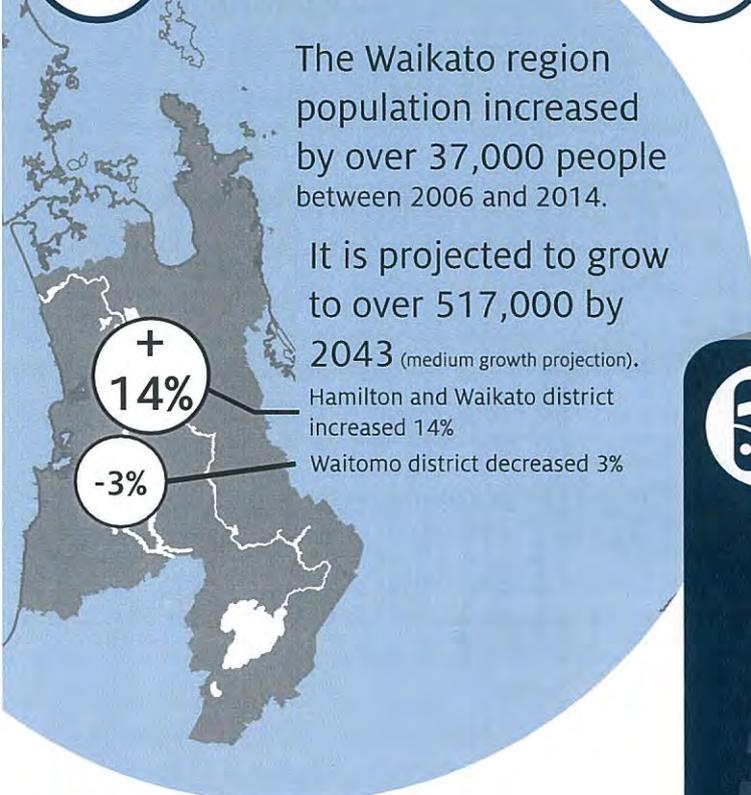
POPULATION GROWTH

The Waikato region population increased by over 37,000 people between 2006 and 2014.

It is projected to grow to over 517,000 by 2043 (medium growth projection).

Hamilton and Waikato district increased 14%

Waitomo district decreased 3%



ROAD FREIGHT

The average load of heavy vehicles nationally has increased from 8.1 tonnes in 2006 to 9.3 tonnes in 2014, reflecting the increase in high productivity motor vehicle routes in the region.



TWO RAIL CORRIDORS RUN THROUGH THE WAIKATO REGION

the North Island Main Trunk and the East Coast Main Trunk.

Collectively, freight volumes on these corridors have increased

8.52% over the last year

- North Island Main Trunk – 6.98%
- East Coast Main Trunk – 10.57%

Waikato freight initiatives

The Waikato Regional Transport Committee is supporting the development of high productivity motor vehicle routes in the region, with operative routes including the length of State Highway 1 and State Highway 29, linking the Waikato region to the upper North Island and beyond. This helps to consolidate freight movements throughout our region, making a more efficient freight network. The Waikato Regional Transport Committee is also working with the Bay of Plenty and Taranaki regional transport committees on the Hamilton to Tauranga, and Hamilton to New Plymouth routes respectively, advocating for more efficient, resilient and safe road and rail transport to our neighbouring regions.



ECONOMIC GROWTH

The Waikato region's economy grew 2.7% in the year to June 2015.

This compares to other regions in the upper North Island:

Northland 3.8%, Bay of Plenty 4.3%
Auckland 4.5%

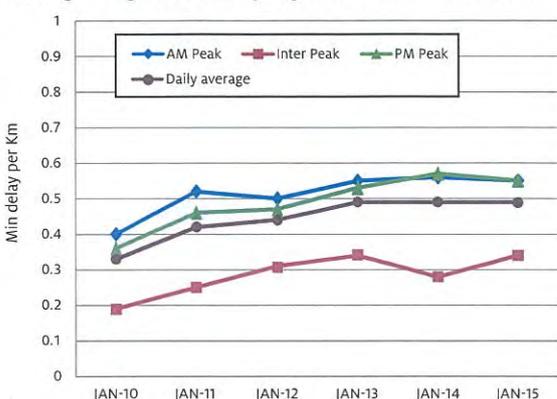


+ 2.7%



ROAD CONGESTION ON KEY REGIONAL CORRIDORS

Average congestion on key regional corridors (central Waikato)



At a network level, peak congestion has remained relatively steady since 2014 across the measured strategic corridors in the greater Hamilton catchment (from Taupiri to Cambridge).

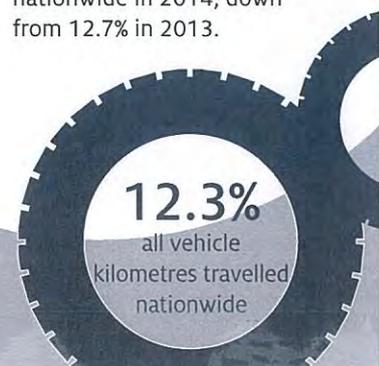
Between 2010 and 2015 the all day average travel speed has decreased by 5km/h across the day in Hamilton.

We are likely to see a drop in congestion in future years as major capital projects (i.e. Waikato Expressway and Wairere Drive) are completed and accompanying roadworks/speed restrictions are lifted.



VEHICLE TRAVEL

Traffic travelling within and through the Waikato region accounted for 12.3% of all vehicle kilometres travelled nationwide in 2014, down from 12.7% in 2013.



ACCESS AND MOBILITY



BUS SATISFACTION

97%

HAPPY WITH BUS EXPERIENCE

Overall, 97% of bus users surveyed were happy with their bus experience which is slightly up from last year (96%).

81%

VALUE FOR MONEY

81% of bus users considered the fare to be 'value for money', and this is up 1% from last year.



TOTAL MOBILITY NUMBERS

Nearly 60,000 Total Mobility trips were undertaken in 2014/15, an increase of 2.4% on the previous period.



PUBLIC TRANSPORT: TOTAL KM TRAVELLED

Public transport buses in Hamilton travelled nearly 37 million passenger kilometres in 2014/15 with over 4.5 million passenger boardings (5.1 million regionally).

38.96% of public transport bus costs were covered by fares in 2014/15. This is a slight decrease from the previous period's result of 39.23%.



SINGLE PERSON CAR TRIPS

The distance travelled per capita in single occupancy vehicles (SOV) in Hamilton in 2014 increased 9% from the previous period.

Through implementation of the Future Proof land use patterns, and the ongoing integration of land use and infrastructure promoted through the Waikato Regional Policy Statement and other district plans in the region, it is hoped to reduce single person car trips and increase the proportion of trips taken on foot, by bicycle and public transport.

+9%
distance travelled in SOVs



ACCESS TO VEHICLES

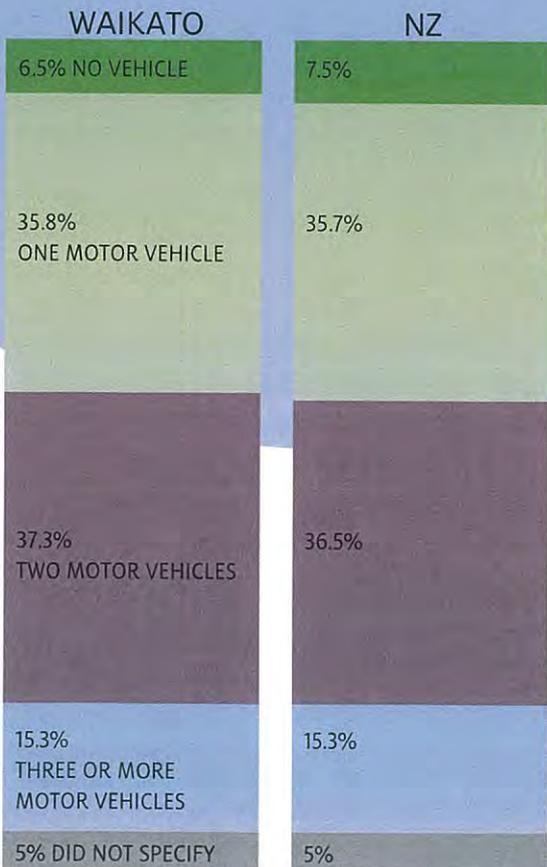


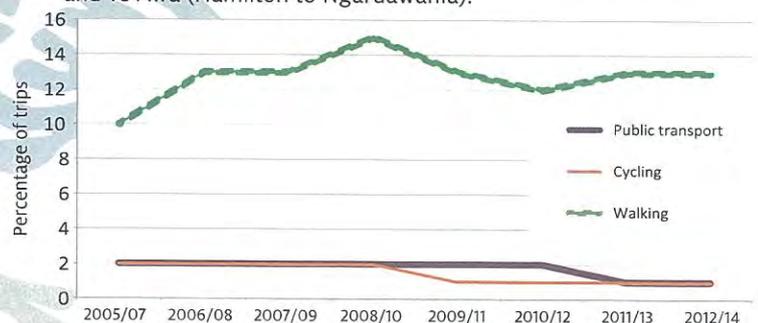
Chart derived from 2013 census data



PROPORTION OF TRIPS ON FOOT / CYCLING / PUBLIC TRANSPORT

While the absolute number of trips taken on foot, cycling or by public transport in the Waikato region is increasing, the proportion of total trips is not.

With the creation of the national Urban Cycleways Fund there is an increasing focus on cycling in the region, with Waikato recipients of the fund including the Western Rail Trail in Hamilton and Te Awa (Hamilton to Ngāruawāhia).



The proportion of people with no access to vehicles in the Waikato region is slightly below the national average.

ENVIRONMENT AND RESILIENCE



AIR QUALITY

PM₁₀ measures the amount of harmful particles entering the air.

During winter, PM₁₀ is typically caused by domestic home heating sources. In summer, however, the proportion of vehicle emissions becomes much more significant, therefore a comparison of summertime PM₁₀ concentrations (February and March) from year to year provides an indication of how vehicle contributions might be changing with time. Other air quality measures include benzene and nitrogen dioxide levels.

PM₁₀

Across the region from 1999 to 2015, there has been

NO statistically significant change in summertime PM₁₀ concentrations.

C₆H₆

Over the period 2004 to 2014,

average benzene levels as measured in six Hamilton locations have reduced.

This is attributed to changes in fuel specifications and improved vehicle technology.

NO₂

Across the region between 2007 and 2014, monitoring

results for nitrogen dioxide generally show no statistical change,

with the exception of two intersections in Hamilton and one in Cambridge where a worsening trend has been identified.



NETWORK RESILIENCE

Vehicle crashes, weather incidents, rock falls and many other factors can result in road closures. Anecdotally, the increasing intensity and frequency of storm events will affect key routes in the region more often.

55

vehicle crashes were the number one cause of road closures in the Waikato region in 2014

(55 crashes caused road closures on state highways of over 167 hours).

10

flood events closed sections of our state highway network for 71 hours in 2014.

7

snow events closed sections of our state highway network for 60 hours in 2014.

Note: road closure statistics exclude closures for routine maintenance.

ROAD SAFETY



ALCOHOL AND ROAD DEATHS AND SERIOUS INJURIES

Alcohol contributed to 18% of road deaths and serious injuries in 2014, compared to 16% in 2013.



SOCIAL COST OF ROAD INJURY CRASHES

The social cost of road injury crashes in the Waikato is \$407 million

representing 12.6% of the countrywide total social cost, which is proportional to the number of vehicle kilometres travelled in the region.



ROAD SPEED, ROAD DEATHS AND SERIOUS INJURIES

Speed contributed to 19% of road deaths and serious injuries in 2014.

When taking into account deaths alone, speed is a contributing factor in nearly 1/3 of road deaths. Over the past 5 years there have been no obvious trends developing.

19%
of deaths and serious injury



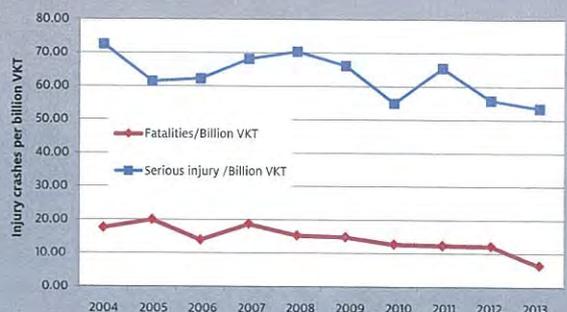
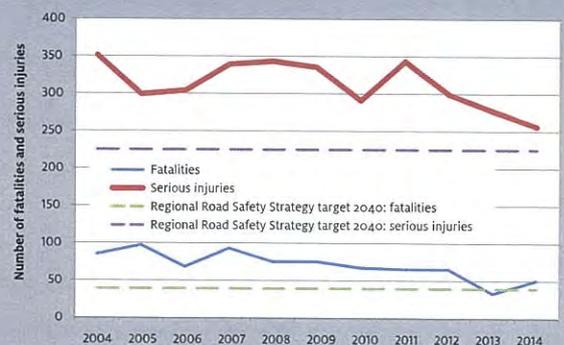
DEATHS AND SERIOUS INJURIES

While serious injuries on our roads continued to decrease in 2014, fatalities rose slightly (still being below levels prior to 2013).



DEATHS AND SERIOUS INJURIES COMPARED TO VEHICLE KILOMETRES TRAVELLED

Comparing deaths and serious injuries to the amount of vehicle kilometres travelled (VKT), the Waikato region is continuing a downward trend.



For further information (including reference data) please contact Waikato Regional Council at info@waikatoregion.govt.nz.

Committee: Strategy & Policy Committee **Date:** 22 March 2016

Report Name: Action List for 22 March 2016:
and Actions Still Underway or
Pending for HCC submissions
to External Organisations **Author:** Sean Hickey

Status	<i>Open</i>
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Recommendation

That the Report be received.

1. Attachments

2. Attachment 1 - Strategy and Policy Committee Action List 22 March 2016
3. Attachment 2 - Progress of HCC Submissions to External Organisations

STRATEGY AND POLICY COMMITTEE

Action List - 2015/16

OPEN

Ref.	GM Responsible	Action	DUE DATE for reporting back	Status (relative to due by date)	Notes
2	GM City Infrastructure	Wairere Drive to Cobham Connection: Parks and Open Spaces to include consideration of space required to four lane Wairere Drive during the review process of the East Town Belt Concept Plan which will take place in 2015/16. 7 July 2015: Staff to report back to Council on options for the pedestrian/cycle overbridge prior to committing to any particular design.	23-Feb-16 Deferred to: 22-Mar-16	Deferred by Committee	The development of a concept plan for the Hamilton East Town Belt, which will consider Wairere Drive will commence in August 2016. Further options assessment and concept design consideration is required. Staff to report to the Committee on 22 March 2016.
4	GM Community	Zoo Strategic Review - Zoo Master Plan Working Group to report back to the Committee on 19 November 2014.	19-Nov-14 Deferred to: 3-May-16	Deferred by Committee	The Working Group will reconvene in August 2015, followed by a Council Briefing, before being reported back to S&P Committee. Report Deferred to S&P 3 May 2016 following the outcome of the Zoo Review.
5	GM Strategy & Communications	Sustainable Hamilton Strategy (Sustainability Panel Report): i. Chief Executive to review the Sustainability Report as to its application to Council's operations; and ii. Chief Executive to consider, consult with the Sustainability Panel on, and make a recommendation as to whether Council should have a stand-alone Sustainability Strategy	23-Feb-16 Deferred to: 22 March 2016	Deferred by Committee	Strategy referred to the Community Forum Subcommittee. Sustainability report was circulated to the Community Forum Subcommittee in early June 2015 at the request of the Chair of the Subcommittee. The Sustainability report was considered at the 19 August Community Forum Subcommittee meeting, which made the stated recommendations to the S&P Committee's meeting on 22 September 2015. The CE report is to include a summary of all initiatives within the organisation that fit within the Sustainability Framework contained in the Sustainability Report. Staff report to be presented back to S&P in March 2016.
7	GM City Growth	Frankton Neighbourhood Plan: Working Group convened comprising Her Worship the Mayor, Cr O'Leary (Chair) and Cr Gallagher. Report due back to Council in June 2015. 3 November 2015: Staff to report back to the Committee in December 2015 with a final Plan for adoption following a period of public engagement.		In progress	Recommendation to Council 31 March 2016, together with a final draft Plan for adoption encompassing changes requested by the Committee at its .
8	GM Community	Cemeteries Draft Management Plan: Plan adopted at 7 July 2015 Strategy and Policy Committee subject to action list and reformatted Plan to be incorporated. Staff to report back to the 11 August 2015 Committee meeting. This was deferred to the 27 August Council Meeting. Due to other priorities staff have not finalised the work on this Plan.	11-Aug-15 Deferred to: 25-Feb-16	Completed	Staff presented updated Plan to 25 February 2016 Council meeting for approval.
9	GM City Infrastructure	Wairere Drive/Huntington Drive (west) intersection: a. Staff to consult further with the Huntington community on minor safety management measures; and b. Staff continue monitoring the safety performance of the intersection.		In progress	Staff met with the petition organisers on 11 June and presented the proposed options for improvements to the intersection. Staff are now developing a survey via survey monkey to use for community feedback on the options. The survey will be tested with the petition organisers before releasing to the community. Staff and Councillors Mallet, Tooman, Yeung and Chesterman met with the residents representative group on 30 September 2015 following an earlier meeting between residents and councillors. Additional data is being collected currently so that the list of options for improvement can be finalised and then consulted upon. Funding is available in 2015/16 Discretionary Transport Programme to complete the improvements. Transportation UM in ongoing contact with the group.
10	GM Community	Social Housing Strategy: To provide a progress report to the Committee on strategy development by 11 August 2015. 11 August 2015: The Hamilton Strategic Social Housing Plan be reported to Council in December 2015.	8-Dec-15 Deferred to: 3-May-16	Deferred by Committee	Update provided to the 11 August S&P meeting. Report with Strategic Social Housing Plan to be presented to Committee on 3 May 2016.
11	GM City Infrastructure	Waikato Expressway: 7 July 2015: a. Staff to arrange for Elected Members to be invited to public consultation meetings arranged by NZTA. b. Staff to also explore means for HCC to play more active role in public consultation processes (re Osborne Road overbridge) outside its territory (eg joint committee with Waikato District Council).		In progress	Ongoing transport modelling work completed with Opus and NZTA to inform the Resolution Drive Extension designation, Osborne Rd overbridge and Horsham Downs link. a. Public open day held in December 2015; personal invite sent to Mayor and Councillors. Completed. b. Ongoing.
12	GM Community	Hamilton Lake Domain - Reserve Management Plan Review: Staff report back to the Strategy and Policy Committee with a draft Proposed Hamilton Lake Domain Management Plan for endorsement for consultation under section 41(6) of the Reserves Act 1977. 3 November 2015: Working Group (Crs Gallagher, Green, Mallett and Yeung) to meet December 2015/February 2016 to provide strategic direction and vision for the Plan. The draft Plan to then be presented back to the Committee for public engagement.	03-May-16	In progress	First stage consultation completed, over 50 submissions received. The Working Group convened 10 December 2015. The draft plan is expected to be reported back to the Committee in May 2016, prior to public consultation.

Updated: 14/03/16 11:54

Ref.	GM Responsible	Action	DUE DATE for reporting back	Status (relative to due by date)	Notes
13	GM Community	Community Facilities Working Group to agree on a process and scope to review the community facilities portfolio; to report back to Council in July 2015. 8 December 2015: i. Staff to progress discussions with all interested parties for each community facility; ii. Present a report to Council if a decision is required on the future use of any community facility; iii. Staff investigate how the availability of bookable community facility spaces can best be communicated to the community.		In progress	Staff reported to the Committee at the 8 December Committee meeting. Discussions have progressed with interested parties, however on-going discussions are still required with those interested parties regarding Enderley Community Centre, Te Rapa SportDrome and Fairfield Hall. Staff are still investigating the communication methods with regards to bookable space availability across a range of facilities in Hamilton City. It is expected this will be completed by May 2016.
14	GM Community	Waikato Museum Strategic Review: i. Staff to track costs in completing the review. ii. Draft strategic plan to go out for public consultation from 9 December 2015 to 12 February 2016. iii. 8 December 2015: Staff to consider whether the use of the Hamilton Club's former premises would be feasible for administrative purposes.		In progress	i. Staff tracking costs; to be presented at 22 March 2016 meeting. ii. Report to 22 March 2016 meeting, to present final Strategic Plan for adoption. iii. Relocation of the administration office is not feasible and unbudgeted in 2015-2025 10-Year Plan. Any significant building redevelopments will need to be considered through the 2017/2018 Annual Plan and the 2018-2028 10 Year Plan.
15	GM Community	Older Persons Plan: Staff to provide six-monthly progress reports through the Community Forum Subcommittee.		In progress	To be referred to in the Community Forum Subcommittee Chairperson's 6-monthly update at the 22 March 2016 meeting, as a Recommendation from the Subcommittee.
16	GM City Growth	Heritage Plan and Fund Guidelines: Staff to: a. track progress of the Government's plans in relation to earthquake strengthening; b. seek feedback from faith and community groups on the draft Plan and Guidelines; c. report back to the 3 November 2015 Committee meeting with a final Plan and Guidelines.	3-Nov-16 Deferred to: 23-Feb-16	Completed	a) This is being closely monitored by Phil Saunders, Building Unit, and advising City Planning accordingly on heritage matters. b) The Interfaith council was invited to the Heritage Plan drop-in session. Completed. c) Completed at 23 February 2016 meeting. Recommendation to Council 31 March 2016.
17	GM Strategy & Communications	Advisory Panels' Chair Reports: The Chairs for each Advisory Panel to present an Annual Report to the Committee at the August or September Committee meetings.	22-Mar-16	In progress	Report from Chair of Sustainability Advisory Panel postponed to March 2016 to align with the recommendations from the Community Forum Subcommittee.
19	GM Community	Arts Agenda: Staff to: i. arrange a briefing for Elected Members following the adoption of the revised Arts Agenda; and ii. liaise with the Arts Forum and Creative Waikato on pre-feasibility research for an art gallery, and report back on this matter before the 2016 Draft Annual Plan is adopted.	30-Jun-16	In progress	i. Panel believes a Briefing is no longer required given the content of the Arts Agenda. Completed. ii. Creative Waikato is currently facilitating the development of a trust to lead the pre-feasibility work. Staff will report back before 30 June with a progress update.
20	GM City Growth	Urban Design Advisory Panel: That a briefing for Elected Members take place to provide an opportunity for further discussion on the work and role of the Panel.		In progress	Staff and Democracy are looking into the next opportunity to have a briefing on this matter.
21	GM City Growth	Public Places Bylaw and Policy: Draft bylaw to be presented to the S&P Committee to be adopted for public engagement. 3 November 2015: The Business and Investment Subcommittee reports a summary of the submissions and evidence presented on the proposed draft Public Places Bylaw 2016 and draft Public Places Policy, including recommendations, to the 16 February 2016 Committee meeting as part of the staff report for deliberation and adoption.		Completed	Adopted by Council at 18 February 2016 meeting.
22	GM City Infrastructure	Trade waste and Wastewater Bylaw: 23 February 2016: Draft bylaw adopted for public engagement: a) Drop-in session to take place on 22 March 2016 - all Elected Members to be invited; Cr Tooman delegated to represent Council; b) Submissions and Deliberations report to be presented back to the Committee on 19 July 2016.	19-Jul-16	In progress	a) Staff arranging drop-in session. b) Report to be presented at 19 July 2016 meeting.
24	GM Strategy & Communications	Voluntary Targeted Rates (VTR): VTR Scheme to be considered as part of the 2016/17 Annual Plan.		Completed	Presented at Annual Plan Council meeting on 24 February 2016.

Ref.	GM Responsible	Action	DUE DATE for reporting back	Status (relative to due by date)	Notes
25	GM Strategy & Communications	<p>Gambling Policies: 5 November 2015:</p> <p>a) Subject to changes agreed by the Committee at its 5 November meeting, staff present a track-changed version of the Class 4 Gambling Venue Policy and the TAB Board Venue Policy for adoption at the 8 December 2015 Committee meeting.</p> <p>b) Council consult, using a special consultative procedure, the public solely on: i) the inclusion of an additional clause to Option B that any venue within the permitted area is able to relocate within the gambling permitted area; and ii) the removal of the word "existing" from section 4a of Option B relating to club mergers.</p> <p>c) Staff to collate and circulate information gathered by Council when the first Gambling Policy was implemented (pre-2006) in relation to the causal link between the number of gaming machines and problem gaming.</p> <p>d) Staff to check the accuracy of statistical information in the Statement of Proposal (particularly pages 36 and 37).</p>		In progress	<p>a) Referred to the March 2016 Council meeting by the S&P Committee (23 February 2016), together with issues raised by Committee members at the 23 February 2016 meeting.</p> <p>b) As above.</p> <p>c) This information cannot be circulated as the background research and data is over ten years old and was collected pre the electronic management system. A search of the physical record storage has not located any relevant records.</p> <p>d) There was a typographical error "Gambling expenditure in New Zealand has increased from \$145 million in 1994 to \$20.91 billion in 2014." The correct figure was \$2.091 billion. The other statistics on pages 36 and 37 in the 5 November have been checked to the source data. There are no other corrections.</p>
26	GM Community	<p>Social Wellbeing Strategy:</p> <p>a. Staff to arrange a Council briefing on the Quality of Life survey and its connection to the proposed Social Wellbeing Indicator Report.</p> <p>b. Staff to develop a Social Wellbeing Indicator Report to present key features of the Quality of Life survey and present the same at the Strategy and Policy Committee in May 2016.</p> <p>c. Staff to update the Committee as to the new provider of the Hamilton Residents Survey.</p>	03-May-16	In progress	<p>a. Completed. Staff report presented at a workshop during the 17 February 2016 Community Forum Subcommittee, instead of a Briefing.</p> <p>b. Report to be presented at the 3 May 2016 Committee meeting.</p> <p>c. Staff conducted a briefing during the 17 February 2016 Community Forum Subcommittee meeting on the Quality of Life, including information around the Resident Survey.</p>
27	GM City Infrastructure	<p>Regional Round-up Report:</p> <p>a. Elected Members to be invited to Hamilton Public Transport Joint Committee workshop on the Public Transport Fare Review.</p> <p>b. Staff to update Committee on MoE School Bus Review and Northern Suburbs Bus Service Improvements in the next Round-up Report.</p> <p>c. Staff to obtain further information from the WRC as to the flexibility of the new bus service contracts to deal with changes to demand on a more timely basis.</p>	22-Mar-16	In progress	<p>a. Completed. Email circulated 11 January 2016.</p> <p>b. Update will be provided in the Operational Roundup report to the S&P committee on 22 March 2016.</p> <p>c. Update will be provided in the Operational Roundup report to the S&P committee on 22 March 2016.</p>
28	GM Strategy & Communications	<p>Hamilton East Neighbourhood Plan: Working Group to report back to the Committee on 7 June 2016 with a draft Plan.</p>	07-Jun-16	In progress	Working Group established. Report to be presented at 7 June 2016 Committee meeting.
29	All GMs	<p>Financial and Resource Implications: Staff to separately identify internal and external costs when providing financial information to the Committee.</p>		In progress	Ongoing.
30	Executive Director Special Projects	<p>Regional Plan Updates: An update to be provided on Healthy Rivers Plan, Future Proof and the Waikato Plan at the Elected Members briefing in March 2016.</p>	15-Mar-16	In progress	<p>Future Proof and Waikato Plan to be presented at the Council Briefing on 15 March 2016.</p> <p>It is proposed that the Healthy Rivers Plan will be presented to the Council Briefing in May 2016, to accommodate an external presenter.</p>

PROGRESS OF HCC SUBMISSIONS TO EXTERNAL ORGANISATIONS: 22 MARCH 2016 STRATEGY AND POLICY COMMITTEE MEETING AGENDA
 (For all submissions made by HCC, refer <http://www.hamilton.govt.nz/our-council/consultation-and-public-notice/councilsubmissions/Pages/default.aspx>
INFORMATION CURRENT AS AT 11/3/16

Submissions Removed – Process now Complete

- No submissions have been removed since the 23 February 2016 Strategy and Policy Committee meeting.

New Submissions Added

- No new submissions have been added since the 23 February 2016 Strategy and Policy Committee meeting.

TABLE 1: PROGRESS OF HCC SUBMISSIONS ‘AT A GLANCE’ (REFER TO TABLE 2 FOR FURTHER DETAIL)

Note: Updates to the ‘Summary at a Glance’ table that formed part of the 23 February 2016 Strategy and Policy Committee meeting agenda are highlighted in yellow.

SUB #	TITLE OF DOCUMENT/ISSUE AND ORGANISATION	KEY PROGRESS
398	HCC’s and the NZTA’s Notices of Requirement - Southern Links Project (Waikato District Council, Waipa District Council and Hamilton City Council)	At a Judicial Conference on 31/8/15, the parties agreed the appeal would proceed to a hearing before the Environment Court, and the hearing was set down for 25/2/16 and 26/2/16. However, the appeal was settled by negotiation. On 3/3/16, the Court issued a consent order in relation to the appeal, which amended the conditions on Designation DN/156 in Waipa District. HCC is not a party to the second appeal against the NZTA’s decision on its Southern Links requirement, which concerns land in Waikato District. The parties to the second appeal are negotiating the terms of an agreement for the Crown to acquire the Appellants’ property. The NZTA expects to know by late April 2016 whether or not this appeal has been resolved.
404	Building (Earthquake-Prone Buildings) Amendment Bill (Local Government and Environment Committee)	On 10/5/15, the Government announced major changes to how quickly earthquake-prone buildings will need to be assessed and strengthened to “better target regulations on buildings where location, use and type pose the greatest risk to life”. The country will be split into 3 zones according to the risk of a big earthquake, and the timeframes for assessment and strengthening vary accordingly.
439	Building (Earthquake-Prone Buildings) Amendment Bill – Interim Report (Local Government and Environment Committee)	The Bill is expected to receive its second reading before Parliament adjourns for the 2016 year, with the new legislation anticipated to be in place around March 2017.
414	Proposed Auckland Unitary Plan – Further Submissions (Auckland Council)	HCC staff have not appeared in person at the hearings, given the structure of the hearings and the time/cost involved. However, Future Proof and the Future Proof partners of Waikato Regional Council and Waikato District Council have appeared at hearings covering the topic of Auckland growth. The focus of the evidence given is to highlight to Auckland Council the impacts of growth in the south of the Auckland Region on land use, settlement patterns and infrastructure impacts (namely the Waikato Expressway) in the Waikato.
447	State Highway 26/Ruakura Road/Lissette Road Intersection Upgrade - Publicly Notified Notice of Requirement from the NZTA for an Alteration to Designation (Waikato District Council)	The City Planning Unit, in collaboration with the City Development Unit, developed HCC’s submission. This was sent to WDC on 4/9/15 under the Chief Executive’s delegated authority for RMA submissions. WDC appointed an independent Commissioner to hear submissions. A member of the City Planning Unit prepared evidence in support of HCC’s submission. The hearing took place on 27/10/15. The Commissioner’s recommendations on the Notice of Requirement were provided to the NZTA in December 2015. HCC received the NZTA’s decisions on the recommendations on 18/2/16. The City Planning Unit reviewed these in consultation with the City Development Unit, and it was decided that Council lodges no appeal.

SUB #	TITLE OF DOCUMENT/ISSUE AND ORGANISATION	KEY PROGRESS
452	Final Position Paper 'Improving New Zealand's Water and Wastewater and Stormwater Sector' (LGNZ)	A brief article on LGNZ's final position paper was included as part of the 6/10/15 Executive Update. LGNZ has advised that its National Council support progressing the co-regulatory option and will continue to update the sector on further developments.
453	Building (Pools) Amendment Bill (Local Government and Environment Committee)	Staff from the Building Control Unit spoke in support of HCC's written submission at the hearings of the Local Government and Environment Committee on 3/12/15. The report of the Local Government and Environment Committee is due on 16/3/16.
454	Ruakura Variation to Hamilton City's Proposed District Plan (Hamilton City Council)	The submission identifies a number of minor errors or omissions for various sections of the Ruakura Variation and the relief sought for each submission point. It also includes matters relating to administration of the plan and clarity for plan users. Next steps include hearings to be convened for submissions received, which will be heard by independent Commissioners in mid 2016.
455	Shop Trading Hours Amendment Bill (Commerce Committee)	HCC's draft submission was considered and approved at the 15/12/15 Council meeting. The final revised submission was uploaded to Parliament's website on 22/12/15. Parliament acknowledged receipt of HCC's submission on 14/1/16. The report of the Commerce Committee is due on 3/5/16. If enacted, the new powers will take effect in time for changes to be made prior to Easter 2017.
456	Developing the Proposed National Policy Statement on Urban Development (Ministry for the Environment)	<p>To inform the development of a proposed NPS on Urban Development, feedback was sought on the following questions. 1) Is your area experiencing high levels of population growth and challenges in planning for this growth? 2) How could a NPS and supporting guidance help to address these issues? 3) What could a NPS and supporting guidance contain?</p> <p>Draft 1 was circulated to Elected Members on 29/1/16 for feedback. Comments were incorporated into a final version sent to MFE to meet the 9/2/16 submission closing date. The final submission sent on 9/2/16 was considered and retrospectively approved at the 23/2/16 Strategy and Policy Committee meeting, subject to amending a specific section of the submission. This amendment was incorporated into the approved final version sent to the MFE on 1/3/16.</p>
457	Vehicle Dimensions and Mass Rule 2002 Review (Ministry of Transport/NZ Transport Agency)	The intention to make a submission was outlined in the 2/2/16 Executive Update. Draft 1 was circulated to Elected Members for feedback on 12/2/16. Initial feedback resulted in a revised submission (Draft 2), which was included as part of a separate report that was considered and approved at the 23/2/16 Strategy and Policy Committee meeting. No changes were made to Draft 2, which was sent to the NZTA on 24/2/16. The NZTA has acknowledged receipt of HCC's submission.
458	Better Urban Planning (Issues Paper, December 2015) (New Zealand Productivity Commission)	<p>The NZ Productivity Commission began the Inquiry with release of an Issues Paper on 9/12/15 outlining its proposed approach to the Inquiry, the context for the Inquiry, and a preliminary list of key questions to be addressed via a broad consultation process. Their draft report will be released in July 2016 for submissions, with the final report to Government due on 30/11/16.</p> <p>Elected Members were advised of this Inquiry in the 24/11/15 Executive Update. HCC's Draft 1 submission was circulated to Elected Members on 29/1/16 for feedback. As no feedback was received on this particular submission, Draft 2 remained unchanged from Draft 1 and was considered and approved at the 23/2/16 Strategy and Policy Committee meeting. This was then sent to the Productivity Commission on 1/3/16. The Commission acknowledged receipt of HCC's submission on 2/3/16, noting that once it has been reviewed, it will be published on their website.</p>
459	Resource Legislation Amendment Bill (Local Government and Environment Committee)	The overarching purpose of this Bill is to create a resource management system that achieves the sustainable management of natural and physical resources in an efficient and equitable way. Elected Members were advised of this Bill in the 1/12/15 Executive Update. Draft 1 was circulated to Elected Members on 29/1/16 for feedback. Comments were incorporated into Draft 2 , which was considered and approved at the 23/2/16 Strategy and Policy Committee meeting. The Committee made a minor addition that was incorporated into the approved final submission uploaded to Parliament's website on 2/3/16. Receipt of HCC's submission was acknowledged on 2/3/16.

SUB #	TITLE OF DOCUMENT/ISSUE AND ORGANISATION	KEY PROGRESS
461	Watercare's December 2013 Application for a Water -Take Resource Consent from the Waikato River (Waikato Regional Council)	Through Future Proof, WRC has an action to update the Group on the allocation status of the Waikato River and determine a process to enable understanding of water take applications currently in the queue. This action is still uncompleted.

TABLE 2: PROGRESS OF HCC SUBMISSIONS - FULL SUMMARY

Note: The following schedule identifies submissions made by HCC to external organisations since April 2013 where the process has not been fully completed and where various actions are still underway or pending. Updates to the schedule that formed part of the 23 February 2016 Strategy and Policy Committee meeting agenda are highlighted in yellow.

SUB #	TITLE OF DOCUMENT/ISSUE	ORGANISATION	DATE SUB. SENT	STRATEGY & POLICY COMMITTEE APPROVAL	STATUS OF SUBMISSION PROCESS
398	HCC's and the NZ Transport Agency's Notices of Requirement to the Southern Links Project http://www.waipadc.govt.nz/our-district/MajorProjects/HamiltonSouthernLinks-NoticesofRequirement/Pages/default.aspx	Waikato District Council, Waipa District Council and Hamilton City Council	28/2/14	Final submission considered and retrospectively approved on 18/3/14.	<p>On 24/10/14, the Commissioners' made their recommendations on the NZTA's requirements and decisions on the NZTA's resource consent applications. The decisions and recommendations were issued to the parties the following week.</p> <p>The decision confirms HCC's requirement (with conditions, including a lapse period of 20 years) and grants HCC consent (with conditions, including lapse periods of 20 years) to construct a bridge over the Waikato River east of Hamilton Gardens and another over the Mangakotukutuku Stream. One appeal was lodged against the decision on HCC's requirement. HCC did not appeal the decision.</p> <p>The Commissioners have granted the NZTA consent (subject to conditions, including a lapse period of 20 years) to construct a bridge crossing the Waikato River at the Narrows and recommended the NZTA confirms the new designations and alteration to existing designation subject to conditions, including lapse periods of 20 years.</p> <p>The NZTA's decisions on the Commissioners' recommendations regarding the NZTA's requirements were issued in December 2014. Two parties have appealed aspects of the NZTA's decisions. HCC (as territorial authority) has not appealed and will not become a Section 274 party to these appeals. HCC (as Requiring Authority and the NZTA's Southern Links project partner) submitted a notice to become a Section 274 party to one of the appeals. Negotiations between the NZTA and this appellant failed to resolve the appeal.</p>

SUB #	TITLE OF DOCUMENT/ISSUE	ORGANISATION	DATE SUB. SENT	STRATEGY & POLICY COMMITTEE APPROVAL	STATUS OF SUBMISSION PROCESS
					<p>At a Judicial Conference on 31/8/15, the parties agreed the appeal would proceed to a hearing before the Environment Court, and the hearing was set down for 25/2/16 and 26/2/16. However, the appeal was settled by negotiation. On 3/3/16, the Court issued a consent order in relation to the appeal, which amended the conditions on Designation DN/156 in Waipa District.</p> <p>HCC is not a party to the second appeal against the NZTA's decision on its Southern Links requirement, which concerns land in Waikato District. The parties to that appeal are negotiating the terms of an agreement for the Crown to acquire the Appellants' property. The NZTA expects to know by 24 March 2016 whether or not agreement will be reached. If agreement is reached, it needs to be approved by Land Information NZ (LINZ). Such approval is not expected before late April 2016. The appellants will not withdraw their appeal until LINZ approval is obtained. The NZTA has requested a further Court reporting date of 6 May 2016.</p>
404	Building (Earthquake-Prone Buildings) Amendment Bill http://www.parliament.nz/en-nz/pb/legislation/bills/00DBHOH_BILL12960_1/building-earthquake-prone-buildings-amendment-bill	Local Government and Environment Committee	17/4/14	Final submission considered and retrospectively approved on 30/4/14.	<p>A Council workshop on this topic was held on 15/5/13. Councillor O'Leary presented HCC's submission to the Local Government and Environment Select Committee hearing on 19/6/14. HCC's Principal Building Advisor was also in attendance.</p> <p>In December 2014, HCC staff sent an information update to all stakeholders/building owners advising them that the Building (Earthquake-Prone Buildings) Amendment Bill could potentially replace HCC's 'Earthquake-Prone, Dangerous and Insanitary Buildings Policy' with a national regime for earthquake strengthening work. The letter updated stakeholders/building owners on key changes and how the Bill could affect them if enacted.</p> <p>On 10/5/15, the Government announced major changes to how quickly earthquake-prone buildings will need to be assessed and strengthened to "better target regulations on buildings where location, use and type pose the greatest risk to life".</p> <p>The four significant changes to the policy were:</p> <ul style="list-style-type: none"> • Varying the timetable for strengthening relative to earthquake risk. • Prioritising education and emergency buildings for strengthening. • Reducing the number of buildings requiring assessment. • Introducing new measures to encourage earlier upgrades.

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					<p>The country will be split into 3 zones according to the risk of a big earthquake, and the timeframes for assessment and strengthening vary accordingly i.e.:</p> <ul style="list-style-type: none"> • High Risk Zone – including Gisborne, Napier/Hastings, Palmerston North, Wellington, Blenheim, and Christchurch (will keep the existing timeframe of assessment within five years and strengthening within 15 years). • Medium Risk Zone – including Hamilton, Tauranga, Rotorua, New Plymouth, Wanganui, Nelson, Invercargill and Timaru. • Low Risk Zone – including Northland, Auckland, Oamaru and Dunedin. <p>The Government has confirmed that the earthquake-prone building definition as being less than 34% of the new building standard, a 10-year extension for listed heritage buildings, and exemptions from strengthening for low risk, low occupancy buildings, would remain in the policy.</p> <p>As Hamilton has been classed as ‘medium risk’, buildings will have 10 years to be assessed and 25 years to be strengthened under the proposed policy. Many of Hamilton’s buildings have already been assessed by engineers and it is unlikely they will be subject to any further assessment.</p>
439	<p>Building (Earthquake-Prone Buildings) Amendment Bill - Interim Report of the Local Government and Environment Committee http://www.legislation.govt.nz/bill/government/2013/0182/latest/versions.aspx http://www.parliament.nz/resource/en-nz/51DBSCH_SCR63267_1/b48e2b01669564a6e9c9e6a7f02bbb55ae768006</p>	Local Government and Environment Committee	16/7/15	Final submission considered and retrospectively approved on 11/8/14.	<p>The passage of the Building (Earthquake-Prone Buildings) Amendment Bill has progressed with release of an interim report back to the House by the Local Government and Environment Committee on 23/6/15.</p> <p>The Bill had run into considerable difficulties due to its complexity and also the need to apply its provisions to a wide range of structures and circumstances. In its report, the Committee notes that it had received advice from the Ministry of Business, Innovation and Employment, the Parliamentary Counsel Office, and the Regulations Review Committee. As a result of that process, and in response to the issues raised by submitters, it was considering a range of potential changes to the original Bill.</p> <p>HCC’s Principal Building Advisor spoke to the Local Government and Environment Committee at the 30 July 2015 hearing in support of Council’s 16/7/15 submission.</p> <p>The Local Government and Environment Committee released their final report on the Bill with recommended amendments on 2/9/15 – refer</p>

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					<p>http://www.parliament.nz/resource/en-nz/51DBSCH_SCR64791_1/a38b4befdfdd2c6a85be60e37365b16f8da763c8</p> <p>The Bill is expected to receive its second reading before Parliament adjourns for the 2016 year. HCC's Principal Building Advisor is a member of the Local Government working party which is assisting MBIE with the development of the MBIE draft policy. This includes establishing the CEO's methodology for the means of assessing earthquake-prone buildings and a number of other transitional changes. The working party is also developing draft regulations which will drive changes in the Building Act.</p> <p>The working party is working towards identifying and completing all the changes before May 2016 in order to consult and seek feedback from stakeholders. The new legislation is expected to be in place around March 2017.</p> <p>HCC's submission identified that we have already prioritised our buildings according to risk. However, there is some likelihood we will have to do more work on classifying priority buildings (those that are high risk or on major public corridors such as high foot traffic, inner city etc.) and this work will need to be completed within 5 years. The outcomes will have to go through a public consultation process.</p> <p>HCC's 16/7/15 submission also identified that Council has written to the owners of buildings that are considered to be earthquake-prone but we have not issued formal Section 124 notices (which are akin to a dangerous building notice). There is some certainty that Section 124 notices will need to be issued once the new legislation changes are enacted.</p>
414	<p>Proposed Auckland Unitary Plan – Further Submissions</p> <p>http://www.aucklandcouncil.govt.nz/EN/planspolicies/projects/plansstrategies/unitaryplan/Pages/submissions.aspx</p>	Auckland Council	22/7/14	NA. Submissions and further submissions in 2014 made under the Chief Executive's delegated authority for RMA submissions.	<p>The consultation period for further submissions opened on 11/6/14 and closed on 22/7/14. City Planning staff analysed approximately 100,000 further submission points and identified where any further submissions were required to be made in line with HCC's original 28/2/14 submission.</p> <p>Hearings for further submissions commenced in September 2014 and the process will continue until July 2016. HCC's submission and further submissions will be considered as part of the Independent Hearings Panel hearing process. Hearing documents can be found at http://www.aupihp.govt.nz/hearings/</p>

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					<p>HCC staff have not appeared in person at the hearings, given the structure of the hearings and the time/cost involved. However, Future Proof and the Future Proof partners of Waikato Regional Council and Waikato District Council have appeared at hearings covering the topic of Auckland growth. The focus of the evidence given is to highlight to Auckland Council the impacts of growth in the south of the Auckland Region on land use, settlement patterns and infrastructure impacts (namely the Waikato Expressway) in the Waikato.</p>
447	<p>State Highway 26/Ruakura Road/Lisette Road Intersection Upgrade - Publicly Notified Notice of Requirement from the NZ Transport Agency for an Alteration to Designation https://www.waikatodistrict.govt.nz/Have-your-say.aspx</p>	<p>Waikato District Council Note: HCC also served a copy of its submission to the NZ Transport Agency</p>	4/9/15	<p>Not applicable. Submission made under the Chief Executive's delegated authority for RMA submissions.</p>	<p>Waikato District Council (WDC) has received and publicly notified an alteration to designation application by the New Zealand Transport Agency (NZTA) to provide for a roundabout and associated works at the intersection of SH26/Ruakura Road/Lisette Road.</p> <p>In addition to the above works, but outside of the designation boundary, the NZTA also proposes to undertake works within private property to address any potential effects of the proposed works on those properties from which land is required.</p> <p>WDC appointed an independent Commissioner to hear submissions. A member of the City Planning Unit prepared evidence in support of HCC's submission. The hearing took place on 27/10/15. The Commissioner's recommendations on the Notice of Requirement were provided to the NZTA in December 2015.</p> <p>HCC received the NZTA's decisions on the recommendations on 18/2/16. The City Planning Unit reviewed these in consultation with the City Development Unit, and it was decided that Council lodges no appeal.</p>
452	<p>Final Position Paper 'Improving New Zealand's Water and Wastewater and Stormwater Sector' http://www.lgnz.co.nz/home/our-work/our-policy-priorities/4.-infrastructure/3-waters-programme/ http://www.lgnz.co.nz/assets/29617-three-Waters-Position-Paper.pdf</p>	<p>Local Government New Zealand</p>	30/10/15	<p>Draft submission considered and approved at the 29/10/15 Council meeting.</p>	<p>On 1/10/15 Local Government New Zealand (LGNZ) released its final position paper 'Improving New Zealand's Water and Wastewater and Stormwater Sector' for review and feedback. The paper builds on the momentum established under the LGNZ 3 Waters project by describing how a strong, sector-led approach will address the issues identified in the issues paper released in October 2014 'Exploring the Issues Facing New Zealand's Water, Wastewater and Stormwater Sector'.</p> <p>LGNZ consulted extensively in the preparation of this paper with its members, Government and other stakeholders. There was general agreement during the process that maintaining the status quo is not an option and that change is needed. The position paper therefore provides views on deliverables of a fit for purpose water</p>

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					sector and three potential models for sector oversight. A brief article on LGNZ's final position paper was included as part of the 6/10/15 Executive Update. LGNZ has advised that its National Council support progressing the co-regulatory option and will continue to update the sector on further developments.
453	Building (Pools) Amendment Bill http://www.parliament.nz/en-nz/pb/sc/make-submission/51SCLGE_SCF_00DBHOH_BILL64825_1/building-pools-amendment-bill	Local Government and Environment Committee	5/11/15	Draft submission considered and approved on 5/11/15.	Staff from the Building Control Unit spoke in support of HCC's written submission at the hearings of the Local Government and Environment Committee on 3/12/15. The report of the Local Government and Environment Committee is due on 16/3/16.
454	Ruakura Variation to Hamilton City's Proposed District Plan (Hamilton City Council) www.hamilton.govt.nz/ruakura	Hamilton City Council	18/12/15	Not applicable. Submission made under the Chief Executive's delegated authority for RMA submissions.	The submission identifies a number of minor errors or omissions for various sections of the Ruakura Variation and the relief sought for each submission point. It also includes matters relating to administration of the plan and clarity for plan users. Next steps include hearings to be convened for submissions received which will be heard by independent Commissioners in mid 2016.
455	Shop Trading Hours Amendment Bill http://www.parliament.nz/en-nz/pb/legislation/bills/00DBHOH_BILL66378_1/shop-trading-hours-amendment-bill	Commerce Committee	22/12/15	Draft submission considered and approved at the 15/12/15 Council meeting.	The Bill received its first reading on 3/11/15. If enacted, the Bill will allow councils to adopt bylaws to permit shops to trade in all or parts of their districts. This is a significant change to the current situation where only a few areas have permission to trade on Easter Sundays and there is no process for increasing that number. The final revised submission was uploaded to Parliament's website on 22/12/15. Parliament acknowledged receipt of HCC's submission on 14/1/16. The report of the Commerce Committee is due on 3/5/16. If enacted, the new powers will take effect in time for changes to be made prior to Easter 2017.
456	Developing the Proposed National Policy Statement on Urban Development https://www.mfe.govt.nz/more/towns-and-cities/managing-urban-development-nz/developing-proposed-national-policy-statement	Ministry for the Environment	1/3/16	Submission considered and retrospectively approved on 23/2/16.	A NPS on Urban Development could provide local authorities with guidance on how to assess demand for residential and business development capacity, and then respond to this through more effective urban planning. Development of a NPS requires two phases of consultation under Section 46 of the RMA. The initial consultation will obtain feedback from relevant iwi authorities and stakeholders - this phase began in early December 2015. The Minister for the

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					<p>Environment will consider all initial consultation feedback, and depending on the outcome of this, there could be further consultation on what a draft proposed NPS will involve. If there is further public consultation on a draft NPS, this is expected to commence in mid-2016.</p> <p>Feedback for phase 1 was sought on the following questions:</p> <ul style="list-style-type: none"> • 1) Is your area experiencing high levels of population growth and challenges in planning for this growth? • 2) How could a NPS and supporting guidance help to address these issues? • 3) What could a NPS and supporting guidance contain? <p>Elected Members were advised of this submission on 21/12/15. Draft 1 was circulated to Elected Members on 29/1/16 for feedback.</p> <p>Comments were incorporated into a final version sent to the MFE to meet the 9/2/16 submission closing date. The final submission sent on 9/2/16 was considered and retrospectively approved at the 23/2/16 Strategy and Policy Committee meeting, subject to amending a specific section of the submission. This amendment was incorporated into the approved final version sent to the MFE on 1/3/16.</p>
457	Vehicle Dimensions and Mass Rule 2002 Review http://www.transport.govt.nz/land/vdam	Ministry of Transport/NZ Transport Agency	24/2/16	Draft 2 submission considered and approved on 23/2/16.	<p>The Land Transport Rule: Vehicle Dimensions and Mass 2002 specifies requirements for dimensions and mass limits for vehicles operating on New Zealand roads.</p> <p>The VDAM Rule also balances the risks that heavy vehicles present to other road users and their impact on the road infrastructure, against the need to allow the heavy vehicle fleet to optimise operations.</p> <p>Proposed changes to the VDAM Rule were announced on 9/12/15. These would encourage trucking and bus companies to import newer, safer, more innovative and environmentally responsible vehicles, while maintaining safety for all road users.</p> <p>The discussion document outlines a number of proposed changes to the VDAM rule:</p> <ul style="list-style-type: none"> • Increases to some axle and total vehicle mass limits. • Increases to the allowed permitted width and height limits. • Allowing '50 MAX' vehicles operating within the HPMV framework to work without permits. • Allowing Road Controlling Authorities, such as local councils, more authority to

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					<p>approve heavier vehicles and specialised loads.</p> <p>Elected Members were advised of the MOT/NZTA discussion paper in the 2/2/16 Executive Update, with a request for feedback by 9/2/16 as to what they feel the key messages in Council's submission should be.</p> <p>Draft 1 was circulated to Elected Members for feedback on 12/2/16. Initial feedback resulted in a revised submission (Draft 2), which was included as part of a separate report that was considered and approved at the 23/2/16 Strategy and Policy Committee meeting. This was then sent to the NZTA on 24/2/16. The NZTA has acknowledged receipt of HCC's submission. An extension to the submission closing date was obtained from the MOT/NZTA i.e. from 17/2/16 to 24/2/16.</p> <p>Submissions will be used to develop recommendations for the Government to consider. Public submissions will then be sought on a draft Rule that adopts agreed proposals.</p>
458	<p>Better Urban Planning (Issues Paper, December 2015) http://www.productivity.govt.nz/inquiry-content/2682?stage=2</p>	New Zealand Productivity Commission	1/3/16	<p>Draft 2 submission considered and approved on 23/2/16.</p>	<p>The NZ Productivity Commission will look at ways of improving New Zealand's urban planning system. This Inquiry follows on from the Commission's investigation of how councils make land available for housing, which found that New Zealand's urban planning laws and processes were unnecessarily complicated, slow to respond to change and did not meet the needs of cities.</p> <p>The Commission began the Inquiry with release of an Issues Paper on 9/12/15 outlining its proposed approach to the Inquiry, the context for the Inquiry, and a preliminary list of key questions to be addressed via a broad consultation process. The Productivity Commission will release its draft report in July 2016 for submissions, with the final report to Government due on 30/11/16. Elected Members were advised of this Inquiry in the 24/11/15 Executive Update.</p> <p>Draft 1 was circulated to Elected Members on 29/1/16 for feedback. As no feedback was received on this particular submission, Draft 2 remained unchanged from Draft 1 and was considered and approved at the 23/2/16 Strategy and Policy Committee meeting. This was then sent to the New Zealand Productivity Commission on 1/3/16.</p> <p>The Commission acknowledged receipt of HCC's submission on 2/3/16, noting that</p>

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459	Resource Legislation Amendment Bill http://www.parliament.nz/en-nz/pb/legislation/bills/00DBHOH_BILL67856_1/resource-legislation-amendment-bill	Local Government and Environment Committee	2/3/16	Draft 2 submission considered and approved on 23/2/16.	<p>once it has been reviewed, it will be published on their website.</p> <p>The Resource Legislation Amendment Bill was introduced to Parliament on 26/11/15. The overarching purpose of this Bill is to create a resource management system that achieves the sustainable management of natural and physical resources in an efficient and equitable way. Elected Members were advised of this Bill in the 1/12/15 Executive Update.</p> <p>In September 2015, LGNZ established a cross-sector group of experts and practitioners to undertake a first principles review of New Zealand's environmental management framework. Their 'Blue Skies' discussion document on the review of the resource management system was released in December 2015 http://www.lgnz.co.nz/assets/Uploads/LGNZ-blue-skies-thinkpiece-Dec-2015.pdf</p> <p>LGNZ's final report will be published during 2016. The Local Government and Environment Committee's report is due on 3/6/16.</p> <p>HCC's Draft 1 submission was circulated to Elected Members on 29/1/16 for feedback. Feedback was incorporated into Draft 2, which was considered and approved at the 23/2/16 Strategy and Policy Committee meeting. The Committee made a minor addition that was incorporated into the approved final submission uploaded to Parliament's website on 2/3/16. Receipt of HCC's submission was acknowledged on 2/3/16.</p>
461	Watercare's December 2013 Application for a Water - Take Resource Consent from the Waikato River https://www.watercare.co.nz/about-watercare/our-services/waikato-river-water/Pages/default.aspx https://www.watercare.co.nz/SiteCollectionDocuments/AllPDFs/Watercare_Waikato_River_take_resource_consent_application_December_2013.pdf	Waikato Regional Council	TBC	TBC	<p>SLT discussed the Watercare application (amongst other strategic water issues) on 8/9/14. An update on strategic water issues, including the Watercare application, was outlined in the 'Strategic Round Up Report' discussed at the 24/2/15 Strategy and Policy Committee meeting (Item 18 of the agenda).</p> <p>The 24/2/15 Strategy and Policy Committee report noted that:</p> <ul style="list-style-type: none"> • "Watercare has made an application to the Waikato Regional Council to take a further 200,000 m³ of water per day from the Waikato River to supply Auckland's growing water need. • Future Proof is currently looking at whether HCC, Waipa and Waikato District Councils have enough consented water to support current and projected populations. • The findings of this work will inform our position on the Watercare consent, should

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					<p>the application be publicly notified”.</p> <p>The Waikato Regional Council (WRC) is still to assess the application and has indicated that they are unlikely to do so until 2016. Through Future Proof, WRC has an action to update the Group on the allocation status of the Waikato River and determine a process to enable understanding of water take applications currently in the queue. This action is still uncompleted.</p> <p>Also under Future Proof in May 2015, a combined Chief Executive and Strategic Implementation Management Group meeting was held. At that meeting, a number of recommendations were made. Two of particular relevance are:</p> <ul style="list-style-type: none"> • That there is no technical case for Future Proof to oppose the Watercare application. • That noting HCC’s concerns, Future Proof defers making a decision on lodging a submission on the Watercare application, which is likely to be 12-18 months away. This decision will still need to be evidence-based when it is taken and will need to assess the quantum of the take and whether it may adversely impact the prospects of municipal supply authorities within the Waikato Region. <p>The HCC concerns (formally minuted during the May 2015 meeting) are: <i>Comments and issues from HCC:</i></p> <ul style="list-style-type: none"> ➤ <i>What happens if we support Watercare and our projections are wrong?</i> ➤ <i>The issue is if growth occurs faster than expected. The information being received now is that this is starting to happen.</i> ➤ <i>The Watercare application is not a stepped take.</i> ➤ <i>The cumulative effects are unknown.</i> ➤ <i>HCC supports prudent monitoring.</i>

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Strategy and Policy Committee Public Excluded Minutes 8 December 2015) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987))))	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to maintain legal professional privilege	Section 7 (2) (g)
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