

Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Growth and Infrastructure Committee will be held on:

Date: Tuesday 12 February 2019
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Growth and Infrastructure Committee OPEN AGENDA

Membership

Chairperson	Cr D Macpherson
Deputy Chairperson	Cr G Taylor
Members	Mayor A King Deputy Mayor M Gallagher Cr M Bunting Cr J R Casson Cr S Henry Cr G Mallett Cr A O'Leary Cr R Pascoe Cr P Southgate Cr L Tooman Cr R Hamilton Maangai Norm Hill

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Lee-Ann Jordan
Governance Manager

5 February 2019

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Purpose

The Growth and Infrastructure Committee is responsible for:

1. Guiding sustainable physical development and growth of Hamilton to meet current and future needs, through oversight of land-use planning, and aligned provision of fit-for-purpose network infrastructure.
2. Governance of efficient, safe and sustainable roading and transport, three waters, and waste management that enables Hamilton's economy and adds to the liveability of the city.
3. Governance of Hamilton's economic agenda and investment development opportunities consistent with Council's vision for the city.

In addition to the common delegations on page 9, the Growth and Infrastructure Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To monitor and provide advice on the development and implementation of urban growth and development strategies, land use, and spatial plans in line with national policy requirements.
2. To provide direction on strategic priorities for core city infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
3. To provide direction and monitor Council's approach to development contributions.
4. To assess proposals for Private Developer Agreements that exceed the Chief Executive's delegations for Unfunded Growth Projects² and, if appropriate for Unfunded Growth Projects, to recommend such agreements to the Council for approval.
5. To provide advice on the development and implementation of the 30 Year Infrastructure Plan.
6. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for spatial planning, joint infrastructure and shared services (for example, Future Proof, Regional Transport Committee).
7. To consider the impacts of land use and urban development on the environment.
8. To enhance Hamilton's economic position by promoting Hamilton as a business-friendly and business-enabled city and providing advice on strategic initiatives, plans, projects and potential major developments relating to economic and business development.
9. To provide clear direction on Council's strategic priorities to organisations and groups, for which Council facilitates funding, aligned with these Terms of Reference, and to oversee those funding arrangements and receive their strategic and business plans and annual performance reports.
10. To monitor and oversee the delivery of Council's non-financial performance and non-financial key projects, against the Long Term Plan, excluding key performance indicator reporting which is the responsibility of the Finance Committee.

The Committee is delegated the following powers to act:

- Approval of purchase or disposal of land for network infrastructure, or parks and reserves for works and other purposes within this Committee's area of responsibility that exceeds the Chief Executive's delegation.
- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.
- Approval of funding for Business Improvement District(s) and Hamilton and Waikato Tourism.

The Committee is delegated the following recommendatory powers:

- Adoption of the 30 Year Infrastructure Plan to Council.
- Approval of additional borrowing to Finance Committee.
- Approval of city boundary changes to Council.
- The Committee may make recommendations to Council and other Committees

Oversight of Policies

- *Business Improvement District (BID) Policy*
- *Connections and Charging Policy for Three Waters Policy*
- *Development Contributions Policy*
- *Earthquake-Prone, Dangerous & Insanitary Buildings Policy*
- *Growth Funding Policy*
- *Hamilton Gateways Policy*
- *Sale and Disposal of Council Land Policy*
- *Speed Management Policy*
- *Streetscape Beautification and Verge Maintenance Policy*

1.

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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 Governance 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 Governance by telephoning 07 838 6439.

Council Report

Item 5

Committee: Growth and Infrastructure Committee
Date: 12 February 2019
Author: Amy Viggers
Authoriser: Becca Brooke
Position: Committee Advisor
Position: Governance Team Leader
Report Name: Confirmation of the Growth and Infrastructure Committee - Open Minutes - 6 December 2018

Report Status	<i>Open</i>
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Staff Recommendation

That the Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 6 December 2018 as a true and correct record.

Attachments

Attachment 1 - Growth and Infrastructure Committee - Open Unconfirmed Minutes - 6 December 2018

Growth and Infrastructure Committee

OPEN MINUTES

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Thursday 6 December 2018 at 9.31am.

PRESENT

Chairperson	Cr D Macpherson
Deputy Chairperson	Cr G Taylor
Members	Mayor A King
	Deputy Mayor M Gallagher
	Cr M Bunting
	Cr J R Casson
	Cr S Henry
	Cr G Mallett
	Cr A O'Leary
	Cr R Pascoe
	Cr P Southgate
	Cr L Tooman
	Maangai Norm Hill

In Attendance:

- Richard Briggs – Chief Executive
- Chris Allen – General Manager Development
- Eeva-Liisa Wright – General Manager Infrastructure Operations
- Jen Baird – General Manager City Growth
- Blair Bowcott – Executive Director Special Project
- Robyn Denton – Operations Team Leader
- Jason Harrison – Transportation Special Projects Manager
- Chris Barton – Project Development Manager
- Tahl Lawrence – Project Engineer
- Greg Carstens – Unit Manager Economic Growth
- Nathan Dalgety – Team Leader Growth Funding and Analytics
- Stafford Hodgson – Senior Strategic Policy Analyst
- Kelvin Powell – City Safe Manager
- Muna Wharawhara – Amorangi Maaori
- Andy Mannering - Manager Social Development
- Natalie Palmer – Communications Manager
- Nigel Ward – Communications Team Leader

- Vanessa Williams and Mike Neale – Hamilton Central Business Association Representatives
- Mike Garret, Jose Gonzalez and Cr Russ Rimmington - Waikato Regional Council Representative
- David Shepherd – KiwiRail Representative
- Parekawhia McLean and Barry Dowsett – NZTA Representatives

Governance Staff: Becca Brooke – Governance Team leader
Amy Viggers – Committee Advisor

Attachment 1

1. **Apologies**

Resolved: (Cr Macpherson/Cr Taylor)

That the apologies for absence from Cr Hamilton, for lateness from Mayor King, Deputy Mayor Gallagher and Cr Mallett, and for early departure from Crs Pascoe and Southgate are accepted.

2. **Confirmation of Agenda**

Resolved: (Cr Macpherson/Cr Casson)

That the agenda is confirmed noting that the order is to be flexible to enable the following items to be taken at specific times:

- a) Item 7 (Hamilton Central Business Association - Year End report to 30 June 2018) is to be taken at 9.35am;
- b) Item 10 (Hamilton to Auckland Corridor Plan Update) is to be taken at 12.00pm; and
- c) Item 9 (Passenger Rail Final Business Case) is to be taken at 1.00pm.

3. **Declarations of Interest**

Maangai Hill noted a conflict of interest in relation to item 11 (Peacocke Strategic Transport). He would not take part in the discussion or vote on the matter.

4. **Public Forum**

No members of the public wished to speak.

Item 5

7. **Hamilton Central Business Association - Year End report to 30 June 2018**

Vanessa Williams (General Manager Hamilton Central Business Association (HCBA)) introduced the item noting that the purpose of the report was to provide Committee Members with the HCBA annual report and respond to any questions.

Staff Action: Staff undertook to provide Committee Members with the audited financial statements via email instead of through a future report to the Committee.

Resolved: (Cr O'Leary/Cr Pascoe)

That the Growth and Infrastructure Committee receives the report.

Mayor King joined the meeting (9.33am) during the discussion of the above item. He was present when the matter was voted on.

Cr Mallett joined the meeting (9.34am) during the discussion of the above item. He was present when the matter was voted on.

5. **Confirmation of the Growth and Infrastructure Open Minutes - 23 October 2018**

Resolved: (Cr Bunting/Cr Henry)

That the Committee confirm the Open Minutes of the Growth and Infrastructure Meeting held on 23 October 2018 as a true and correct record.

6. Chair's Report

The Chair introduced the report and noted that Elected Members who had recently attended conferences had provided some updates within the Chair's report. He also noted Waikato Regional Council had approved a 100% concession fare for Disability Card holders.

Crs Taylor, Bunting, O'Leary and Tooman spoke to the presentations and topics discussed at the Trafanz Conference that they had attended in November 2018. Staff and Committee Members responded to questions concerning the conference topics.

Cr Henry spoke to the report concerning the 2018 WasteMinz Conference she attended noting the emphasis on the target of net zero greenhouse gas emissions by 2050. She and staff responded to questions from Committee Members concerning recycling matters.

The Chair took the remainder of the report as read. He responded to questions from Committee Members concerning governance of the Hamilton bus services.

Staff Action: Staff undertook to provide Committee Members with an update on E-bikes via a report to the Growth and Infrastructure Committee in quarter 1 of 2019.

Staff Action: Staff undertook to invite Inspector Marcus Lynam to speak at a Growth and Infrastructure Meeting during the 1st half of 2019 on road policing.

Staff Action: Staff undertook to provide Committee Members with an update on recycling and the international market for recyclable materials via a report to the 26 March 2019 Growth and Infrastructure Committee meeting.

Resolved: (Cr Macpherson/Cr Taylor)

That the Growth and Infrastructure Committee receives the report.

Deputy Mayor Gallagher joined the meeting (9.45am) during the discussion of the above item. He was present when the matter was voted on.

8. General Managers' Report - *excl. Public Transport Section*

The Chair took the report in parts as noted below.

Growth Indicator Report

The General Manager City Growth spoke to this section of the report and noted increases in dwelling consents, electronic spend and the average house value. The Chair noted that in the future this item would be circulated to Committee Members via email rather than as a report. Staff responded to questions from Committee Members concerning staffing matters and figures from within the report.

Healthy Rivers Update

The General Manager City Growth took this section of the report as read.

Regional Community Facilities Funding Framework

The General Manager City Growth took this section of the report as read.

The meeting was adjourned from 10.43am to 11.00am.

Access Hamilton Taskforce Update

The General Manager Infrastructure Operations introduced the section of the report, noting that an update on parking would be presented at the next meeting of the committee due to timing. Staff responded to questions from Committee Members concerning transport and infrastructure issues arising from new subdivisions, areas of growth, and the Parking Management Plan process.

Vision Zero Updated

The Operations Team Leader took this section of the report as read and responded to questions from Committee Members concerning the Speed Management Plan process.

Operation of Electric Bikes and Scooters in Hamilton City

The Operations Team Leader spoke to this section of the report and noted that the intention was to form a Memorandum of Understanding with providers based on feedback from other Councils which already operated electric bikes and scooters. She responded to questions from Committee Members concerning the use of electric bikes and scooters on footpath.

Waikato District Council Speed Limit Submission

The Chair took this section of the report as read and noted that Crs Taylor and Bunting would attend the Waikato District Council Speed Limit Hearings on 12 December 2018 to present Hamilton City Council's submission.

Progress update on Schedule of Reports

This section of the report was taken as read.

Gordonton Road Corridor

This section of the report was taken as read.

Resolved: (Cr Macpherson/Cr Casson)

That the Growth and Infrastructure Committee receives the report (excluding the Public Transport Operations Section which would be discussed separately at the end of the open session of the meeting).

Item 11 (Peacocke Strategic Transport) was taken next to accommodate presenters.

Maangai Hill previously noted a conflict of interest in relation to the below item. He did not partake in the discussion or vote of the matter.

11. Peacocke Strategic Transport

The General Manager Development took the report as read. Staff responded to questions from Committee Members concerning the bridge design, cost, timing, southern links and partnership opportunities with Tangata Whenua groups.

Resolved: (Mayor King/Cr Macpherson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the process outlined in Attachment 1 of this report;
- c) notes that the proposed process was presented for discussion at the Elected Member Briefing on 29 November 2018, and that feedback has been considered and incorporated in this report; and
- d) notes that updates on the matter will be presented at future Elected Member Briefings.

Item 10 (Hamilton to Auckland Corridor Plan Update) was taken next to accommodate presenters.

10. Hamilton to Auckland Corridor Plan Update

The Executive Director Special Projects introduced the report and provided an overview of the process followed to date. Staff responded to questions from Committee Members concerning a potential governance group, the intent of the plan and partnership opportunities.

Resolved: (Mayor King/Cr Macpherson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes that the direction of the Hamilton to Auckland Corridor Plan is supportive of the resolutions of the [11 October 2018](#) Council Meeting regarding the Greater Hamilton Growth Strategy;
- c) notes that the Hamilton to Auckland Corridor Plan will be considered by the Governance Group of Ministers, Mayors and Chairs on 14 December 2018, with Hamilton City Council represented by the Mayor and Councillor Macpherson; and
- d) notes that the Hamilton to Auckland Corridor Plan key findings and key recommendations, including associated implications for the Futureproof Growth Partnership, will be reported for consideration and approval to the Growth and Infrastructure Committee on 12 February 2019 (subject to Governance Group endorsement on 14 December 2018).

9. Passenger Rail Final Business Case

The Chair introduced Mike Garret, Jose Gonzalez and Cr Russ Rimmington (representatives from Waikato Regional Council), David Shepherd (representative of KiwiRail), and Parekawhia McLean and Barry Dowsett (representatives from NZTA). The General Manager Development introduced the report and provided an update on the process so far. Staff and external representatives in attendance responded to questions concerning details and clarification of the Passenger Rail Final Business Case.

Resolved: (Cr Macpherson/Mayor King)

That the Growth and Infrastructure Committee recommends that the Council:

- a) receives the report;
- b) endorses the Single Stage Business Case for the Hamilton to Auckland Start-up Passenger Rail Service for submission to the New Zealand Transport Agency for decision;
- c) notes that funding is allocated in the 2018-28 10-Year Plan to develop the Rail Station and Park and Ride at Rotokauri subject to;
 - i. the New Zealand Transport Agency approving the Single Stage Business Case and confirming the release of funding for the start-up passenger rail service at their meeting on 14 December 2018; and
 - ii. the New Zealand Transport Agency providing an enhanced Financial Assistance Rate of 75.5% for the public transport infrastructure and 100% for the Transitional Rail activities;

- d) requests staff report back prior to June 2019 on the appropriate political and technical governance structure to support the implementation of the start-up service, including their terms of reference and delegations.

Crs Tooman, Mallett and Casson Dissenting.

The meeting adjourned from 3.11pm to 3.57pm.

Cr Macpherson retired from the meeting during the above adjournment. The Deputy Chair (Cr Taylor) took up the Chair following the adjournment.

Deputy Mayor Gallagher, and Cr Mallett retired from the meeting during the above adjournment.

8. General Managers Report continued. – Public Transport Section.

The Chief Executive and General Manager Development spoke to the public transport section of the report. They responded to questions from Committee Members concerning the cost to Council for a contribution to the Waikato Regional Council equal to the value of their rental of bus operation offices in the transport centre.

Resolved: (Cr Taylor/Mayor King)

That the Growth and Infrastructure Committee:

- a) receives the report; and
- b) supports a bus fare increase of 5% in April 2019 and 5% in January 2020 by the Waikato Regional Council.

Resolved: (Cr Taylor/Mayor King)

That the Growth and Infrastructure Committee approves providing a contribution to the Waikato Regional Council to the value of their rental of bus operation offices in the transport centre from January 2019 to 30 June 2021 (estimated value of \$138,000).

Crs O'Leary and Pascoe Dissenting.

12. Resolution to Exclude the Public

Resolved: (Cr Taylor/Cr Tooman)

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. Confirmation of the Growth and Infrastructure Public) Good reason to withhold) information exists under) Section 7 Local Government	Section 48(1)(a)

- Excluded Minutes - 23) Official Information and
 October 2018) Meetings Act 1987
)
 C2. Ruakura Reservoir
 Contract Award
 C3. Transport Network
 Improvements Contract
 Award

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 prevent the disclosure or use of official information for improper gain or improper advantage | Section 7 (2) (j) |
| Item C2. | to enable Council to carry out commercial activities without disadvantage | Section 7 (2) (h)
Section 7 (2) (i) |
| Item C3. | to enable Council to carry out negotiations
to enable Council to carry out commercial activities without disadvantage
to enable Council to carry out negotiations | Section 7 (2) (h)
Section 7 (2) (i) |

The meeting went into a Public Excluded session at 4.06pm.

The meeting was declared closed at 4.17pm.

Council Report

Item 6

Committee: Growth and Infrastructure Committee

Date: 12 February 2019

Author: Amy Viggers

Authoriser: Becca Brooke

Position: Committee Advisor

Position: Governance Team Leader

Report Name: Chair's Report

Report Status	<i>Open</i>
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Recommendation

That the Growth and Infrastructure receives the report.

Attachments

Attachment 1 - Chair's Report



Chair's Report

Welcome to 2019, election year!

INFORMATION ONLY REPORTS

This meeting cycle, we have started removing 'monitoring reports' from the meeting agenda, as discussed at the last meeting, in favour of presenting them directly to elected members, and offering 'drop-in' briefing sessions for questions and issues to be discussed directly with the authors/presenters. I've discussed this with General Manager Jen and staff will ensure that any issues identified at these briefings that need further work, or elected member decision, will be collected by them and put forward to this Committee, or wherever else is appropriate.

ROAD RESERVE FENCING ISSUE

This issue is contained within the GM report. As soon as I heard about it, given the potential political nature of any discussion, and likely public interest, I requested GM Chris include information on the matter in this meeting's GM Report. This protects both elected members and staff from silly, and ill-informed public debate and ensures there is a check that the process followed is completely open and transparent.

GROWTH/SPATIAL PLANNING/FUTURE PROOF

GM Blair has been working hard since before Xmas on the growth corridor plan development, and on the structures that will come after Future Proof. There will already have been a briefing on this by the time this meeting is held, and Blair will update this meeting on matters arising. A meeting of affected parties & agencies with the Minister takes place in Hamilton on 15th February to formalise the proposals.

Councillor Dave Macpherson
Chair, Growth & Infrastructure Committee
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Council Report

Item 7

Committee:	Growth and Infrastructure Committee	Date:	12 February 2019
Authors:	Jen Baird, Eeva-Liisa Wright and Chris Allen	Authorisers:	Jen Baird, Eeva-Liisa Wright and Chris Allen
Positions:	General Manager City Growth, General Manager Infrastructure Operations and General Manager Development	Positions:	General Manager City Growth, General Manager Infrastructure Operations and General Manager Development
Report Name:	General Managers' Report		

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee of topical issues, areas of concern and items which need to be brought to the Committee's attention but which do not necessitate a separate report.

Staff Recommendation

2. That the Growth and Infrastructure Committee
 - a) receives the report;
 - b) defers the Hamilton to Auckland Corridor Plan update (post the Governance Group meeting of 15 February 2019) to the Growth and Infrastructure meeting of 26 March 2019; and
 - c) defers the Encroachment Licence Policy report, originally scheduled for the meeting of the Growth and Infrastructure meeting of 26 March 2019, to the Growth and Infrastructure meeting of 7 May 2019.

Discussion

3. This report provides updates to Committee Members on activities, actions or projects contained within the following plans or strategies for which this Committee and the relevant General Managers have responsibility over and for which significant progress has been made:
 - Economic Development Agenda
 - Access Hamilton

Hamilton Housing Accord (GM City Growth)

4. The tables below provide an update of progress towards the Hamilton Housing Accord targets.

Calendar year	Building consent dwellings granted	Sections granted since January 2017 & titled in 2018 without a corresponding building consent	2018 total
2017	1125	106	1231
2018	1440	351	1791

5. The methodology is to add the number of new residential dwellings consented by year (e.g. 1440 in 2018) to the number of sections granted within the Housing Accord period, and subsequently titled by year, removing duplicates where building consents relate to granted and titled sections.
6. The table below shows progress against the Hamilton Housing Accord targets.

Total number of sections and dwellings consented. Note: Sections measured at point of resource consent and dwellings measured at building consent.	Year 1 (2017)	Year 2 (2018)	Year 3 (2019)
Target	1300	1400	1500
Actual	1231	1791	
Variance	-69	+391	

7. The 2018 calendar year building consent and resource consent figures are related but different to the Hamilton Housing Accord targets. For the calendar year 2018, there were 1440 new residential dwellings approved in 837 building consents. There were 1036 sections and 280 units consented in subdivision consents in the calendar year 2018.

Amberfield Private Developer Agreement (PDA) (GM City Growth)

8. The Amberfield resource consent application lodged by Weston Lea Ltd for 862 sections in Peacocke is progressing, with a hearing scheduled to occur in late April 2019. Expert caucusing is underway and the submission that Council lodged is in place and will be addressed at the hearing.
9. Council has been working collaboratively with Weston Lead Ltd to address the infrastructure matters in the Private Developer Agreement (PDA) with the goal to have an agreed PDA in place prior to the hearing date in April 2019. However, on 29 January 2018, Weston Lea advised that they were focussing efforts on the hearing and that they were now working towards having a PDA in place prior to implementation of resource consent, which is likely to be in the 2nd half of 2019 or later. Council staff remain of the view is that it would be beneficial to the developer to have a PDA in place prior to the hearing and staff are working to achieve that outcome.
10. A key matter highlighted in the submission was the Sports Park. The Council submission requested that an active recreation reserve is provided for and vested as part of the consent application. Weston Lea have indicated clearly that this will not be included in the Private Developer Agreement. To provide greater certainty of sports park provisions in Peacocke, staff are also looking at protecting/securing land for the larger sports park in north Peacocke, separate to the Amberfield subdivision process.

Strategic Regional Collaboration (Executive Director, Special Projects)

Item 7

11. The following is to update elected members on the Council's involvement in regional and sub-regional strategic partnerships.

Waikato Mayoral Forum

12. A summary of the Mayoral Forum meeting on 3 December 2018 was circulated to Elected Members via Executive Update on 5 February 2019. The summary can be found at Attachment 1. The next Mayoral Forum is scheduled for 25 February 2019.

Waikato Plan

13. The minutes of the Waikato Plan Leadership Committee held on 3 December 2018 can be viewed [here](#).
14. The current work programme is focussed on the following areas:
 - Development of a regional housing stock profile
 - Developing a project that looks at youth and employment
 - Understanding mental health and opportunities to support the DHB and government agencies across the region
15. Hamilton City Council (HCC) remains a participant in the Waikato Plan but is not providing funding to the administration of the Waikato Plan and will only fund initiatives on a case by case basis as agreed by HCC. Nothing has currently been agreed for direct funding contribution by HCC.

Hamilton to Auckland Corridor Plan (H2A)

16. The 14 December 2018 Governance Group meeting has been deferred to 15 February 2019 due to Minister Twyford's unavailability.
17. The Mayor and Councillor Macpherson were given a briefing by Ernst Zollner (Ministry of Housing and Urban Development) and Blair Bowcott on the relevant Government Ministers enthusiasm for H2A and the key initiatives that are going to be pursued through H2A. Of interest to Hamilton are the following initiatives:
 - Hamilton-Waikato Metro Spatial Plan
 - Joint sub-regional waters investigation
 - Mass Transit Plan
 - Intercity Rail between Auckland and Hamilton
 - Blue green open space and recreational networks programme
 - Biodiversity offsetting
 - North opportunities: Horotiu, Rotokauri, Te Rapa North, Te Kowhai
 - East opportunities: Ruakura
 - South Opportunities: Hautapu, Cambridge, Te Awamutu, Peacocke and Airport
 - Central opportunities: Hamilton CBD
18. The 15 February 2019 meeting will consider three matters – the endorsement for the Spatial Plan for H2A, a partnership model to govern H2A (noting link to the review of Future Proof below) and a proposed Terms of Reference for the Hamilton-Waikato Metro Spatial Plan.

19. Given that the 14 December 2018 Governance Group meeting was deferred, it is recommended that the Growth and Infrastructure Committee:

“defers the Hamilton to Auckland Corridor Plan update (post the Governance Group meeting of 15 February 2019) to the Growth and Infrastructure meeting of 26 March 2019.”

Future Proof

20. The structure and role of Future Proof is under review, in light of the Hamilton to Auckland Corridor Plan (H2A). A proposal for a collaborative growth partnership will be considered at the Hamilton to Auckland Corridor Plan Governance Group meeting on 15 February 2019, and at the Future Proof Implementation Committee (FPIC) on 20 February 2019. Council has resolved a position on this matter on 7 February 2019 and this was discussed by the CEO’s of Future Proof on 11 February 2019. A verbal update will be given at this meeting.
21. The minutes of the FPIC of 5 December 2018 can be accessed [here](#).

Healthy Rivers

22. Healthy Rivers is a plan change to the Regional Policy Statement lead by Waikato Regional Council (WRC) that is about improving the health and wellbeing of the Waikato River. Hamilton has a vested interest in our ability to take water from the river, discharge storm water and waste water to the river, and manage growth in a metro context and how that growth has an impact on the river and its tributaries. Hamilton is a submitter to the plan change. The current major focus of staff is working through the draft plan and submissions that have been made against it, including the submission that HCC made. HCC is also a party to a joint submission with other councils in the Waikato. The major thrust of our submissions is that HCC is seeking amendments to provide for discharges and future urban growth. It is expected that this process will take some months to work through with WRC.

Cross Boundary Council Discussions – Growth Matters

23. A meeting has been set between HCC and Waikato District Council for 18 February 2019. A meeting with Waipa District Council is being arranged for March 2019. A verbal update will be given at this meeting.

Infrastructure Funding and Financing

24. The Infrastructure Funding and Financing (IFF) programme is a key part of the Government Urban Growth Agenda and H2A. Its purpose is to develop viable methods of funding and financing infrastructure (as alternatives to the current local government model of councils raising debt for infrastructure and repaying this debt through Development Contributions). What the government is seeking to create is a new tool that will allow councils to provide growth infrastructure within the context of constrained balance sheets and debt limits.
25. HCC is part of the High Growth Council working group of officials that is working with Treasury and DIA officials to explore options and new tools under the IFF programme to be presented to Cabinet for consideration.
26. We are also having exploratory discussions with Crown Infrastructure Partners on the SPV funding model for infrastructure.
27. A Council briefing 28 March 2019 will provide more information on the IFF programme (including the Crown Infrastructure Partners SPV model).

Paxster Operation and Monitoring Update (GM Infrastructure Operations)

28. Approval for New Zealand Post (NZ Post) to operate Paxsters on Hamilton City footpaths was considered at the 14 February 2017 and 28 March 2017 meetings of the Growth and Infrastructure Committee. Delegation for signing this approval as Road Controlling Authority was with the Chief Executive.

29. An approval was given by the Chief Executive with a 12-month review period which required establishment of a monitoring programme of meetings and on-site observations. The Paxsters have now been operational since October 2017 with an initial period of training and gradual rollout prior to becoming fully operational.
30. When the Paxsters became operational, monthly meetings with NZ Post and the Infrastructure Alliance (IA) were held. The focus of these meetings was to review any incidents or complaints that had been received from either party (NZ Post or Hamilton City Council (HCC)), and to discuss any faults found on the network that needed to be dealt with e.g. low hanging tree branches. As the operations became more routine, these issues have been dealt with via emails, with meetings held if needed.
31. NZ Post ran a “meet and greet” at Alandale Village following customer concerns reported from the village regarding the speed of the Paxsters. No concerns have been reported since.
32. A staff member from the IA addressed two team talks at NZ Post with operators to discuss health & safety and hazard reporting.
33. During our 8-weekly meeting with representatives from CCS Disability Action, Blind Foundation, Cycle Action, Disabled Persons Assembly and Living Streets there is a standing agenda item to check with the group for feedback on the Paxster operations. Following the rollout we have had no issues brought to that regular meeting.
34. NZ Post’s health and safety incident reporting has seen approximately 15 incidents reported, none involving pedestrians. Incidents include damage to a fence, sign posts, one on-road incident that was a minor injury to the Paxster driver, damage to Paxsters from tree branches or broken poles in the ground. Most of these incidents were early in the roll-out stages as the operators became familiar with the vehicles and their routes.
35. As part of the monitoring programme, Council have run two online customer surveys - one each in 2017 and 2018. The survey was distributed through social media and via the advocacy group contacts listed in paragraph 30 above. The key results of these surveys were:

Online Customer Survey results	2017	2018
Number of responses received	247	116
Awareness of Paxster operations	yes - 96%	Yes - 95%
Changes in condition of footpaths etc	No - 95%	No - 91%
Changes how you use the footpaths	No - 90%	No - 93%
Rating of Paxster driver behaviour	considerate - very considerate 66%	considerate - very considerate 72%
	inconsiderate - very inconsiderate 8%	inconsiderate - very inconsiderate 5%

36. In addition to the surveys, on-site observations were undertaken to monitor the impact of Paxster operations on footpath users and particularly those using mobility aids. A representative sample of 12 sites throughout the city were chosen in consultation with the Advocacy Group representatives. The on-site observations were undertaken prior to the Paxsters being operational and three times since.

37. The results of the on-site observations indicate that the time of year and associated weather appear to be the biggest influence on the number of footpath users that were observed. We had both increases and decreases in mobility aid users and non-mobility aid users over the sites, but nothing to indicate that the Paxster operations were influencing the choice of users to be out on the footpath network on those days.
38. As a result of the monitoring programme, staff are happy that the operation of Paxsters on the footpaths within the city are not creating safety issues and nor do they appear to have had an adverse impact on the activities of those using mobility aids when travelling on our footpath network. The approval has its next review 1 July 2020 and then every three years.

Access Hamilton Taskforce Update (GM Infrastructure Operations)

39. The Access Hamilton Taskforce has not met since the last Growth and Infrastructure Committee meeting at the time of completing this report but is due to meet on 8 February 2019.
40. A verbal update of the topic's covered in the Access Hamilton Taskforce meeting will be provided.

Vision Zero Update (GM Infrastructure Operations)

41. Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton city.
42. The following is a summary of the road deaths that have occurred within Hamilton City this calendar year:

Date	Location	Description	Age	Ethnicity
30.1.19	Peachgrove Rd	Motorcyclist lost control near Enderley Avenue, motorbike drifted to the left side of road, crossing the intersection and mounting the footpath. The rider hit a street sign pole and then a fence. Rider died at the scene.	41	n/a

43. The total number of fatalities in the city for 2018 was nine.
44. Additional information on the types and causes of crashes was requested at the December 2018 Growth and Infrastructure Committee meeting.
45. Crashes that are attended by the New Zealand Police (NZ Police) have a Traffic Crash Report (TCR) completed and the information from that report is then entered into the national Crash Analysis System (CAS) which is managed by the New Zealand Transport Agency (NZ Transport Agency).
46. The analysis of the data for Fatal and Serious Crashes which occurred in Hamilton City 2014-18 for Hamilton (including the state highways) indicates the following:
- There have been 24 fatal and 212 serious crashes, which have resulted in 26 deaths, 234 serious and 47 minor injuries. A total of 307 injured road users.
 - The three main crash types were:
 - Crossing/Turning crashes (27%)
 - Crashes involving pedestrians (21%)
 - Bend/Lost control crashes (20%),
 - Both the Crossing/Turning and pedestrian crashes are approximately 9% higher than the national average.

- The top four contributing factors to fatal and serious crashes were:
 - Poor Observation (40%),
 - Alcohol (27%),
 - Failed to Give Way/Stop (26%)
 - Too Fast (22%).
 - Poor Observation and Failed to Give Way/Stop were 10% and 8% higher than the national average respectively.
 - While Full Driver Licence holders accounted for 59% of drivers at fault/partially at fault, Learner Licence holders accounted for 13% of at fault/partially at fault drivers which is 5% higher than the national average. Disqualified drivers were also slightly higher than the national average.
 - 45% of the crashes occurred at intersections, which is 15% higher than the national average.
47. This type of information was used to develop the programme of work in the Access Hamilton Transport Improvement Programme to target risk to reduce the incident of deaths and serious injuries on NZ roads.
48. Key programmes include:
- Minor improvements programme - safety projects <\$1M
 - Intersection upgrade programme - projects >\$1M e.g. Thomas/Gordonton
 - Integrated Transport Modes programme - improved facilities for walking, cycling and public transport
 - Biking Plan projects e.g. Te Awa south River Ride, Schools Link
 - Road Safety Education - including cycle skills training, intersection safety campaigns, Right Track programme, young and older driver education and working with schools
 - Speed Management Plan - development and implementation of a plan for all activities related to speed management including engagement, engineering work and speed limit reviews.
49. These programmes generally attract an NZ Transport Agency subsidy of 51%.
50. Progress of these projects is discussed at the Access Hamilton Taskforce meetings.

Footpath Renewals Programme Update (GM Infrastructure Operations)

51. The budget for footpath renewals was increased from \$1.79M in 2017/18 to \$4.552M in 2018/19 (a 40% increase).
52. This additional funding has enabled the Infrastructure Alliance to programme renewal of an additional 30,072m² of footpath (concrete and asphalt) this year - resulting in a total of 48,800m² of work.
53. To assist in ensuring that the increased programme was able to be targeted to risk/ pedestrian safety and to update the work completed 3-4 years ago, 'Scooter Man' was engaged in 2018 to complete a drive over survey of all footpaths in the city. This survey not only picked up footpath faults, but also recorded any missing service cover lids, water leaks and locations where there were obstructions across the footpath from plants and trees.

54. The Scooter Man surveys were completed in December 2018, the following faults were identified:

Fault type	Fault Classification	Number of faults	% of faults
safety concern / trip hazard	P5	347	1%
poor condition	P4	5082	18%
fault noted	P3	22,895	81%
Total		28,324	100%

Other faults that were identified were:

- Plant and tree obstructions - 242
 - Service covers missing or broken - 396
 - Water leaks - 41
55. A footpath fault identification and intervention guide illustrating typical examples of the fault classifications is included as Attachment 2 of this report.
56. An inspector is now visiting the P5 faults to assess the work required and getting this programmed for urgent repair. If a permanent repair cannot be carried out a temporary repair is completed to make safe and the fault is then downgraded to become a P4 fault and programmed for a permanent repair in a follow up programme.
57. The P3 faults feed into our targeted renewals programme. The large volume of these faults identified confirms the deteriorated condition of the footpath assets. The increased investment in the footpath renewal programme will see a reduction in these numbers as these faults are repaired through our renewals programme, this will be confirmed by Scooter Man surveys in future years.
58. Scooter Man has been a value for money investment in terms of capturing a 'point in time' condition data set for the city's footpaths. While the survey method is not as accurate as an inspector on foot, the survey enables a quick snapshot of all the footpath assets and identifies focus areas for an inspector to visit and programme appropriate repair work.

LED Streetlight Upgrade Programme Update (GM Infrastructure Operations)

59. The LED Lighting Upgrade in the residential streets (excluding the decorative type) is now completed with the installation of around 5500 street light units.
60. Work will start in July 2019 upgrading the remaining 2200 decorative lights in these residential streets (the majority being in Rototuna) at an estimated cost of \$1.8M. Staff have been working with suppliers and the NZ Transport Agency as the products and technology are still evolving in this area. This work attracts a subsidy of 85% from the NZ Transport Agency.
61. The arterial road upgrade programme is nearing completion, and this has involved installing 7500 streetlight units following the completion of individual designs for every road. The design process has determined the need for installation of a few larger and bespoke lights along Wairere Drive and Lincoln Street to achieve the correct levels of lighting required.
62. The proactive communications approach used for this project has meant that we have received less than a handful of enquiries and these have all been resolved through either more information or minor adjustments to the lights. We have also received some great feedback on the work completed in these two stages.
63. As part of our partnership with the supplier, the following video of the project has been produced which can be viewed via the following link:
<https://www.youtube.com/watch?v=4OIdmvVUckc> A series of before and after comparison photos have also been taken and these are included in Attachment 3 of this report.

64. The Central Business District (CBD) under veranda light replacement programme is due to start in the middle of February 2019 and will be completed in June 2019. Of the 1200 existing lights, 660 are due to be upgraded in this programme along with approximately 25 new points of power supply also being required. The remainder of the under veranda lights are already fit for purpose and do not require any additional work.
65. A trial of the under veranda lighting style proposed has been undertaken in Worley Place and a consultation programme has been undertaken with the CBD businesses in conjunction with the Hamilton Central Business Association to ensure that we can minimise the impact on their businesses when this work is completed. This programme of work has a total project cost of approximately \$650,000. This work is not subsidised.
66. The existing decorative lights are also being upgraded to LED on the Victoria Bridge in conjunction with the cleaning and painting project that is due to start in February 2019.

Waste Taskforce Update (GM Infrastructure Operations)

67. The Waste Taskforce met on Friday 30 November 2018. The following items were discussed at the Taskforce meeting:
 68. **Waste Management Contract**
At the meeting the Waste Taskforce were updated on the performance status of the current contractor. Confidential items relating to the contractor's performance and costs were discussed.
 - Waste Management and Minimisation Plan**
 69. The Taskforce discussed a number of actions and progress of the Council's Waste Management and Minimisation Plan. This included actions on event waste minimisation projects, updates on partnerships with community groups and progress with the Waste Minimisation Fund Grant.
 - a) Events – Priority focus was related to the following events:
 - Rugby 7's - For the second year Waste Minimisation staff provided waste minimisation guidance and reduction initiatives at the HSBC New Zealand Sevens held at FMG Stadium Waikato.
 - Showing Waikato Limited, the organisation that manages the delivery of the Waikato Show held in Hamilton each year, have aligned their waste management and minimisation planning with the role out of the new Rubbish and Recycling service.
 - Claudelands Event Centre – staff met with waste services providers to discuss options for waste reduction and recycling at the arena.
 - b) Partnerships – a number of partnerships were discussed including:
 - Business Champions Ambassador programme continuing to attract a diverse range of business partners, the most recent including Beca Consultants and House of Wonder Early Childhood Centres.
 - WaikatoLink/Hamilton City Council/Envirowaste plastics recycling roading innovation project is gaining momentum and roading trials are underway after extensive materials testing.
 - c) Waste Minimisation Fund Grant
 - The sixth round of funding for the grant took place between 8 October and 18 November 2018 and 12 applications were received. Total funding sought by all applications was \$75,212.10 (exceeding the \$50,000 funding allocation by \$15,212.10).

- The applications that were successful in being provided funding for their project will be communicated to Elected Members at the 25 February 2019 Waste Taskforce meeting and reported to the 29 March Growth and Infrastructure Committee.

Keep New Zealand Beautiful

70. The Taskforce discussed the potential for Hamilton City Council (HCC) to obtain a corporate membership with the Keep New Zealand Beautiful Society and requested that staff report back to the Taskforce with details of potential costs and membership benefits.

Waste Minimisation Conference

71. Feedback from staff and Elected Members that attended the WasteMINZ conference in Christchurch during November 2018 was discussed. Highlights included Hamilton Compliance staff presenting on illegal dumping, which was very well received, and the new technology that many New Zealand businesses are investing in to provide onshore processing of recyclables was inspiring and encouraging to see in response to global recycling fluctuations.

Solid Waste Bylaw (2012) Review

72. The taskforce were provided an update on the status of the Solid Waste Bylaw (2012) review process and were advised that work was expected to get underway early in the new year. It was requested that staff present a high level briefing paper to the Taskforce on the proposed Bylaw review at the next scheduled meeting of 25 February 2019.

Future meetings & Site Visits

73. A confidential Council briefing is scheduled for 28 February 2019 for staff to update Elected Members on the current status of the recycling market and the implications on both the current and future collection and disposal contracts.
74. Another Elected Member briefing is scheduled for 28 March 2019 where staff will summarise the changes proposed to the Solid Waste Bylaw (2012) and receive feedback from Elected members prior to the draft Bylaw being presented to the Growth and Infrastructure Committee on 7 May 2019.
75. Envirowaste has extended an invitation to all Hamilton Elected Member's and Council Solid Waste staff for a tour of Hampton Downs Waste Facility on 18 March 2019. This is a great opportunity to see how Hamilton's waste is currently managed and where the organic waste will be processed from July 2020.
76. The next meeting of the Waste Taskforce is to be held 25 February 2019.

Policy and Bylaw Review update (GM Infrastructure Operations)

77. The following is an update on policy and bylaw reviews:

Report	Progress Update
Speed Management Policy	The development of the Speed Management Plan will supersede this Policy. It is expected that the Speed Management Plan will be presented to the Growth and Infrastructure committee in early 2019 and the Policy will be deleted at this time.
Hamilton Gateways Policy	It has been identified via the Access Hamilton Taskforce that there are opportunities for alignment with the NZ Transport Agency with entrances into the city being created with the Hamilton Section of the Waikato Expressway. These will be presented to the Access Hamilton Taskforce to provide input prior to the updated policy

	document being presented to the Growth and Infrastructure committee in early 2019.
Streetscape Beautification and Verge Maintenance Policy	<p>This policy review will be aligned with the review of the Gateways Policy to understand the opportunities and ongoing impacts on operations and maintenance budgets.</p> <p>These will be presented to the Access Hamilton Taskforce to provide input prior to the updated policy document being presented to the Growth and Infrastructure committee in early 2019.</p>
Solid Waste Bylaw Review	<p>The Solid Waste Bylaw review will be aligned with the changes to rubbish and recycling which will be implemented in July 2020.</p> <p>The review process will be discussed with Elected Members at a briefing to be held in February 2019.</p>
Connections (3 Waters) and Charging Policy	Staff have completed consultation with external stakeholders and are currently collating feedback for consideration in a draft revised policy. Elected member input will be sought prior to the updated document being presented to this committee for adoption on 7 May 2019 meeting.
Encroachment Licence Policy	<p>At the 23 October Growth and Infrastructure Committee it was resolved that staff would report back to the committee on an Encroachment Policy by March 2019.</p> <p>The Encroachment Licence Policy is to be deferred to the 7 May 2019 meeting as the scope of the policy has increased, requiring a wider organisational approach and in turn, more resourcing than originally anticipated.</p>

Gordonton Road Corridor (GM Development)

78. Works are progressing at the Thomas/Gordonton intersection to address the significant safety concerns at this site by upgrading the intersection and installing traffic lights. Site service relocations are now substantially complete, however have taken longer than originally anticipated. The stormwater pipes have been installed and the road pavement reconstruction, road reshaping and traffic island installation is underway. Due to the presence of unsuitable clay material below the existing road surface the construction methodology for the works has changed and this has resulted in unforeseen delays. Works are scheduled to be complete in early 2019 - currently anticipate completion in March 2019.
79. Gordonton Road speed limit is now lowered to 60km/h from the Gordonton/Wairere roundabout to north of the Thomas Road intersection. During construction at the Thomas/Gordonton intersection however, a temporary 30km/h speed limit is in place through the worksite during the hours people are working on site. Compliance of motorists with temporary speed limits through the worksite is improving but continues to be a problem which is putting construction teams and vehicles at risk. Staff are working with Police to support with managing speeds through additional monitoring of the site, and also continuing to reinforce temporary traffic management measures through lane closures and detours.

80. The Thomas/Gordonton intersection upgrade also includes installation of raised safety platforms on intersection approaches to help manage vehicle speeds. Staff are working closely with NZTA regarding the design and implementation of these, as this will be a demonstration site for further planned implementation at other locations across the country.
81. There were no incidents over the Christmas site shutdown period and the site was deemed safe.
82. Further investigation is currently progressing regarding the rest of the Gordonton Road corridor with NZTA via a Business Case approach, including looking at options for addressing issues at the Puketaha Rd / Gordonton Rd intersection, walking/cycling improvements and other corridor treatments. The business case is currently being reviewed and it is anticipated that a preferred option will be identified in early 2019.

Road Reserve Fencing- Liverpool Street (GM Development)

83. The landowner of 2 Liverpool Street has undertaken significant work to install a retaining wall within the property adjacent to its boundary with the River Reserve. This work required resource and building consents which were applied for and subsequently approved. Part of the work involved a stormwater connection to a public manhole in the river bank which required formal service connection approval.
84. During the course of this work the landowner expressed concerns about the safety of an unfenced boundary between the Liverpool Road reserve and the River reserve. The bank drops off very steeply and there is no practical safe public access from Liverpool Street to the River. The landowner requested permission to erect a fence.
85. The request came at a time soon after the General Manager was participating in coronial enquiries about a young man who died falling down the bank from a private property in Anglesea Street onto Grantham Street below.
86. The General Manager agreed to fencing within the road reserve, noting that the purpose of the fence was not for exclusive private use of public space but rather to ensure safety. Agreement was subject to the following
 - That there was no objection from the immediate adjacent property owners (Parks and Open Spaces subsequently confirmed they had no objection and the Riverside Body Corp at 1 Liverpool Street provided written approval, also noting their concerns over the steep and dangerous bank)
 - That the landowner would fund and construct the fence to Councils specification taking into account durability and aesthetics and a maximum height of 1.8M.
 - That a gate would be provided in the fence that allowed City Waters access to the manhole for maintenance purposes.
 - That on completion of the fence ownership would revert to City Transport who would maintain the fence and have full control. The intent of this was to allow future public access totally at the discretion of Council if a suitable and safe access to the river was provided

Passenger Rail Update (GM Development)

87. A report was provided to Committee on 6 December 2018 relating to the business case for the Hamilton to Auckland Passenger Rail Service and recommendations made to Council.

88. It was resolved on 13 December 2018 that Council;
- a) *receives the report;*
 - b) *endorses the Single Stage Business Case for the Hamilton to Auckland Start-up Passenger Rail Service for submission to the New Zealand Transport Agency for decision;*
 - c) *notes that funding is allocated in the 2018-28 10-Year Plan to develop the Rail Station and Park and Ride at Rotokauri subject to;*
 - i. *the New Zealand Transport Agency approving the Single Stage Business Case and confirming the release of funding for the start-up passenger rail service at their meeting on 14 December 2018; and*
 - ii. *the New Zealand Transport Agency providing an enhanced Financial Assistance Rate of 75.5% for the public transport infrastructure and 100% for the Transitional Rail activities;*
 - d) *requests staff report back prior to June 2019 on the appropriate political and technical governance structure to support the implementation of the start-up service, including their terms of reference and delegations.*
89. The New Zealand Transport Agency met on 14 December 2018 and endorsed the Hamilton to Auckland passenger rail start up service Single Stage Business Case subject to a number of conditions (refer Attachment 4)
90. Most notably the NZTA Board has largely confirmed funding for all the necessary pre-implementation work but required that the project be brought back for a full Board decision to confirm implementation funding.
91. As part of its decision the NZTA Board agreed to release funding for the purchase of the rolling stock which was a critical path activity and this purchase is now complete and the assigned rolling stock are being delivered to the KiwiRail workshops for assessment and eventual refurbishment.
92. There are a number of points of clarity being sought around the Board decision and a verbal update will be provided at the committee meeting. The main points of clarity are around
- % NZTA subsidy available during the start-up period for maintenance of the rolling stock
 - % NZTA subsidy available to HCC and Waikato District Council for pre-implementation work for above ground station work (noting that 100% has been confirmed for below ground work- track relocations and platform)
 - Availability of funding to keep progressing rolling stock refurbishment which is a critical path activity.
93. With the positive NZTA decision to progress the start-up service, work is underway to set up the appropriate political and technical governance structures to support the implementation of the service.
94. It is proposed to continue for now with the same working group governance team that had oversight of developing the business case (the Rail Working Party). This includes representative from Hamilton City Council (chair Growth and Infrastructure Committee), Waikato Regional Council, Waikato District Council, Auckland Transport, KiwiRail, NZ Transport Agency and Ministry of Transport. Auckland Council will also be invited to have a representative.
95. The first meeting is scheduled for 18 February 2019, at which time the governance structures will be confirmed and reported back to Council with the terms of reference and delegations as required by Council resolution.

Financial Considerations

96. There are no financial implications in relation to the information provided in this report.

Legal and Policy Considerations

97. Not applicable. This report is for information purposes only.

Cultural Considerations

98. Not applicable. This report is for information purposes only.

Sustainability Considerations

99. Not applicable. This report is for information purposes only.

Risks

100. There are no known risks associated with these matters.

Significance & Engagement Policy

Significance

101. Not applicable. This report is for information purposes only.

Engagement

102. Not applicable. This report is for information purposes only.

Attachments

Attachment 1 - Waikato Mayoral Forum - Summary of Meeting 2019-12-03

Attachment 2 - Footpath Fault identification and intervention guide

Attachment 3 - LED Streetlights - before and after photos

Attachment 4 - NZTA Board Minutes

**SUMMARY OF MAYORAL FORUM MEETING
MONDAY 03 DECEMBER 2018**

MENTAL HEALTH ADDICTION SERVICES – PRESENTATION

Waikato District Health Board mental health and addiction services executive director Vicki Aitken gave a presentation to the Mayoral Forum on the issues facing mental health services, looking at national and regional data.

Ms Aitken said in the last 10 years, the number of adults in crisis had risen from 2500 to more than 7000 per annum, and services were struggling and under-resourced, including at Waikeria Prison and Henry Bennett Centre. This did not provide safe and therapeutic environments for users or staff.

Ms Aitken believed early responses in mental health and communities would keep people well, and a more integrated mental health sector was required.

THREE WATERS REVIEW

A paper detailing the regulatory framework for Three Waters will go back to Cabinet in June 2019, with a services paper due for tabling at the end of the year.

It was acknowledged that the drinking water regulatory perspective was generally clear, but coupled with waste water the review was fraught with issues, particularly accuracy of information.

Matamata-Piako CE Don McLeod said what Department of Internal Affairs was proposing could easily be addressed by introducing mandatory measures, however the document prepared was hugely complex and proposed the most stringent global standards that were difficult to create regulatory process around.

It was hoped that some simplification would happen over time.

WATERS COLLABORATION

Seven councils in the Waikato region have agreed to undertake a stocktake of water, wastewater and stormwater activities.

The aim is to combine resources to meet the obligations of regulatory framework, however the stocktake has been hampered by time constraints and funding.

It is proposed that recommendations will be ready for presentation to the February forum.

TE WAKA

Te Waka chief executive Michael Bassett-Foss updated the forum on progress and the launch of its Waikato regional economic programme.

Fifty-three projects have been identified in the programme.

Some projects are ideas, others concepts, some at feasibility study stage and others at implementation stage.

In relation to Provincial Growth Fund projects, MBIE has received 45 from the Waikato: eight are yet to be assessed, seven have been approved, three withdrawn, 17 declined and nine are on hold.

Mr Bassett-Foss said there was a need to grow internal resourcing to help progress the projects.

REGIONAL SPORTS FACILITIES

The forum was given an overview on the purposes and goals of 2018 Waikato Regional Sports Facilities Plan, version 2, by Sport Waikato CE Matthew Cooper and general manager Michelle Hollands.

It was agreed that the plan be supported by the signing of a memorandum of understanding between represented councils.

Mr Cooper said the purpose of the plan was to provide a high-level strategic framework for regional sports facilities planning and the optimisation of existing facilities.

It provided direction on what should be done and crucially what should not be done, with thinking at a network-wide level to ensure the delivery of sports in the region was affordable, efficient, effective and sustainable.

The next version, scheduled for development in 2020, proposes to take a wider lens on spaces and places for physical activity beyond sport, such as regional cycle ways.

WAIKATO PLAN

Bev Gatenby was welcomed as the new co-chair of the Waikato Plan Leadership Committee.

Ms Gatenby said “being at home at the Waikato Regional Council” made the Waikato Plan project stronger and more teeth.

COLLAB. WITH NEW GOVT.

The forum discussed the potential for the establishment of an incinerator plant in the region to handle waste from Auckland, Waikato and the Bay of Plenty.

It was agreed to ask Chair Livingston to approach Auckland City Council and Bay of Plenty Regional Council, in conjunction with MBIE, to begin this conversation.

This stemmed from a discussions that the coalition Government appeared to be taking a boundary-less approach to regional investment, and had signalled the desire to work in partnership with forum members.

Footpath Fault Identification and Intervention Guide

Attachment 2

Defect	General Damage - [Age] cracking, delamination of slurry surface, lichen, potholes, vehicle damage, patches or missing cobbles.		
Definition	Footpaths are made up of asphalt, concrete and cobbles within Hamilton. General damage is any damage that affects the footpath pavements integrity and allows water to enter the pavement.		
Condition	P3 - Acceptable - Monitor	P4 – Poor - Intervention	P5 -Very Poor - Safety
Example Photos			
Defect Description	Cracks/patches but has no deformation/holes or tripping hazards	Cracks and some deformation/holes or tripping hazards	Multiple cracks/potholes/missing cobbles or trip hazards and patched over larger areas
Typical Treatment	Monitor	Put onto renewals program or program to repair isolated patches	Dig out replace pavement/cobbles

Item 7

Defect	Trip Hazards - Tree roots, potholes, unfilled or settlement of trenches, settlement.		
Definition	Deviations from profile which may cause tripping hazard within the concrete, asphalt or cobble footpath.		
Condition	P3 - Acceptable - Monitor	P4 – Poor - Intervention	P5 -Very Poor - Safety
Example Photos			
Defect Description	Minor hazard < 15mm – potential to trip	Any tree roots/trench/lip or depression >15mm <35mm	Any tree root/trench or lip >35mm causing trip hazard to pedestrian
Typical Treatment	Monitor	Put onto renewals program or program to repair isolated patches	Make safe/dig out and replace

Hamilton LED streetlight before and after photos
Before photos taken Dec 14th 2017. After photos taken Dec 10th, 2018.

Ayrshire Dr



Item 7

Attachment 3

Wairere Dr



Wairere Dr



Item 7

Attachment 3

Anglesea St



Anglesea St



Item 7

Attachment 3

City Northwest



Rototuna



The NZ Transport Agency Board:

- a) **Endorses** the Hamilton to Auckland Passenger Rail start up service Single Stage Business Case, subject to a condition subsequent that independent Stage Gate Reviews are undertaken during Pre-implementation to consider and approve: revised and updated costs (capital and operating), improved demand forecasts, robust Customer Service & Marketing Plan, updated Project Delivery & Assurance Plans, and full operational safety sign off.
- b) **Approves** funding to Waikato Regional Council (fully funded Transitional Rail activity class) for purchase of rolling stock; subject to a condition precedent where the costs are agreed and signed off by the NZ Transport Agency Chief Executive.
- c) **Approves** funding to Waikato Regional Council (fully funded Transitional Rail activity class) for Pre-implementation work associated with refurbishment of the rolling stock, subject to:
 - i. a condition precedent where the NZ Transport Agency Chief Executive reviews and approves the proposed level of funding; and
 - ii. a condition subsequent that the right of Transport Agency to re-use the asset should the start up service not proceed, or be withdrawn during or at the end of the five year period.
- d) **Approves** funding to the relevant councils (fully funded Transitional Rail activity class) for Pre-implementation work associated with rail below-track infrastructure and platforms, subject to a condition precedent where the NZ Transport Agency Chief Executive reviews and approves the proposed level of funding.
- e) **Approves** funding to Waikato Regional Council (funded from Public Transport infrastructure at a targeted funding assistance rate of 75.5%) for Pre-implementation work associated with the operation of the service, including integrated ticketing, subject to a condition precedent where the NZ Transport Agency Chief Executive reviews and approves the proposed level of funding.
- f) **Notes** that the total cost for all elements of the project is currently estimated at \$78.249 million (of which \$58.641 million is within the National Land Transport Programme 2018-21), with further work required to gain greater certainty as to the final costs.
- g) **Notes** that for the National Land Transport Programme 2018-21 the project is assessed as having High results alignment with a cost-benefit appraisal of Benefit Cost Ratio of 0.5, which requires approval by exception, on the basis that it is a trial service that could be further developed to provide an impetus to the wider corridor spatial planning work in the next five years.
- h) **Notes** that approval of implementation funding will be subject to Pre-implementation work satisfactorily addressing the risk mitigation proposals and proceeding through independent Stage Gate Review; and will require a further Board decision at the appropriate time.
- i) **Notes** that the impact of costs of the project to the National Land Transport Programme Transitional Rail activity class is lower than information supplied in the October 2018 Board meeting, due to updated costings for the proposed start-up service and a revised interpretation of costs that constitute Transitional Rail rather than Public Transport. This change lowers the risk exposure to the overall over-programming in the Transitional Rail activity class for 2018-21 by around \$12 million.

Council Report

Item 8

Committee: Growth and Infrastructure Committee
Date: 12 February 2019
Author: Jen Baird
Authoriser: Jen Baird
Position: General Manager City Growth
Position: General Manager City Growth
Report Name: Hamilton Central Business Association - Six-Monthly Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee regarding the Hamilton Central Business District six-monthly update.

Staff Recommendation

2. That the Growth and Infrastructure Committee receives the report.

Executive Summary

3. The report is provided in line with the Business Improvement District (BID) Policy reporting requirements for Hamilton Central Business Association (HCBA).
4. It was resolved at the December meeting of the Growth & Infrastructure Committee that the HCBA audited 2018 performance report should be circulated to elected members. The information was emailed to elected members on 15 January 2019.
5. The audited 2019 performance report will be provided to Committee in August 2019.
6. Vanessa Williams (General Manager) and Mike Neale (HCBA Executive Committee member) will attend the meeting and will speak to this report.

Attachments

Attachment 1 - HCBA - Six monthly report July to December 2018

Attachment 2 - HCBA - Expenses - July to December 2018

Attachment 3 - HCBA - Central Business District Events Calendar July to December 2018

Hamilton Central Business Association (HCBA)

Six-month report ending 31 December 2018

1.0 INTRODUCTION

Hamilton Central Business Association (HCBA) is uniquely positioned as an organisation that can work with the local business community, the Hamilton City Council and other key players and investors in the city to ensure the CBD is a desirable commercial business hub, shopping and entertainment destination.

HCBA does this by building strong, effective relationships and by working to:

- Foster a coordinated approach for tackling specific issues.
- Advocate for the improvement of the physical environment and appearance of the CBD.
- Promote what the CBD has to offer, to targeted and receptive customer audiences.
- Encourage and assist local businesses to become more successful.
- Effectively represent the CBD in all communication channels with local council.

In December HCBA celebrated 10 years of representing the businesses in the Hamilton's CBD. Over this time HCBA has invested in building quality relationships with local businesses, property owners and commercial developers to ensure that opportunities for investment in the central city are maximised. With a focus on business advocacy, support and promotion, HCBA is a significant contributor to ensuring the ongoing revitalisation of Hamilton's central city.

A successful city centre relies on having a space that is fit for purpose and can accommodate what people want to use it for – whether that's business, shopping, living or events. Alongside increasing spend and foot traffic in the central city, the ambience and culture of the CBD is an area of focus. HCBA is committed to continuing the momentum of a revitalised CBD with more events and activities in central public spaces, complimenting commercial development and business growth.

Activation Plan 2018/2019

Activations are well underway in the CBD and have been extremely well received by the public. The ability to contribute to and create a variety of activities, events and performances around the central city has provided a real 'buzz' around the town, as well as providing different opportunities for local businesses to be involved in activating the central city.

Please find attached a list of activities and expenses for the six months ending December 2018.

CBD DATA COLLECTION

HCBA worked alongside Hamilton City Council to install 21 new foot traffic sensors at key locations around the CBD in December 2017 and January 2018. The sensors measure the number of people passing underneath the sensors in both directions. To be able to analyse the data the foot traffic sensors require a year on year comparison, with indicative data for December 2018 shows foot traffic to be tracking more than 10% higher than December 2017.

Retail spend is on the rise, with the first three quarters of 2018 showing a significant increase compared to 2017, with CBD electronic spending up \$20 million during the same time last year. Food and liquor accounts for over 40% of the spend, followed by other retail and hospitality at 15% and 14% respectively. The ability to now marry up the financial and pedestrian data shows positive CBD trends emerging, providing useful market insights to work with.

The consolidation of business space with new build offices is having a significant contribution to the spend increase and reducing empty spaces around the CBD. Overall, our CBD continues to grow and evolve alongside the changing needs of its community and we are well supported by a growing business district and commercial development, city investment, and community events.

COMMERCIAL LANDSCAPE

Builds completed in the past six months include:

- ASB headquarters corner of Barton Street and Bryce Street

The ongoing developments in the central city with completion due Q1 2019 include:

- NZMA College on the Duncan & Ebbett site on Tristram Street
- Toyota site on the corner of London & Tristram Streets for an intensive residential development (stage 1)
- Parkhaven Apartments on Tristram Street
- CBD Developments apartments on the corner of Vialou & Rostrevor Streets
- 164 London Street commercial development of 3 units

Over the past six months the following additional developments have started:

- Panama Square development corner of Garden Place by Stark Property
- NZMA new build on Tristram Street by Foster Develop
- 586 Victoria Street development by Foster Maintain
- Tristram Precinct development by Stark Property with K-Mart due to reopen in July 2019 and Waikato Regional Council move in 2020
- Sudima Hotel, rebranded to Days Hotel & Suites with future development planned

Other pipeline developments include:

- Hood Street development
- Hotel consent on 611 Victoria Street (linking through to Barton Street)
- Toyota site on the corner of London & Tristram Streets for an intensive residential development
- 1 Vialou Street residential development (Yeoman Property)
- 15-17 Vialou Street residential development (Yeoman Property)

2.0 STATUS REPORT 1 January 2018 – 30 June 2018

In July 2018, HCBA was allocated \$100,000 to activate the four central city public spaces: Civic Square, Garden Place, Victoria on the River and Embassy Park, to help contribute to supporting the social needs of residents and those choosing to visit and stay in Hamilton. Growing vibrancy and entertainment options in the CBD has been a of priority for the HCBA over the past six months. In turn, this activation has attracted great local press coverage, provided opportunities for local business collaboration and generated a substantial amount of positive anecdotal feedback.

HCBA celebrated a 10-year anniversary in October 2018 and enjoyed the opportunity to celebrate with the local business community. At the same time HCBA was nominated for and won the NZ APAC Business Award for Best Business Development Company, Waikato. In 2019 HCBA will be looking to set the three-year strategic plan, 2019-2021, with a focus around strengthening key CBD sectors and ensuring ongoing commitment to a modern growing city centre.

The issue of a tired looking CBD streetscape and infrastructure continues to be highlighted to the HCBA, which along with CBD development contribution remissions in the commercial sector, with both expected to be major discussion points over the coming months. These appear to be significant risks to the ongoing revitalisation of the CBD.

2.1 Highlight Public Space Activation Events

The four public spaces have enjoyed an increase in activity since the activation fund was allocated to HCBA. Event highlights include:

Garden Place

- Pride Festival launch which saw a rainbow of colour added to the stage and square
- Skate in the City, ice skating rink over the school holidays
- Collaboration on variety of events with Hamilton Central Library and Creative Waikato
- Older Persons Day offering a range of promotions and entertainment to the older community
- Weave Festival showcasing refugee cooking and food markets

- Fringe Festival held in all four public spaces plus Casabella Lane
- Round the Bridges fitness day featuring exercise classes and sport challenges

Victoria on the River

- Artists markets held every four to six weeks
- Live music entertainment from individual to band performances
- CBD Curling Cup, a business house league
- Christmas party in the park

Embassy Park

- Embassy Park movie nights, outdoors and free, every month
- Rocky Horror festival show

Civic Square

- HamJam Festival showcasing parkour and tricking and providing public workshops

HCBA has worked with individuals, community groups, businesses, associations, existing events and local Government to bring the experiences and activities to the CBD public spaces.

2.2 Governance & BIDs

The HCBA continues to hold a Governance role with the People's Project, Zeal, Embassy Park, Riff Raff Trust and Safe Zone. Additionally, HCBA has a contributory role with the Boon Festival, City Safety Plan and the Waikato Film Hub.

HCBA hosted the Tauranga City Council placemaking team to discuss the Business Improvement District model and placemaking in the CBD.

2.3 Significant HCBA Activities

2.3.1 Social Media

HCBA facebook followers and likes is now in excess of 30,000, with new people following daily. The hamiltoncentral facebook is a key promotional tool for CBD businesses for promotions, specials, giveaways, events and new business start-ups, reaching and engaging with thousands of people every day. HCBA have increased activity on Instagram to keep inline with changing social media needs and ensuring engagement with younger audiences.

2.3.2 Advantage Club

HCBA Advantage Club is continuing to gain momentum with people signing up each week. With an overall objective to highlight hospitality and retail offerings to workers in the CBD, the anecdotal feedback has been fantastic and the businesses that we have collaborated with have been delighted with the results. An example of feedback received from a member:

In regards to the fortnightly CBD advantage club newsletter I think it is wonderful as I work in the city but don't spend much time wandering around or know what is happening in the city and this tells me. I'm able to know of a few new places and explore a little more around city. There is great information about new businesses, current businesses, specials, upcoming events and freebies. Also, as this is currently fortnightly I don't feel overwhelmed with info, it's just enough and I look forward to next newsletter.

2.3.3 Networking

Social Business networking events continue to be well attended by local businesses and provide a fantastic showcasing opportunity for new and existing businesses and provide an engagement opportunity for the diverse range of businesses that make up the CBD.

Social Business events over the past six months include:

- Yalla Yalla Café breakfast event
- Turton & Oliver interior designers
- AGM at Altitude/Gravity event venue
- CBD Celebration Awards at the former Hamilton Hotel
- 10th birthday/Christmas celebration at CBD professional business award winner Beca
- Waikato Regional Theatre drop in information sessions for surrounding businesses

2.3.4 Safety in the City

HCBA sent out the annual survey to businesses to assess perceptions on safety in the city. The same survey has been sent for the past four years to allow for trending information to be established. Trending information shows that perceptions of safety in the daytime is increasing which is positive, however there has been a small decline in perceptions of safety in the early hours of the morning. One of the key identified factors was the lack of street lighting around the CBD, which will be somewhat addressed with the under-verandah lighting project that is being delivered in the CBD between December 2018 and March 2019.

Police drop-in sessions held at HCBA offices provide an opportunity to businesses to 'drop-in' and discuss any issues with the Police. These are currently being held quarterly and two have been hosted in the past six months. These will continue in 2019.

HCBA hosted with Centreplace and the Police two 'Shoplifting Prevention' seminars to retailers. The evenings were held in November where employers and employees could ensure they were well prepared in advance of the Christmas rush. This is the second year of holding these seminars on an annual basis.

2.3.5 CBD Celebration Awards

HCBA held the HCBA CBD Celebration Awards for 2018, which continued the revamped format that attracted a record number of entries in 2017 and again in 2018. CBD businesses were encouraged to enter the awards to share their stories, celebrate achievements and be recognised for their success. The CBD Success Awards announced a winner in each business category: retail, tourism and hospitality, professional services, trade services, and social enterprise. In addition, the CBD Best Awards recognised businesses making a significant contribution to the CBD.

HCBA also secured one of Hamilton's most significant heritage sites, to host the Awards, the former Hamilton Hotel. The 96-year-old heritage building on Victoria Street's south end is set to be repurposed as part of the wider development site for the new Waikato Regional Theatre. Having the opportunity to embrace and celebrate the history and future potential of this beautiful building while celebrating the CBD businesses, was an auspicious occasion for HCBA.

A superb highlight for the evening was recognition from Her Majesty the Queen sending her best wishes on hearing the celebration was being held in the Hamilton Hotel where she and the Duke of Edinburgh stayed during their 1953 Commonwealth Tour. Her letter was a welcome surprise for attendees, read out during the evening of the awards.

3.0 GOING FORWARD

3.1 Collaboration Projects

3.1.1 Ambassador Programme

HCBA and Hamilton Waikato Tourism are continuing to work toward a finalised Ambassador programme, with development starting in February scheduled to be completed in May 2019. The first attendees for the programme have already been confirmed.

3.1.2 Garden Place

HCBA will work with Edwards White, Boffa Miskel and Chow Hill to provide an 'Expression of Interest' design for Garden Place for consideration by HCC. HCBA collected feedback from member businesses during the LTP consultation process which will be taken in to consideration during the design process. Expected timing for a design is April 2019.

3.1.3 Public Space Activation

HCBA will continue to develop on a calendar of events for the CBD public places in collaboration with local businesses and key stakeholders.

4.0 RECOMMENDATION

The HCBA recommends this report be received by Hamilton City Council.

Mike Neale, NAI Harcourts

Hamilton Central Business Association Executive Committee

**Special Projects - CBD Activation Transactions
Hamilton Central Business Association
Activation
From 1 Jul 2018 to 31 Dec 2018**

Date	Transaction	Debit (excl gst)
17/07/2018	Enchanted Entertainment - Matariki in the City	\$220.00
31/08/2018	Vivid Images - Banner	\$459.27
14/09/2018	Warehouse Stationery	\$6.95
14/09/2018	PARKing Day in Garden Place	\$86.09
14/09/2018	King Street - Banners	\$1,100.00
14/09/2018	Lugtons Round the Bridges	\$5,000.00
3/10/2018	Warehouse Stationery	\$4.35
3/10/2018	Creative Waikato - International Day of the Older Person	\$130.43
9/10/2018	Centre Place - Star Wars Reads Day - Volunteers	\$86.96
18/10/2018	Hamilton Pride Banner Installation	\$350.00
18/10/2018	SG & JA Hobson Partnership - Embassy Park Movie Nights	\$3,000.00
26/10/2018	Dynamic Gift NZ - Marquee	\$1,290.00
29/10/2018	Riverlea Theatre - Stories in the Garden Chair	\$30.43
19/11/2018	Scott Sound & Lighting - Make Demonstration - Lapel	\$120.00
19/11/2018	Macaila Pescud - Musican - Fringe	\$100.00
19/11/2018	The Dairy Farmers Daughter - Make Demonstration	\$300.00
19/11/2018	Flash Mob - Rocky Horry Picture Show at Embassy Park	\$1,000.00
27/11/2018	Stories in the Garden - Enchanted Entertainment	\$250.00
4/12/2018	SG & JA Hobson - Fringe Screen - Embassy Park	\$500.00
4/12/2018	Lamb Creative - Digital Screen Monthly Maintenance	\$120.00
4/12/2018	NZ Parkour - HamJam in Civic Square	\$2,903.04
4/12/2018	Creative Waikato - Thursday Tasty Tunes	\$10,000.00
4/12/2018	King Street - Event Template	\$475.00
4/12/2018	Enchanted Entertainment - Stories in the Garden x2 & Arty Party	\$750.00
17/12/2018	NJ Travaglia - Marketing Material - Embassy Park Movie Nights	\$200.00
Total		\$28,482.52
Pending Expenses		
	Creative Waikato - Second Instalment	\$10,000.00
	Sevens Weekend	\$10,000.00
	Civic Square Installation	\$10,000.00
	Chinese Lantern Festival	\$2,000.00
	Brave Hearts	\$3,500.00
	Pecha Kucha	\$1,500.00
Total		\$37,000.00

Date	Event	Location
JULY		
11 th -15 th July	Stepper Bikes – ElectrifyNZ	Garden Place
28 th July	Matariki in the City	Garden Place/Library
AUGUST		
6-9 th August	Spark Festival – Celebrating 20 Years	Wintec School of Media Art
SEPTEMBER		
1 st September	Pride Preview – 10 years on	Garden Place
1 st – 9 th September	Pride Week	Various Locations in the CBD
8 th September	St Johns Annual Appeal Day	Garden Place
12 th September	CBD Bike to Brekkie	VOTR
21 st September	Artists Market – The Creators	VOTR
21 st September	PARK(ing) Day – Chow Hill	Garden Place
OCTOBER		
1 st October	International Day of the Older Person	Garden Place
6 th October	Makers Market	VOTR
6 th October	Star Wars Reads	Library/Garden Place
10 th -14 th October	Ice Skate Rink	Garden Place
11 th October	Celebrating Mental Health Awareness Week	Garden Place
18 th October	Culture Fest	Wintec
19 th October	Artists Market – The Creators	VOTR
NOVEMBER		
1 st November	Thursday Jams	Garden Place
3 rd November	Makers Market	VOTR
3 rd November (rain date 10 th Nov)	Make Workshop	VOTR
8 th November	Thursday Jams	Garden Place
15 th November	Thursday Jams	Garden Place
17 th November	De Stylez 1 st Birthday – Food & Market	De Stylez
17 th November	Round the Bridges Build up Event	Garden Place/Civic Square
17 th November	Stories in the Garden	Garden Place
18 th November	Round the Bridges	CBD
22 nd November	Thursday Jams	Garden Place
23 rd November	Artists Market – The Creators	VOTR

24 th November	Riff Raff 14 th Birthday with Shadow Cast	Embassy Park
29 th November	Thursday Jams	Garden Place
30 th November	Curling Cup	Victoria on the River
	December	
1 st December	Tree Lighting	Garden Place
1 st December	Makers Market	VOTR
1 st December	Stories in the Garden	Garden Place
1 st -8 th December	Fringe Festival	Garden Place & VOTR
5 th December	Santa Run	Victoria/Grantham Street
6 th December	Thursday Jams	Garden Place
7 th December	Weave Twilight Market	Garden Place
7 December	Riverbank Christmas Carols	VOTR
8 th December	Kids Arty Party 9.30am – 12.30pm	Garden Place
8 th December	Colombian Dia de las Velitas (Night of Candles)	Garden Place
9 th December	Christmas Parade	Anglesea Street
14 th December	Artists Market – The Creators	VOTR
14 th – 22 nd Exc Sunday 16 th Dec	Lunchtime Live Music 12.15pm-1.30pm	Garden Place
14 th , 15 th & 20 th - 22 nd Dec	Evening Live Music 5.15pm-6.30pm	VOTR
15 th December	Stories in the Garden	Garden Place
15 th December	Filipino Pasko so Nayan (Christmas in the City)	Garden Place
16 th December	Parkour	Civic Square
21 st December	Makers Market	VOTR
22 nd December	Thursday Jams	Garden Place
27 th December	Embassy Park Picture Show	Embassy Park

Council Report

Item 9

Committee: Growth and Infrastructure Committee

Date: 12 February 2019

Author: Karen Saunders

Authoriser: Jen Baird

Position: Peacocke Programme Manager

Position: General Manager City Growth

Report Name: Peacocke Programme Quarterly Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee on progress of the Peacocke Programme.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) receives the report,
 - b) notes that the Peacocke Capital Report and finances will be presented and discussed at the Finance Committee Meeting on 26 February 2019; and
 - c) notes that the next Peacocke Progress report for the quarter ending 31 March 2019 will be presented to the Growth and Infrastructure Committee on 7 May 2019.

Executive Summary

3. This is the first quarterly update to the Growth and Infrastructure Committee on the Peacocke Programme, covering the first six months from June – December 2018.
4. Overall, the programme is running to schedule. In particular:
 - Most of the consultancy contracts for design and investigation for the key pieces of infrastructure have been procured.
 - Land acquisition is underway.
 - Resource consents are currently being processed for nearly 1000 sections (including the Amberfield subdivision), with a further 800-1000 subdivision consents expected to be lodged in the coming months.
 - While the number of actual dwellings granted building consent is likely to be lower than the projected yield for 2018-19 (23 to date), consenting data indicates the overall yield of 3750 dwellings in 10 years is on track.
 - Environmental activities are progressing, with a Biodiversity Management Framework, an Ecological Monitoring and Management Plan and Landscape Management Plans currently being prepared.

- The two District Plan changes that the Council approved to commence on 11 October 2018 are both underway.
 - Positive working relationships have been developed with key stakeholders including the Department of Conservation, Te Haa o te Whenua o Kirikiriroa (THaWK), the Ministry of Education, The Southern Links Community Liaison Group and NZTA.
 - The first public open day for Peacocke is planned for early April 2019.
5. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

Background

Peacocke Infrastructure Funding

6. On 6 December 2017, Council approved the Peacocke Detailed Business Case and approved the submission of a non-binding application to the Government to participate in the Housing Infrastructure Fund (HIF), to fund the strategic infrastructure in the Peacocke growth cell (see Item 10 of the [meeting minutes](#)).
7. The Council's HIF application was approved by Government ministers and the NZ Transport Agency Board in early 2018.
8. The Council adopted the HIF funding of \$290.4 million as part of the 2018-28 10-Year Plan deliberations to fund the strategic infrastructure for the Peacocke Growth cell.
9. The \$290.4M is sourced from:
- NZ Government/Crown (HIF Facility) – \$180.3M for transport and waters projects
 - NZ Transport Agency Subsidy – \$110.1M of NZTA subsidy for transport projects.
10. On [28 June 2018](#), the Council resolved to approve the HIF Facility agreement with the Government and delegated the Chief Executive to finalise and sign the agreement. The Chief Executive was also delegated to approve professional services contracts for investigation, design engineering and land procurement.
11. On 29 July 2018, the HIF Facility Agreement was signed and finalised with the Government.

Peacocke programme vision and objectives

12. The vision for the Peacocke Programme is to enable the development of an attractive and sustainable community in the Peacocke Growth Cell. Ko te whakakitenga moo te whenua Peacocke - Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke.
13. Over the next 10 years, the Peacocke Programme is projected to deliver a third of Hamilton's medium-term housing needs and twenty-six per cent of Hamilton's long-term housing needs.
14. The Peacocke programme includes the delivery of the strategic network infrastructure, community facilities and infrastructure, resource consenting and building consenting activities, ecological protection and enhancement, funding, monitoring and reporting and commercial activities.
15. The Programme supports the delivery of the 2018-28 10-Year Plan and the following community outcomes:
- **A city that embraces growth** – we have the infrastructure that meets our current demands, supports growth and helps build a strong economy;
 - **A great river city** – we embrace our natural environment and have green spaces, features and community facilities that make Hamilton a great place to live, work, play and visit

- **A Council that is best in business** – we are customer focussed, financially sustainable and have the best people delivering the best outcomes for the city.
16. As per the HIF Detailed Business Case, the investment objectives of the Peacocke programme are to:
- Support Hamilton to be the third City Economy in New Zealand
 - Increase the amount of developer ready land to meet the National Policy Statement - Urban Development Capacity
 - Support the provision of affordable housing
 - Build a vibrant community that integrates with Hamilton
 - Enable coordinated land use and strategic infrastructure
 - Ensure financial sustainability for Hamilton City Council and the Community.

Discussion

Programme resourcing and governance

17. The first six months of the programme have focused on establishing the programme teams and setting up the programme for delivery, while progressing procurement of professional consultancy services for the key infrastructure projects and land acquisition.
18. The Peacocke Programme draws on a number of internal and external teams. A cross-organisational Peacocke programme steering group has been established and has active oversight. The Programme board has been established, which includes Council general managers and representatives from Waikato-Tainui and NZ Transport Agency.

Capital workstream

19. Overall, the programme is running to schedule. The consultancy contracts for design and investigation for the key pieces of infrastructure have been procured except for one contract, which is currently being assessed for award.
20. The following table outlines progress to date with the key strategic infrastructure projects (refer to Attachment 1 map):

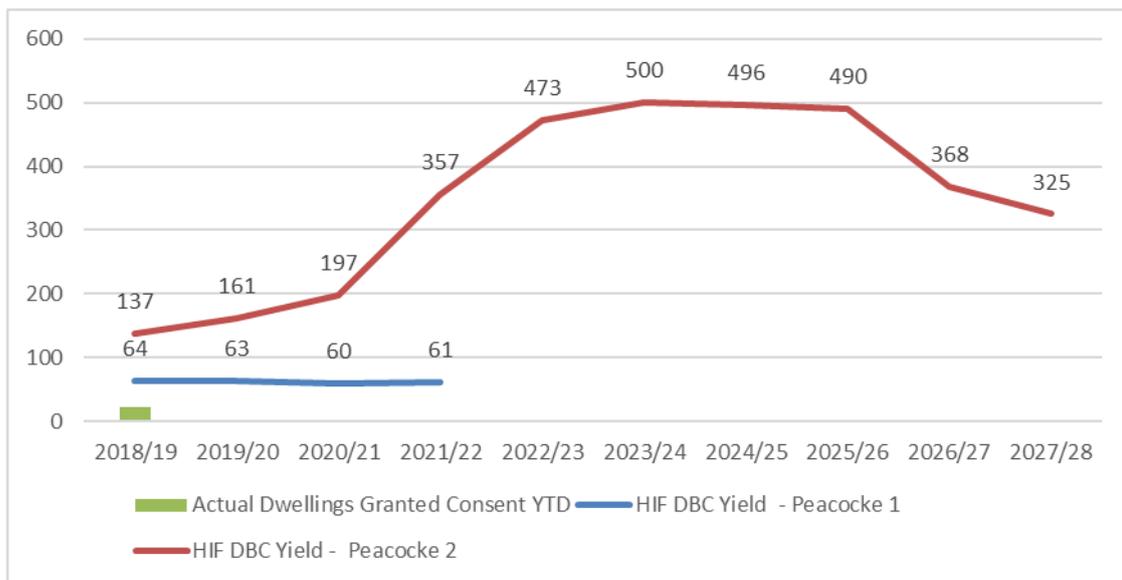
Project	Progress update
Wairere Dr/Cobham Dr Overbridge	Physical works contract has been awarded and contractors are on site
Wairere Dr extension & bridge over Waikato River	Consultants are in place and investigations are underway with the first deliverable received on time
Strategic Wastewater	Major consultants' contracts have been awarded and investigations are underway
Ohaupo Rd (SH3) intersection	Enabling works design is complete; works are due to commence early-2019
East-West Arterial Road	The consultancy service contract for the investigation and design of the East-West Arterial is about to be awarded.
Peacocke Rd Urban Upgrade	Commercial negotiations are underway with a major developer

- 21. All available property owners have been contacted and land acquisition is being progressed in accordance with the approved business case; one property has been acquired and another property is in progress. We aim to have the remaining properties within two years, meaning Council will have most of the land needed three years earlier than planned.
- 22. Land has been purchased for a Stage 1 Neighbourhood park, as per 2018-28 10 Year Plan.

Commercial, planning and consenting activities

- 23. Overall, development activity is continuing in the Peacocke Stage 1 area. Since 2010, there have been 321 building consents granted for 481 houses of which 450 houses built and ready to live in.
- 24. Several resource consents are currently being processed for subdivisions totalling 986 sections (see Attachment 2 showing development activity in Peacocke). This includes the major Amberfield subdivision consent application for 862 sections, which has a hearing date set for April 2019.
- 25. Pre-application activities and discussions with developers indicate subdivision consents will be lodged for a further 800-1000 sections in the coming months.
- 26. There have been 23 houses granted building consent for the 2018/19 FY to date (Figure 1).

Figure 1. Peacocke HIF Business Case Yield Projections vs Actual Dwellings Granted Consent



- 27. The HIF Detailed Business Case projections were formed in 2017 and projected a yield of 3750 houses within the first 10 years. The phasing of the annual yield projections was based on the timing of the completion of infrastructure and information available from developers at the time.
- 28. The projections for the first two years (2018-2020) were based on the assumption that the Amberfield consent application would be progressed with construction underway from 2018/19. However, the scale of the consent application was increased and was also delayed by the developer to allow time to address issues outlined in submissions in preparation for a hearing. This means that the front end of the dwelling projection is likely to shift from 2018/19 to 2020/21.

29. While, the number of actual dwellings granted consent is likely to be lower than the projected yield for 2018/19, consenting data indicates that the overall yield of 3750 dwellings in 10 years is on track. Staff are undertaking analysis on the projected growth yield across 10 years based on current and updated consenting activity and will report back to the Growth and Infrastructure Committee at the next quarterly Peacocke update (7 May 2019).
30. Commercial negotiations have commenced with two major developers in the area.
31. The two District Plan changes that the Council approved to commence on 11 October 2018 are both underway. Plan Change 1, which focuses on the masterplan provisions, is well underway and expected to be completed in 2019. Procurement for consultants for Plan Change 2, which is focused on the structure plan, is underway.

Environmental Activities

32. A Biodiversity Management Framework is being developed for the Peacocke area in consultation with Waikato Regional Council and Department of Conservation. The Biodiversity Management Framework will provide a methodology for offsetting impacts of developments and will be utilised for the entire Peacocke area through the resource consenting process. Applying a Biodiversity Management Framework to a large area with multiple landowners such as Peacocke is a first for New Zealand.
33. The conditions of the Southern Links designation require the preparation of an Ecological Monitoring and Management Plan (EMMP). The EMMP will explain how the project will monitor, manage and mitigate effects on birds, bats, lizards and aquatic wildlife. This will include significant gully and stream restoration work (e.g. more than 10ha within the catchment), pest control, and bat roost protection and enhancement (e.g. providing artificial bat roosts). The EMMP will be lodged for certification in March 2019 and has been developed in consultation with the Southern Links Tangata Whenua Working Group, the Department of Conservation, Waikato Regional Council, Riverlea Environmental Society and Mangakotukutuku Streamcare Group.
34. Various bird, bat, lizard and aquatic surveys have been completed to date to help develop the EMMP and set baseline data for future monitoring. This includes significant investment in acoustic and thermal imaging surveys and trapping and tracking monitoring of long-tailed bats. This has contributed a significant amount of information on bats in the southern Hamilton area.
35. The conditions of the Southern Links designation also require detailed Landscape Management Plans (LMP) to be prepared and certified prior to construction commencing. The LMPs will detail what the urban design and landscape measures being used to mitigate visual, landscape and ecological effects of the Project. These LMPs will integrate with the delivery of the EMMP. Given the project is being developed in stages, there will be multiple LMPs.
36. To ensure consistency, a Concept Landscape Management Plan (CLMP) is being prepared for the Peacocke part of Southern Links. Lodgement for certification is expected in February/March 2019. The CLMP reinforces and builds upon existing Southern Links urban design and landscape work from the designation process and describes strategic design principles expected to be carried through into detailed plans. The CLMP has been developed in consultation with the Southern Links Tangata Whenua Working Group and NZ Transport Agency. LMPs will be separately developed and certified at later dates as part of each sub-project.
37. The Integrated Catchment Management Plan (ICMP) is underway and is on track for completion mid-2020.

38. Several projects and activities require collaboration, input or approval from the Department of Conservation. We are working on establishing relationships with Department of Conservation to enable efficient delivery of both the Council's and the Department of Conservation's programmes, while establishing methods to work together to protect and enhance the environment, while urbanising the area.

Sustainability Considerations

39. The Peacocke programme is underpinned by Sustainability Principle 1: *Council includes environmental, economic, social, and cultural considerations in its decision-making criteria.*

Significance & Engagement Policy

Significance

40. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

Engagement

41. Working relationships have been formed with the Ministry of Education as they determine their schooling needs in the Peacocke area. The Programme team have met with the existing local schools in the area and will continue to maintain regular contact throughout the programme.
42. The Southern Links Community Liaison Group, which is jointly run by NZ Transport Agency and Hamilton City Council, continues to meet regularly as required by the Southern Links consent conditions.
43. Consultation will be undertaken in accordance with Schedule 1 of the RMA for the two plan changes.
44. Iwi engagement is covered in paras 44-45.

Cultural considerations

45. Effective engagement with Iwi is integral to the success of many of the projects across the programme. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships. Regular quarterly reporting to Te Haa o te Whenua o Kirikiriroa (THaWK) has been established and an internal staff member has been assigned as iwi liaison to support the effective engagement and efficiency across the various projects, iwi groups and reporting requirements.
46. There is a formal agreement now in place between Council and Waikato-Tainui to resolve first rights of refusal for any land that was originally derived from the Crown.

Financial considerations

47. The Peacocke Capital Report and finances will be presented and discussed at the Finance Committee Meeting on 26 February 2019.

Risks

48. Six material risks were identified in the Business Case:
- Poor stakeholder relationships and communications management
 - Land availability
 - Project or programme management failures or impacts
 - Programme financial failures

- Conflict of interest activities
- Poor health and safety management and oversight.

49. Mitigation plans are in place and are being actively monitored through the programme and project environment.

The next six months: February – July 2019

50. The next six months will be largely focused on:

- investigation, research and design of the key infrastructure
- the bridge form
- land acquisition
- lodgement of the EMMP and LMP
- progressing the District Plan Changes
- progressing commercial negotiations with developers
- looking for more ways to enable development
- investigating active recreation reserves
- continuing to form partnerships

51. The project teams will continue to implement innovative tools to support the delivery of the programme, for example 3D modelling for visualisation, document management and collaboration and GIS systems for land acquisition.

52. Communications and engagement activities will continue, with the first public open day for Peacocke planned for early April 2019.

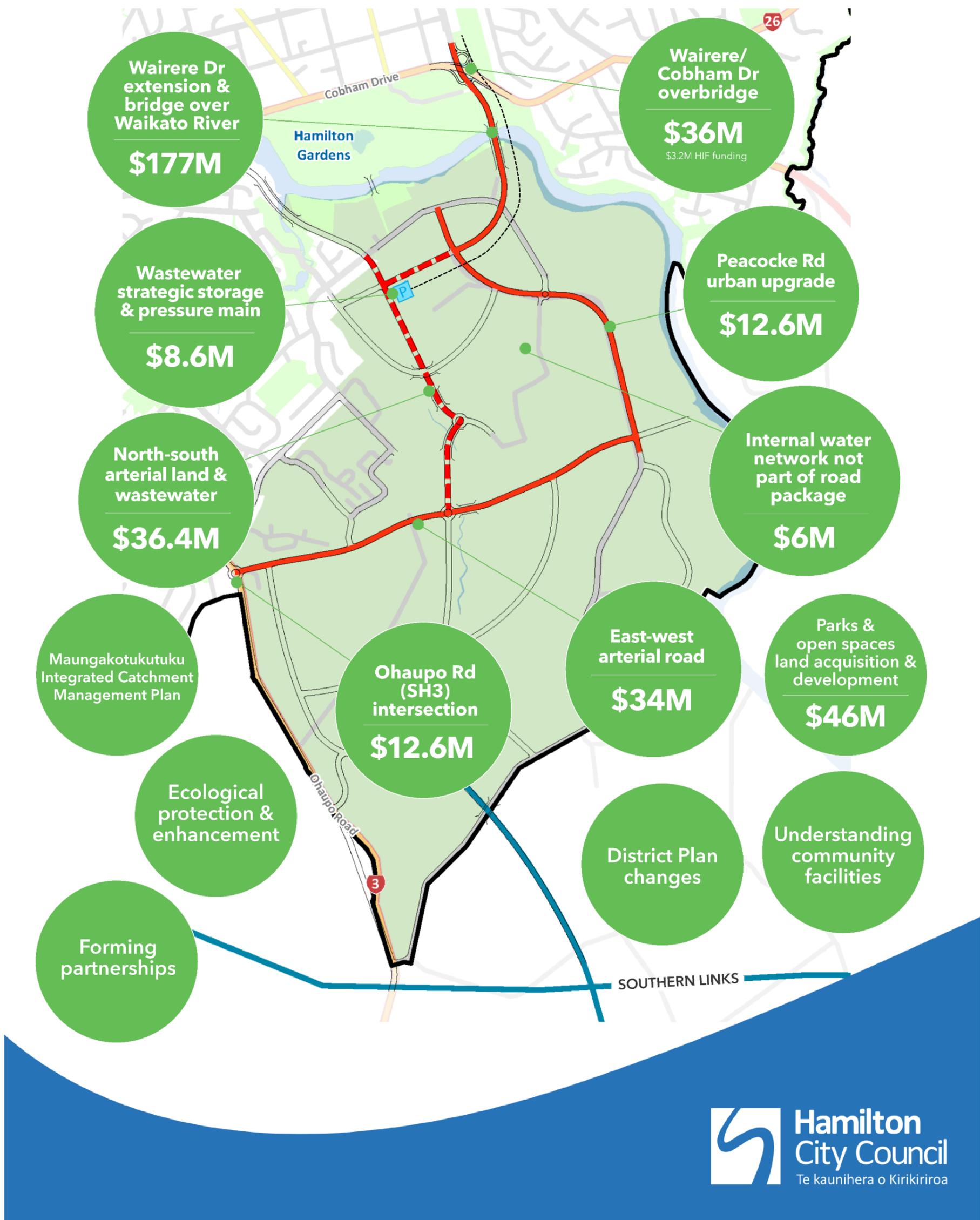
Attachments

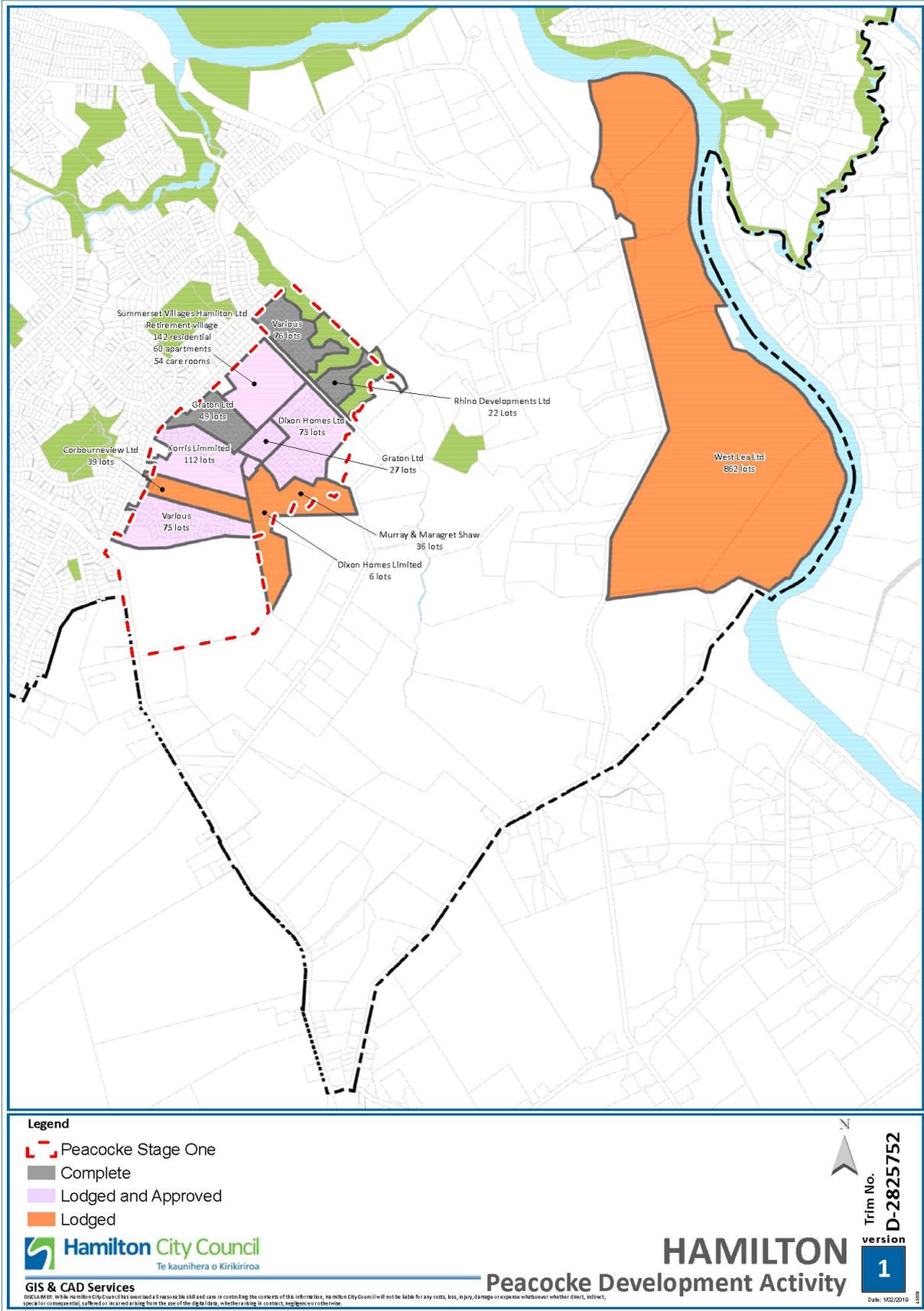
Attachment 1 - Peacocke - Infrastructure & Community Projects

Attachment 2 - Peacocke Development Activity - Public - Jan 2019

HAMILTON - PEACOCKE

INFRASTRUCTURE AND COMMUNITY PROJECTS





Council Report

Item 10

Committee: Growth and Infrastructure Committee

Date: 12 February 2019

Author: Katherine Johns

Authoriser: Eeva-Liisa Wright

Position: Strategic Transport Planner

Position: General Manager
Infrastructure Operations

Report Name: Waikato Region Cycle Trails Network - Programme Business Case 2018

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee on the next steps for the Regional Cycling Programme Business Case.
2. To seek support for the Waikato Region Cycle Trails Network Programme Business Case.

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) receives the report;
 - b) supports the Waikato Region Cycle Trails Network Programme Business Case and the transformational scenario that is being recommended, subject to the Programme Business Case reflecting stronger links to Hamilton's Urban Cycle Trail network; and
 - c) notes that if the Waikato Regional Cycle Trail Network Programme Business Case is supported by a majority of Waikato Region Cycle Trail Network members then a further report on financial implications and next steps will be brought to Council for consideration.

Executive Summary

4. The Growth and Infrastructure Committee is being asked to support the Waikato Region Cycle Trails Network Programme Business Case (Cycle Trails PBC) so that planning for regional cycle trails may progress.
5. All Territorial Authorities in the region are being asked to do the same. If there is unanimous regional support, a future report for approval of next steps will be brought to a future meeting of Council.
6. The Regional Cycling Programme Business Case (Regional Cycling Report) was endorsed by the Waikato Regional Transport Committee in July 2017. It provides the strategic case for investing in cycling across the region.

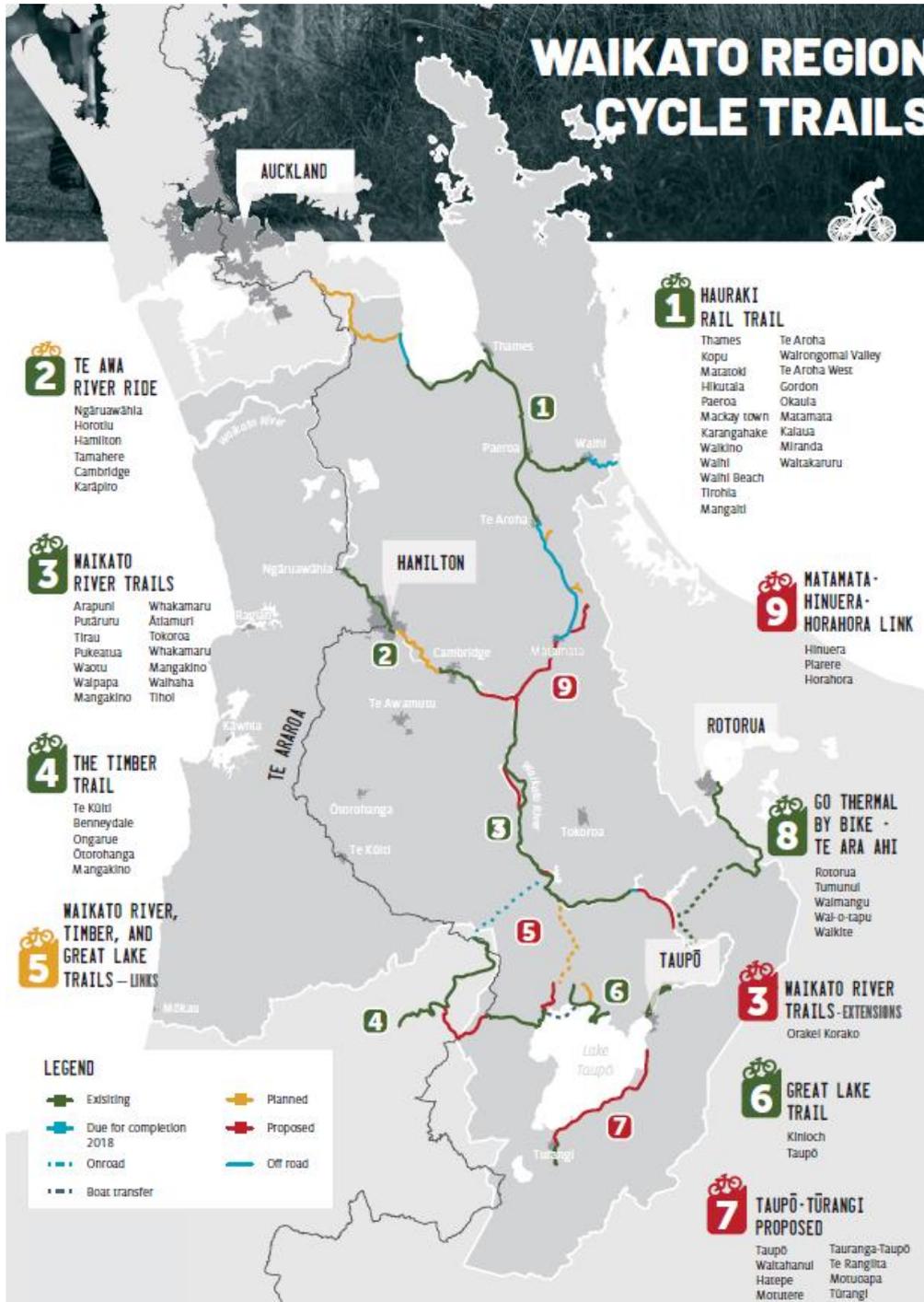
7. Further work on this Regional Cycling Report is being scoped by Waikato Regional Council (WRC) to quantify the economic, financial and management cases for investing in all types of cycling across the region, and how this could be achieved.
8. Supporting the Regional Cycling Report, is the Waikato Region Cycle Trails Network Programme Business Case (Cycle Trails PBC).
9. The Cycle Trails PBC was developed by members of the Waikato Region Cycle Trails Network (WRCTN) and considers approach required to leverage benefits cycle trails and provide to the region. These regional trails include, the Hauraki Rail Trail; Timber Trail; Waikato River Trails; Great Lakes Trail; and Te Awa River Ride. Their key distinction from urban cycle networks is their ability to attract local, national and international visitors to the region.
10. The Cycle Trails PBC preferred option and recommendation is the implementation of a transformational scenario. This includes the establishment of a regional entity to support regional trails development, operation and maintenance.
11. The Cycle Trails PBC requires endorsement from each of the individual organisations of the WRCTN.
12. If all members of the WRCTN support the implementation of the transformational scenario, a transition group will be established to work through the next steps in the process to establish the regional entity.
13. Staff recommend the Growth and Infrastructure Committee endorse the Cycle Trails PBC and recommendation to implement the transformational scenario.
14. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background

15. Regional cycling stakeholders worked together through 2016 and 2017 to develop a collaborative Regional Cycling Programme Business Case (Regional Cycling Report).
16. Stakeholders included in the development of the Regional Cycling Report were:
 - Waikato Region Local Authorities (Including Hamilton City)
 - Waikato Regional Council
 - Regional Cycle Trail representatives
 - Sport Waikato
 - Cycling New Zealand
 - Cycling Advocacy Groups
 - Waikato District Health Board
 - Accident Compensation Corporation (ACC)
 - Tourism
 - New Zealand Police
 - Principals Association
 - NZ Transport Agency
17. The aim of the Regional Cycling Report is to have a strong evidence-based and agreed approach to regional priorities across a range of stakeholders working in cycling.
18. The strategic case for the Regional Cycling Report was endorsed by the Regional Transport Committee in July 2017. The overview of the Regional Cycling Report is included in this report as Attachment 1.

19. Waikato Regional Council are currently scoping further work on the Regional Cycling Report in response to changes in investment priorities from Central Government. They will work to define greater detail around costing of activities and defining economic, financial and the management case for investing in all types of cycling across the region.
20. The Regional Cycling Report identified the following investment objectives:
 - More and better infrastructure
 - Improved planning processes for more and safer cycling
 - Cement regional cycling governance
 - Collaborative region-wide cycling communications
 - More and better promotion
 - More effective and united lobbying and support
 - More cycle skills training
 - Increase access to bikes
 - More and different stakeholder and champion involvement
 - Innovation incubation
21. The Waikato Region Cycle Trails Network Programme Business Case (Cycle Trails PBC) is considered under the umbrella of the Regional Cycling Report. It aligns with the investment objective of 'More and Better Cycling Infrastructure'.

22. The Cycle Trails PBC focus on Waikato Region Cycle Trails include Hauraki Rail Trail, Timber Trail, Waikato River Trails, the Great Lakes and Te Awa River. These trails are illustrated in the map below:

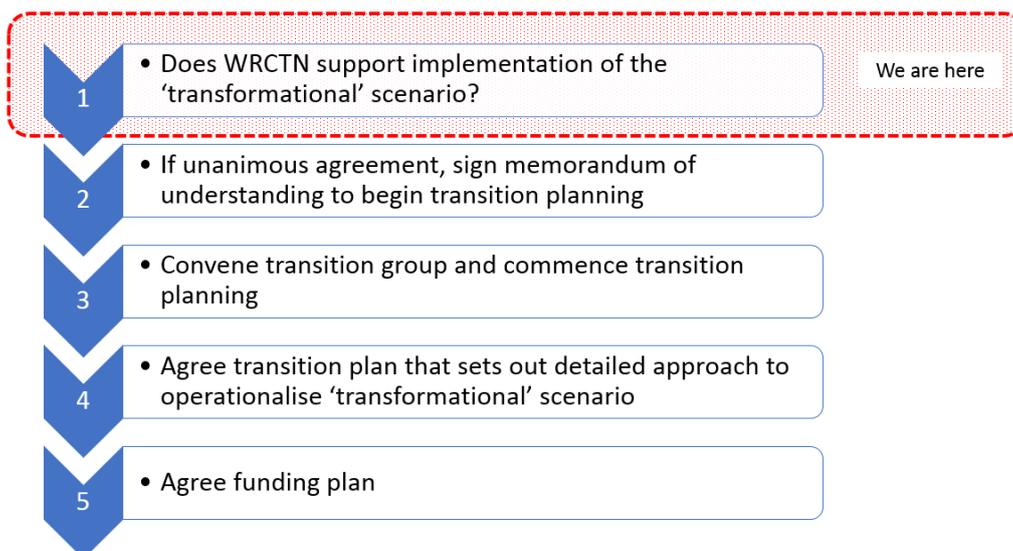


23. While these trails connect and often form part of the urban cycling networks, for example Te Awa River Ride through Hamilton, their key distinction is their ability to attract local, national and international visitors who contribute to the regional economy through local spending.
24. WRCTN members include staff from local councils from across the Waikato region, regional tourism offices, Department of Conservation, NZ Transport Agency, Waikato Regional Council and the trail trusts.

- 25. WRCTN members have worked closely to develop the Cycle Trials PBC and are currently considering at an individual organisation level their support and endorsement of the Cycle Trails Report and the recommended next steps.
- 26. Following investment in physical infrastructure over several years, the Te Awa River Ride through Hamilton is almost complete. The benefits of Hamilton being included in this regional approach of developing trail networks are reflected through the economic benefits in the programme business case. An example of this is an expected increased visitor numbers to the city.

Discussion

- 27. To achieve the desire trials network over 30 years, the Cycle Trails PBC identified three key interventions:
 - Tranche 1 - Enhance and extend cycle trails
 - Tranche 2 - Grow Service providers
 - Tranche 3 - Enhance capability and capacity
- 28. The Cycle Trails PBC then considered the degree of effort/focus that could be applied to each of these interventions via three scenarios:
 - Business as usual
 - Incremental
 - Transformational
- 29. The Cycle Trails PBC preferred option and recommendation is a ‘transformational’ scenario. The full report is included as Attachment 2 of this report.
- 30. The transformational scenario delivers the greatest level of benefits, with an emphasis on engaging with and influencing stakeholders. The nature of the activity across the tranches is more complex. It will require a skilled governance group and a dedicated team to unlock the full potential of the regions cycle trails.
- 31. Next Steps
- 32. The Cycle Trails PBC outlines the next steps in the process:



- 33. WRCTN members are at stage 1, with each stakeholder assessing the business case and determining whether they support the implementation of the ‘transformational’ scenario recommended in the Cycle Trails PBC.

34. If a unanimous support is achieved, the Cycle Trails PBC proposes a transition group is established and a project manager appointed to undertake the necessary work to establish the transition plan (Stage 3 above). It is anticipated the transition group would be in place until a governance structure is established and operational (approximately 6 to 8 months).
35. Strategic Alignment
36. The Cycle Trails PBC aligns with Hamilton's goals of being a great river city and a city that embraces growth.
37. Access Hamilton is Council's transport strategy and includes three outcomes:
- improve safety,
 - provide more transport choice and
 - support rapid residential and business growth.
38. The Cycle Trails PBC aligns with all three of these outcomes.
39. The Cycle Trails Report aligns with the following actions and outcomes of the Biking Plan approved by Council in 2015.
- Adds Value: Biking adds value to the economy and contributes to a healthy liveable city
 - Goal 4: Hamilton's biking network connects to the regional network
 - Goal 5: Hamilton's biking network encourages bike tourism
 - Action 8: Promote – Work with stakeholders (including Hamilton and Waikato tourism) to develop a marketing plan that promotes Hamilton as a biking destination for visitors.

Financial Considerations

There are no cost implications to Council through the support of the preferred approach of the Cycle Trails Report.41. If the Cycle Trails Report is unanimously supported by the WRCTN members, an early action will be to agree on funding arrangements. This will be brought back to the Council for consideration.

Legal and Policy Considerations

42. Staff confirm that the recommendation complies with the Council's legal and policy requirements.

Cultural Considerations

43. The Cycle Trails Report is being led by Waikato Regional Council. Should the Cycle Trails Report progress then each individual activity will consider cultural considerations as they progress.

Sustainability Considerations

44. The endorsement of the Cycle Trails Report aligns with Council's sustainability principle to promote walking, cycling, public transport and other low carbon transport options.

Risks

45. If the Waikato Region Cycle Trails Network Programme Business Case is not endorsed, the programme will not progress, which will impact on opportunities for future development and economic benefits.

Significance & Engagement Policy

Significance

46. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

Engagement

47. Given the low level of significance determined, the engagement level is low. No engagement is required.
48. Should the Cycle Trails Report progress then each individual activity will include engagement and communication programmes as they progress.

Attachments

Attachment 1 - Summary Regional Cycling Programme Business Case

Attachment 2 - Summary Waikato Region Cycle Trails Network - Programme Business Case

CYCLING IN THE WAIKATO REGION



THE PATH TO BETTER, MORE AND SAFER CYCLING

PROGRAMME BUSINESS CASE

"Multisector blueprint for cycling investment in the Waikato Region"

THE STORY

Cycling in the Waikato is experiencing a growth in popularity like never before. More and more people are also enjoying facilities such as the Avantidrome and cycle trails, bringing benefits to the economy.

There is an increasing recognition of the many benefits of cycling, including economic, health, environmental and social. More funding is becoming available for cycling, especially in areas demonstrating organisation and collaboration. Local government, the NZ Transport Agency and private spending on cycling has also increased in the region.

Regional cycling stakeholders have been working together to progress first a strategic case, then a programme business case for cycling in the region. Their aim is to work together to get the most out of cycling in the Waikato. Stakeholders have recognised that to get buy-in, a region-wide vision is necessary. A coordinated and collaborative approach will increase the success of investment as well as the efficiency and effectiveness of delivery.

INVESTMENT OBJECTIVES – STAKEHOLDERS’ AIMS

IMPROVED SAFETY OF CYCLISTS (40%)	Includes riding on roads, off-road paths trails or tracks. Shared by all stakeholders with an interest in cycling. The main way to demonstrate is reduced crash risk.
A MORE HEALTHY, ACTIVE AND CONNECTED COMMUNITY (40%)	Delivered through cycling as an active form of transport as well as exercise, a benefit that all stakeholder organisations identify with. Measures are increased numbers of cycling trips and increased diversity in cycling participation.
INCREASED CONTRIBUTION FROM CYCLING TO ECONOMIC GROWTH (20%)	Cycle trails attracting local, national and international visitors; there is household economic benefit through reduced reliance on motor vehicles and improved health; and reduced growth in maintenance and investment required for road networks. The most explicit measures are more people using cycle trails in the region and more tourists who report cycling during their travel.

STAKEHOLDERS

Territorial authorities, Waikato Regional Council, NZ Transport Agency, Cycling NZ, Waikato District Health Board, NZ Police, Sport Waikato, Waikato Principals’ Association, Cycle Action Waikato, Tourism NZ representatives, Te Awa River Ride, Hauraki Rail Trail

KEY PROBLEMS IDENTIFIED BY STAKEHOLDERS

Stakeholders workshopped key problems and benefits of investing and gave these percentage weightings to indicate their relative importance:

FRAGMENTED CYCLING NETWORKS AND FACILITIES MAKE CYCLING UNSAFE AND INCONVENIENT (60%)

Divided by network type: Main urban centre (Hamilton), smaller urban centres (eg Cambridge, Taupō), inter-urban connections (eg Cambridge to Hamilton), rural areas and connections to the trails network. Fragmentation, disconnection and variable provision and quality of infrastructure affect the different network types similarly. Cycle path types within each network type are also mixed. A combination of these elements creates safety implications and inconvenience as interrelated problems.

LACK OF INFORMATION ON CYCLING AND FACILITIES MAKES CYCLING LESS CONVENIENT AND APPEALING (15%)

Information exists in print and electronic formats about specific facilities, trails or events, but there is no Waikato region material that provides comprehensive, accessible information for people interested in cycling.

SOME PEOPLE LACK CYCLING SKILLS, SO THEY MISS OUT ON TRANSPORT, EXERCISE AND RECREATIONAL OPPORTUNITIES (15%)

Safety risks and interventions for cyclists as well as best practice for cycle skills training is needed for both adults and children. Skills training is particularly important to upskill young people and adults to cycle safely and help build their confidence on roads.

CYCLING IS NOT SEEN AS DESIRABLE BY ALL CULTURES, AGES AND GENDERS, LEADING TO SKEWED PARTICIPATION LEVELS (10%)

Participation in recreational sports such as cycling is skewed towards higher socio-economic groups in New Zealand. Men are more likely to cycle than women, and older adults and Asian people are generally underrepresented, despite over 800,000 New Zealanders reporting participating in cycling for sport or recreation in 2013/14.

OPTIONS ASSESSMENT – SELECTING THE PREFERRED PROGRAMME

Stakeholders identified a long list of activities that could address the key problems. They then assessed these activities against their investment objectives and critical success factors to determine whether to include activities in a preferred programme. Bearing in mind the risks identified with some of the options as noted in the options assessment table, it was agreed that each of the options would be incorporated into the preferred programme.

	Status quo	More and better cycling infrastructure	Improve planning processes for more and safer cycling	Cement regional cycling governance	Collaborative region-wide cycling communications	More and better promotion	More effective and united lobbying and support	More cycling skills training	Increase access to bikes	More and different stakeholder and champion involvement	Innovation incubation
		1	2	3	4	5	6	7	8	9	10
INVESTMENT OBJECTIVES											
Improved safety of cyclists	No	Yes	Yes	Partial	Partial	Partial	Partial	Yes	Partial	Yes	Yes
A more healthy, active and connected community	No	Yes	Yes	Partial	Yes	Yes	Yes	Partial	Yes	Yes	Partial
Increased contribution from cycling to economic growth	No	Yes	Yes	Yes	Partial	Yes	Partial	Yes	Yes	Yes	Yes
CRITICAL SUCCESS FACTORS											
Strategic fit	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partial
Value for money	No	Partial	Yes	Yes	Yes	Partial	Yes	Partial	Partial	Yes	Yes
Service provider capacity	No	Yes	Partial	Yes	Partial	Yes	Partial	Yes	Yes	Partial	No
Affordability	No	No	Partial	Yes	Yes	Partial	Yes	No	Partial	Yes	Partial
Achievability	No	Yes	No	Partial	No	Yes	No	Partial	Yes	Partial	Partial
Overall assessment		Viable if risk is managed	Viable if risk is managed	Viable	Viable if risk is managed	Viable	Viable if risk is managed	Viable if risk is managed	Viable	Viable	Viable if risk is managed
Include activities in preferred programme											



PREFERRED PROGRAMME

PLAN AND ENABLE

- Set up governance and technical support group
- Help partners/implementers to do their planning for 2018-21
- Plan for more, safer and connected infrastructure in 2018-21
- Plan how to tell the story – communications planning
- Plan how to connect with diverse communities of interest
- Plan how to grow users and deliver skills
- Plan how to promote cycling

- BUILD - IMPLEMENT**
- Detailed planning and building of infrastructure projects - short and longer timeframes, including promotion of individual projects
 - Link infrastructure to create connected networks
 - Improve planning processes

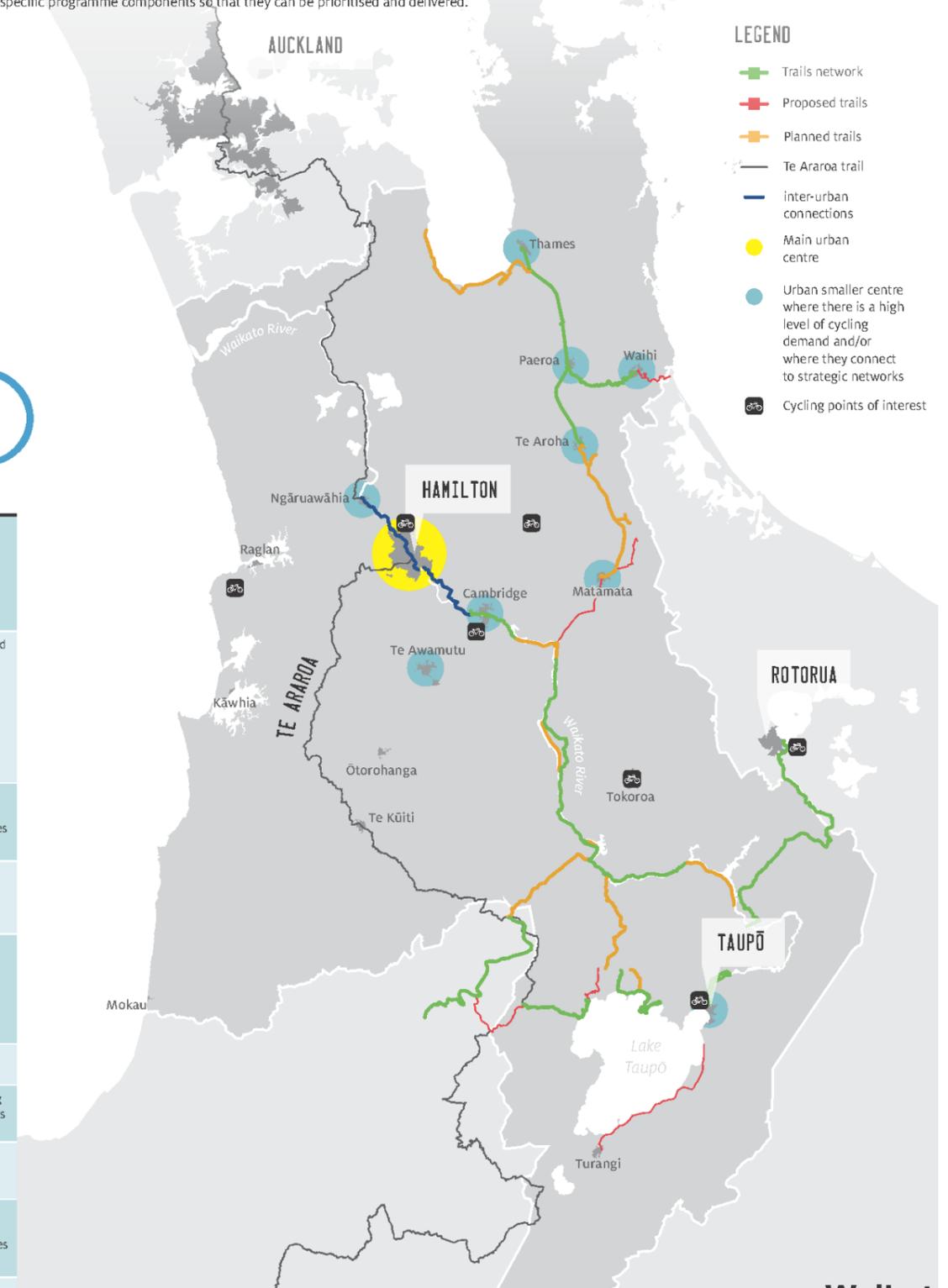
- ENGAGE - TELL THE STORY**
- Advocacy to partners, funders and planners on the benefits of doing more
 - Promote existing and planned facilities and activities to users and potential users
 - Identify and connect to more and different stakeholders to broaden engagement and invite broader perspectives and innovation

- GROW USE**
- Grow access to bikes
 - Run training skills programmes
 - Promote and market cycling, cycle facilities and cycle networks



NEXT STEPS – AGREEING LEAD AGENCIES AND COMPILING ESTIMATED COSTS

The programme's delivery is intended to be governed by a key group of stakeholders with a long term interest in seeing more and safer cycling in the Waikato Region. The necessary next steps to deliver on this programme are to cement the governance arrangement so that delivery agencies for each project can be defined; and to better define costs associated with specific programme components so that they can be prioritised and delivered.



MORE DETAIL: SHORT, MEDIUM AND LONGER TERM ACTIVITIES

PROGRAMME COMPONENT	ENABLING ACTIVITIES	SHORT TERM ACTIVITIES (2017-2021)	LONGER TERM ACTIVITIES (BEYOND 2021)
1 More and better cycling infrastructure	1a. Stocktake existing safe and attractive cycle journeys 1b. Gap analysis to determine the likely return on investment for infrastructure	1c. Strategic plan to improve nature and extent of all types of cycling infrastructure for all people and all cycling trip purposes 1d. Identify opportunities to deliver more and better cycling infrastructure through annual infrastructure investment. 1e. Develop network of off-road cycle trails in Waikato Region including planning and delivery	1f. Broaden delivery of cycle infrastructure to wider range of people
2 Improve planning processes for more and safer cycling	2a. Begin conversation about integrated land use and transport planning 2b. Support RCAs to plan and fund into 2018-21 Land Transport Programme	2c. Involve local cycling groups in land use development standards and reviews of District Plans 2d. Include specific objectives in Ten Year Plans and the Regional Land Transport Plan to integrate safe, connected cycle infrastructure with residential communities 2e. Promote and complete Health Impact Assessments of proposed new development 2f. Promote and complete walking and cycling audits of new infrastructure	2g. Continue to work towards improved planning process
3 Cement regional cycling governance	3a. Cement regional technical working group 3b. Establish and document communications lines within stakeholder organisations and upwards to political and business leaders	3c. Establish reporting framework to communicate programme delivery to political and business leaders 3d. Establish communications methods to share political and business leadership decisions within and between stakeholder organisations	3e. Build on political support through ongoing reporting including monitoring of programme successes
4 Collaborative region-wide cycling communications	4a. Document existing communications, both within stakeholder organisations, and between government and private sector organisations and the public	4b. Develop collaborative communications strategy to share cycling activities and investment within stakeholder organisations 4c. Monitor reach of communications and its link with more cycling	To be determined
5 More and better promotion	5a. Build understanding of existing promotions activities among investing agencies and others (eg private sector) 5b. Identify obvious gaps in existing promotions and collate information and needs to prioritise filling these gaps	5c. Develop collaborative, cross-sector promotional materials according to gaps identified	5d. Continue to deliver and build on collaborative promotion of cycling routes, facilities and events
6 More effective and united advocacy and support	Technical group to develop	6a. Select regional priorities that would benefit from high-level support and develop advocacy mechanisms	To be determined
7 More cycling skills training	7a. Stocktake of regional and national cycle skills training initiatives.	7b. Prioritise investment in cycle skills training based on regional and local needs	7c. Monitor gaps in cycle skills training and deliver through a range of skills offerings
8 Increase access to bikes	8a. Needs assessment to identify who does and does not have access to bikes in Waikato region.	8b. Promote access to bikes to communities of need, through most appropriate methods identified through needs assessment	8c. Promote access to bikes in all Waikato communities, targeting improved equity
9 More and different stakeholder and champion involvement	Technical group to develop	9a. Invite new representatives from existing and new stakeholder groups to regional technical working group 9b. Include new representatives in regional communications strategy and promotions activities	9c. Monitor effectiveness of different stakeholder champions and continue to invite fresh perspectives
10 Innovation incubation	Technical group to develop	10a. Develop framework for working in the spirit of innovation incubation 10b. Apply principles of innovation incubation in a workshop or as part of other programme components	10c. Document nature and success of innovation incubation so that its effectiveness can be verified

For more information contact Waikato Regional Council on 0800 800 401. Copies of the full bussiness case are availbale on request.



GROWING THE ECONOMIC BENEFITS OF INCREASED VISITORS ACROSS THE REGION BY LEVERAGING NEW AND EXISTING CYCLE TRAILS INVESTMENT

WAIKATO REGION CYCLE TRAILS NETWORK

PROGRAMME BUSINESS CASE



THE STORY SO FAR

The Waikato region supports and services four Great Rides: Hauraki Rail Trail, Timber Trail, Waikato River Trails and the Great Lakes Trail. Together with Te Awa River Ride, these trails are the focus of this programme business case.

Cycle trails attract local, national and international visitors who contribute to the regional economy through local spending. Cycle trail development across the Waikato region has accelerated in the past five years. However, despite committed and passionate investors and partners, completion of existing trails and the development of new trails remain incremental and are limited by funding and local capacity.

This business case considers all aspects of a cycle trail, from the physical asset, local business and community involvement, to the capability and capacity needed to deliver a great customer experience and attract new and returning visitors – both cyclists and other users.

The Waikato Regional Cycle Trails Network (WRCTN) members

Trail trusts Hauraki Rail Trail, Timber Trail, Waikato River Trails, Great Lakes Trail, Te Awa River Ride and their key funding partners, territorial authorities, Waikato Regional Council, Waikato Means Business, New Zealand Transport Agency, Hamilton & Waikato Tourism, Destination Coromandel and Destination Great Lake Taupō.

Key challenges facing the region's cycle trails

	Achieving the desired levels of trail quality and grade consistency
	Maintaining sufficient stakeholder support to operate and enhance the trails
	Achieving a sustainable financial model
	Sufficient service providers and services to meet customer demand and help grow trail use



Key benefits of a regional approach to establishing a formal cycle trail network in the Waikato

REGIONAL FOCUS INCREASES TRAIL DEMAND AND ECONOMIC ACTIVITY IN LOCAL COMMUNITIES

More international, out of region and local visitors stay longer and spend more during their visit, leading to greater regional economic activity.

GREATER VALUE FROM MONEY ON EXISTING INVESTMENT

Cycle trails and communities develop capability and capacity to offer a wider variety of attractions and services, improve the visitor experience and broaden the potential market.

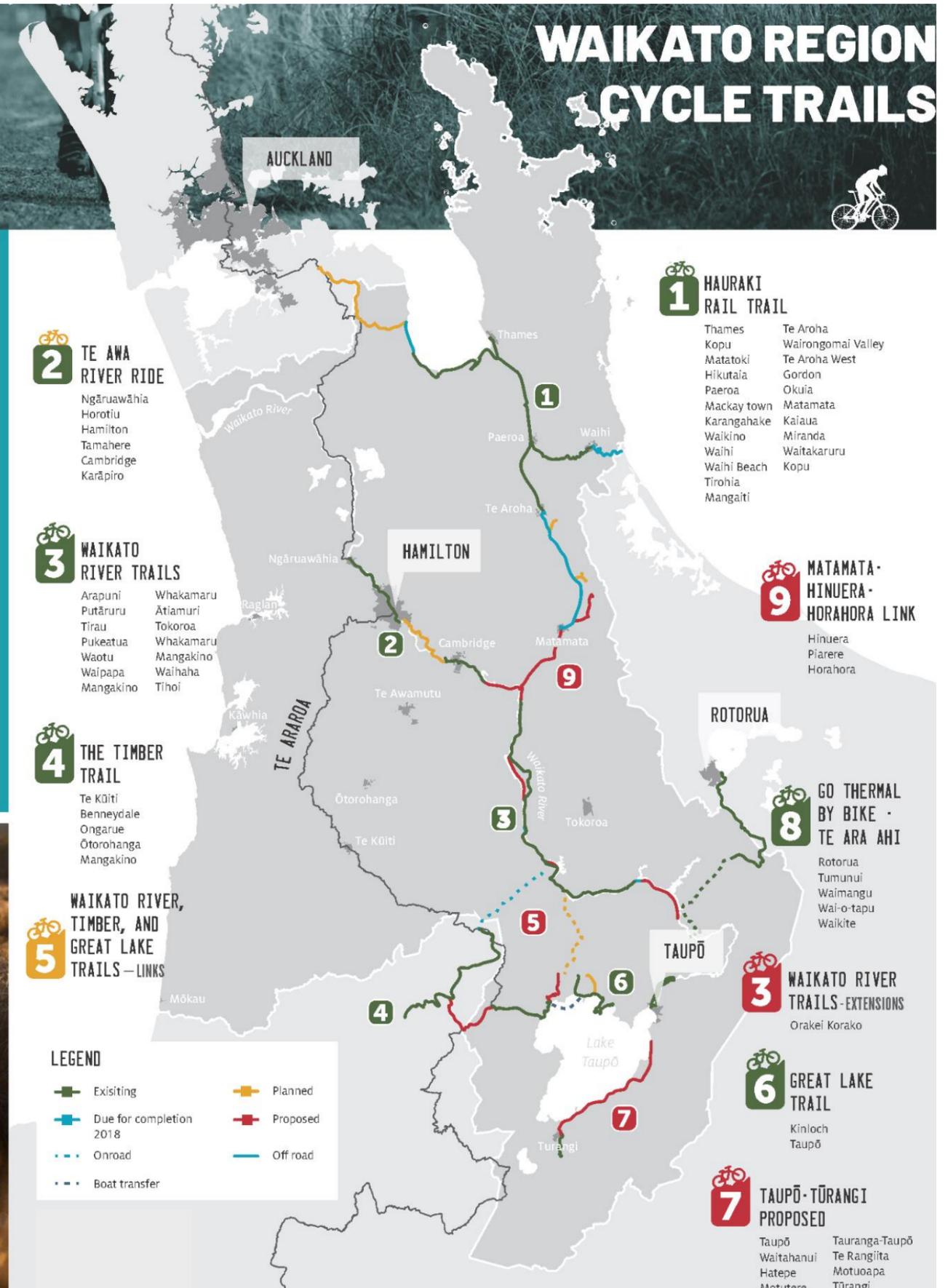
FUTURE INVESTMENT INTO THE CYCLE TRAILS OPTIMISES REGIONAL BENEFITS

Future investment is aligned to regional outcomes, enabling access to a broader range of funding opportunities. Decisions about trail investment are informed by how to maximise demand across the region.

A REGIONAL APPROACH WOULD

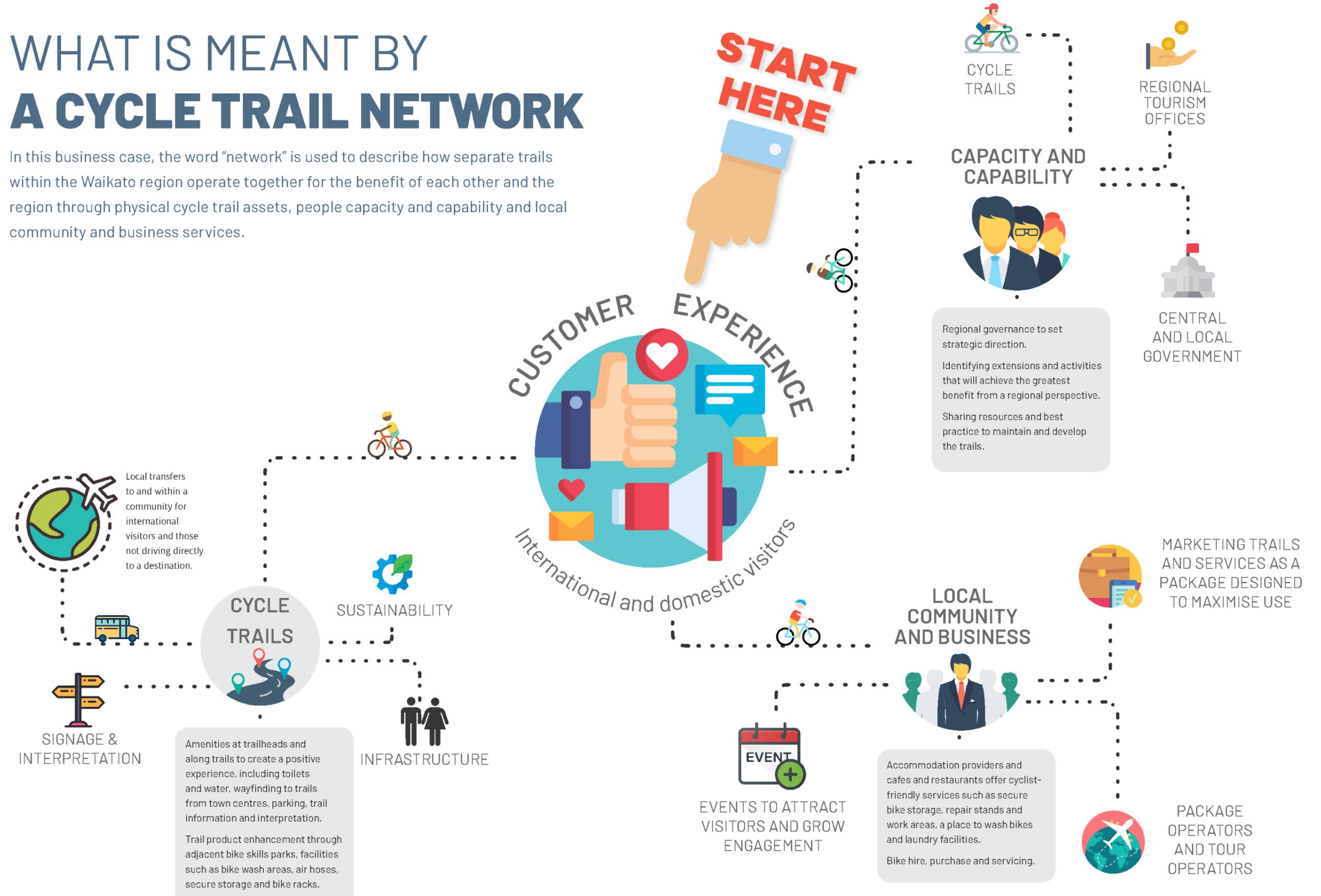

grow visitors by 100,000 over 10 yrs

create 160 new jobs by 2029



WHAT IS MEANT BY A CYCLE TRAIL NETWORK

In this business case, the word "network" is used to describe how separate trails within the Waikato region operate together for the benefit of each other and the region through physical cycle trail assets, people capacity and capability and local community and business services.



What is required to achieve the trails network over 30 years, and what will investment achieve?

INTERVENTIONS

TRANCHE 1: ENHANCE AND EXTEND TRAILS

- Achieve desired grade consistency and quality to deliver a safe and consistent experience.
- Agree a region-wide vision for the Waikato's cycle trails, including physical network connections.

TRANCHE 2: GROW SERVICE PROVIDERS

- Identify business potential in local communities.
- Promote opportunities to invest in local cycle trail services.
- Help service providers get established and support them to deliver to an agreed customer experience.
- Grow local community support and engagement.

TRANCHE 3: DEVELOP CAPABILITY AND CAPACITY

- Deepen understanding of customer experience and forecast market demand.
- Establish a region-wide approach to governance.
- Enable effective stakeholder relationships.
- Support quality marketing and product development.
- Leverage opportunities to achieve sustainable funding.
- Leverage opportunities to achieve sustainable trail governance and operations.

BENEFITS

More international, out of region and local visitors stay longer and spend more during their visit.

CREATING JOBS THROUGH THE DESIGN, CONSTRUCTION AND MAINTENANCE OF THE REGION'S CYCLE TRAILS NETWORK.

Cycle trails and communities deliver greater value for money on existing investment.

CREATING A HIGH-QUALITY TOURISM ASSET:

- ENHANCING NEW ZEALAND'S COMPETITIVENESS AS A TOURISM DESTINATION
- PROVIDING ONGOING EMPLOYMENT AND ECONOMIC DEVELOPMENT OPPORTUNITIES FOR REGIONAL ECONOMIES.

Future investment into the cycle trails optimises regional benefits.

DELIVERING OTHER BENEFITS: RECREATIONAL, HEALTH, CULTURAL AND ENVIRONMENTAL.



SCENARIOS ASSESSMENT SELECTING THE PREFERRED PROGRAMME

Scenarios were developed in close consultation with WRCTN using an iterative process of scenario assessment and cost benefit analysis. Analysis is over a 10-year time frame and is conservative.

The WRCTN members have determined the practical implications of each scenario below for visitors riding cycle trails and the community, and to analyse how the network would benefit local communities and the Waikato region.

Business as usual (BAU)

Represents the status quo option – WRCTN now. Fewer opportunities will be taken, and at a slower pace. Cycle trails continue to operate relatively independently of each other, with unrealised regional visitor growth and economic activity.

Incremental

Falls between the BAU and transformational scenarios.

Transformational

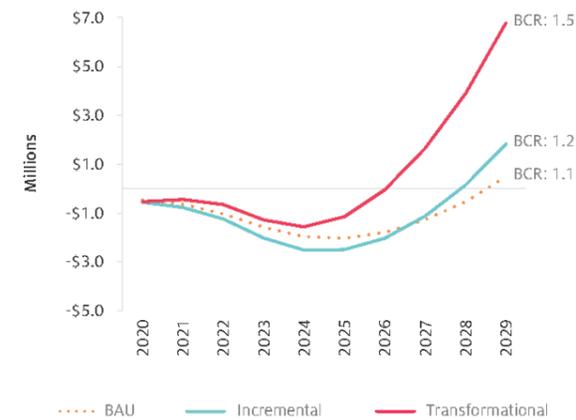
Delivers greater benefits, with more emphasis on engaging with and influencing stakeholders. Activities across the three tranches are more complex.

	BAU SCENARIO	INCREMENTAL SCENARIO	TRANSFORMATIONAL SCENARIO
Ability to deliver a comparative advantage for Waikato	Low	Low-moderate	Moderate-high
Increased visitors, length of stay and average daily spend	Low	Moderate	High
Regional economic development benefits	Low	Low-moderate	High
Financial cost of scenario	Low	Low-moderate	Moderate
Scenario constraints (local funding share and capacity and capability)	High	Moderate	Low

TRANSFORMATIONAL SCENARIO: PREFERRED PROGRAMME

Value for money of existing and future investment is optimised through developing capability and capacity – meaning resources and expertise are freed up to focus on delivering a great cycle trail experience and growing economic activity in local communities.

This scenario costs more, but is fully fundable and achieves the highest benefit cost ratio (BCR), 1.5. The transformational scenario returns the largest net present value (NPV) (\$6.8 million) with the earliest break even (2026).



Cumulative NPV and BCR for each scenario

Compared to all other scenarios:

- More international and out of region visitors staying longer and spending more.
- Greatest amount of sustainable economic activity and job creation in local communities.
- Some large investment in local communities, including new accommodation and upgrades to key community infrastructure, and a significant increase in average daily spend.
- Significant development results in largest cycle trail network, with assets maintained to a higher standard.

IMPACT OF BENEFITS UNDER THE TRANSFORMATIONAL SCENARIO

Cycle trails increase economic activity in local communities

WRCTN will work closely with trail trusts, councils, regional tourism offices (RTOs) and Waikato Regional Economic Development Agency (REDA) to promote business opportunities in local communities and support the long term sustainability of new businesses. There is a drive to attract big ticket investment into the smaller towns (such as new accommodation) to achieve higher visitor spend and attract more non-cycling visitors.

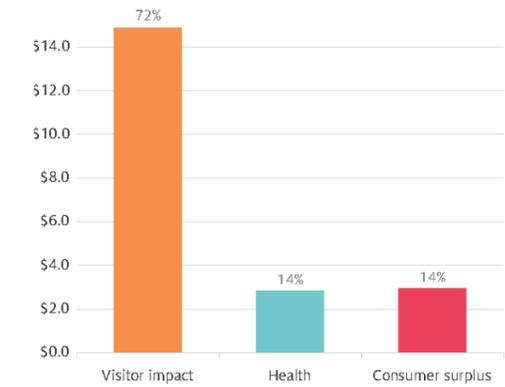
Proactive focus on schools and communities to leverage the cycle trails for education purposes and establish community events, which in turn attracts visitors and increases demand.

The physical network is expanded to maximise regional economic development, particularly in smaller communities where the cycle trails will have a significant impact on economic activity.

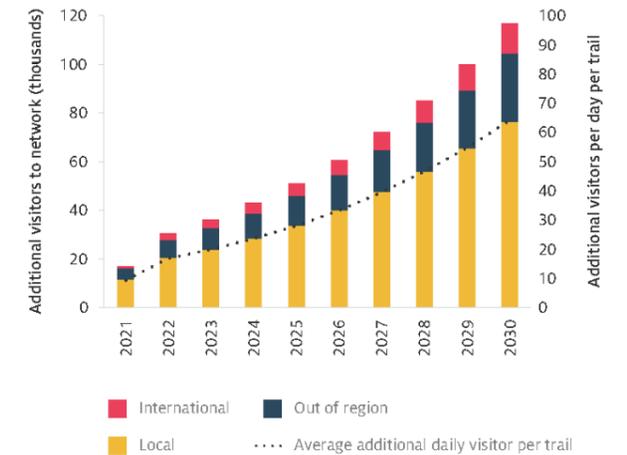
Cycle trails are good for our people and our environment

More local visitors to trails and greater focus on trails sharing best practice around biodiversity and sustainability achieve better outcomes for the environment. Visitors are able to learn about the Waikato's history, and experience its natural beauty and cultural heritage.

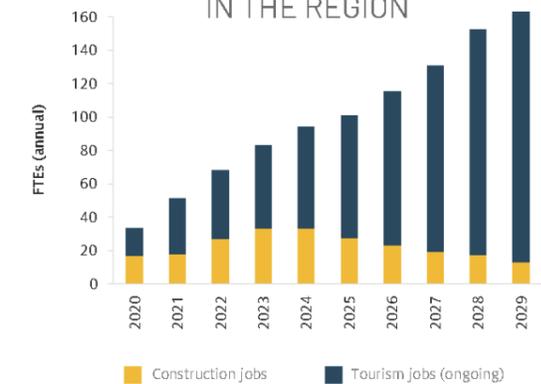
VISITORS



BREAKDOWN OF QUANTIFIED BENEFITS (OVER 10 YEARS)



ADDITIONAL JOBS IN THE REGION

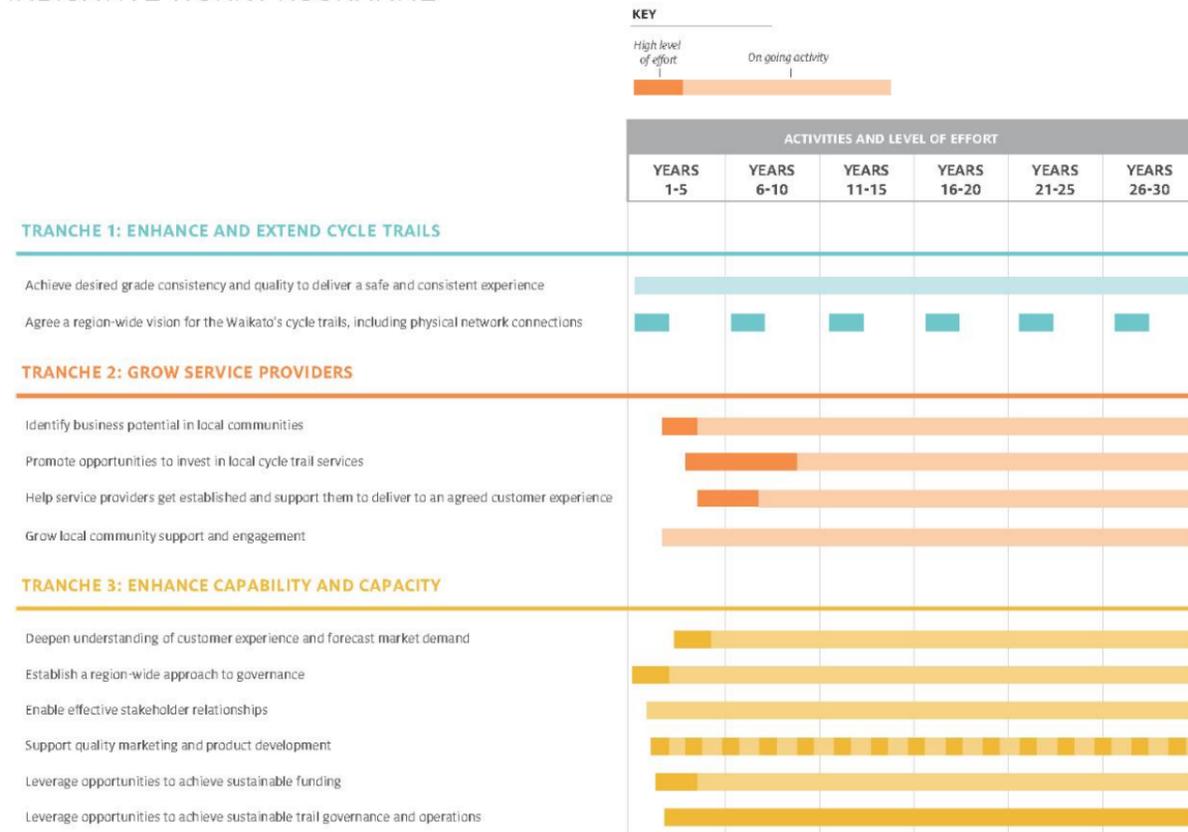


Assumption: by year 10

- average daily spend increases from \$215 to \$330
- approximately 50 per cent of multiday visitors stay for one night, 35 per cent for two nights and the remaining proportion (15 per cent) stay for three nights.

IMPLEMENTATION AND NEXT STEPS

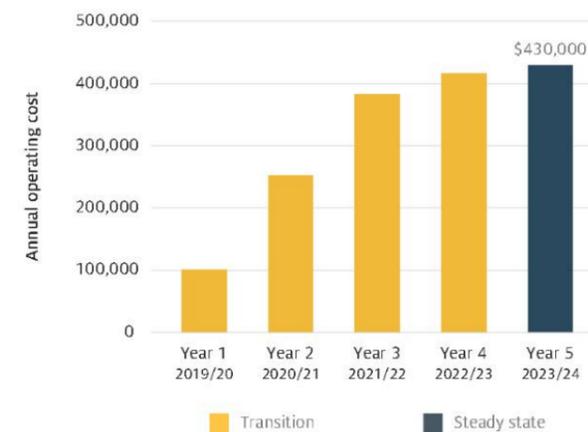
INDICATIVE WORK PROGRAMME



PEOPLE RESOURCES – CAPACITY AND CAPABILITY

The success of WRCTN will depend on the capability and capacity of its personnel. Two distinct roles are required: a programme lead and a senior advisor. They will need to deliver a large programme, working hand in glove with a diverse range of stakeholders – including, but not limited to, trail managers, iwi, Regional Economic Development Agency, council staff, regional tourism offices and central government. WRCTN members will have an important role in the success of the network. Trail managers, council and regional tourism offices staff will need to be actively involved in implementing the work programme.

INDICATIVE COST OF PREFERRED OPTION



POTENTIAL FUNDING ARRANGEMENTS

Alongside the Ngā Haerenga Enhancement and Extension and Managing Great Rides funds, possible funding options for WRCTN include, but are not limited to:

- funds administered by central government (e.g. the Provincial Growth Fund)
- funds administered by regional/local government (e.g. Waikato Regional Council's Regional Development Fund)
- funding contributions from WRCTN members and regional stakeholders, either as in-kind support or a cash contribution
- other donations and grants.

TRANSITION ARRANGEMENTS

The business case proposes a small transition team to undertake the bulk of the work necessary to establish the cycle trail network, with oversight provided by a transition board. The transition arrangements would be in place until WRCTN is operational (approximately six to eight months)

Further consultation required to agree funding arrangements

If WRCTN members support the business case, an early action will be to agree on funding arrangements. In the long term, WRCTN members will probably need to contribute at least a portion of the investment cost. In the short term, there is a potential issue with timing. Councils have adopted their 2018–2028 LTPs and may have limited ability to contribute funding WRCTN over the next three years.

The proposed approach is to apply to the Provincial Growth Fund and regional funders for a significant proportion of the funding requirements through to 2020/2021 (approximately \$0.737 million in total). If successful, this will provide short term funding and also an opportunity to engage with stakeholders about longer term funding opportunities.



HE TAIAO MAURIORA

HEALTHY ENVIRONMENT

HE ŌHANGA PAKARI

STRONG ECONOMY

HE HAPORI HIHIRI

VIBRANT COMMUNITIES

Printed August 2018
#6164

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Council Report

Item 11

Committee: Growth and Infrastructure Committee

Date: 12 February 2019

Author: Katherine Johns

Authoriser: Eeva-Liisa Wright

Position: Strategic Transport Planner

Position: General Manager
Infrastructure Operations

Report Name: Personal use transport vehicles for hire

Report Status	<i>Open</i>
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Purpose

1. To seek approval from the Growth and Infrastructure Committee to develop a code of practice for operators of personal use transport vehicles.

Staff Recommendation *(Recommendation to Council)*

2. That the Growth and Infrastructure Committee recommends that the Council:
 - a) approves the development of a code of practice to accompany a permit to trade under the Public Places Bylaw for operators of personal use transport vehicles for hire (Option 3 of the staff report);
 - b) approves the development of a new fee for the issue of a permit to trade for operators of personal use transport vehicles for hire; and
 - c) notes that fees and charges will be considered as part of the code of practice and brought back to Council through the Annual Plan process.

Excutive Summary

3. The introduction of cost effective and tech-enabled transport choices, for example bike share and electric scooters, is driving a societal shift. This is increasingly evident for short trips at the start and end of a journey, for example from transport centre to office.
4. New Zealand is starting to see this shift with the introduction of bike and electric scooter hire schemes across several of our major cities.
5. Over the last 12 months, Council staff have been approached by several bike and electric scooter hire operators, wanting to introduce this activity to the city.
6. Staff have met with two of these operators and worked with local authorities who have already permitted this activity in order to understand the benefits and risks of these operations.
7. Staff have developed three options for the Growth and Infrastructure Committee to consider how these new transport services are managed.

8. Staff recommend option 3 – Permit operators and develop a code of practice, as detailed in paragraph 31 below.
9. As a new trading activity, the current fees and charges for permits to trade do not align. If Council approves the introduction of these operations a new fee will need to be developed and approved through the 2019/20 Fees and Charges process. The new fee would likely include a base application plus a rental fee per specified number of vehicles.
10. Financial considerations, including licence fee and any resource costs will be considered as part of the development of the code of practice.
11. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

12. Worldwide, the transport sector is seeing a significant change in how people choose to travel.
13. The introduction of cost effective and tech-enabled transport choices, for example bike share schemes and electric scooters, is driving a societal shift, increasingly evident for short trips and the 'first and last' mile of a journey.
14. There are several factors that are driving the rapid rate of adoption:
 - a. The increased use of GPS enabled smartphones
 - b. Increasing levels of congestion
 - c. The amount of private financing available for such initiatives
15. New Zealand is starting to see this shift with the introduction of bike and electric scooter hire schemes.
16. Auckland, Wellington, Christchurch, and more recently Dunedin, all have some form of personal use transport vehicle hire schemes operating.
17. Policy and frameworks are still being established and tested as this new transport offering becomes increasingly popular. By working collaboratively with operators in the development of management policy, cities benefit from access to greater data about journeys being taken along with the opportunity to harness private investment for a better transport network.
18. It is important that any policies are flexible and responsive to the rapidly changing environment.
19. There have been numerous media articles highlighting incidents and accidents that have occurred with the introduction of these services, particularly e-scooters. Safety is a primary consideration for all users of our transport network and this will be a priority and main focus in the development of any policies.

Discussion

20. Council has been approached by several bike and electric scooter hire operators wanting to operate in the city. Staff have met with two of these operators to understand their operating models and business propositions.
21. Staff have spoken with, and reviewed policies of other local authorities who already have these transport options operating.

22. Council's Public Places Bylaw and Policy, which allows trading in public places providing it meets set criteria, is the current mechanism to approve this trading activity. The bylaw creates an option for the General Manager Growth to approve a trading activity that had not previously been considered or specified at the creation of the bylaw.
23. Council cannot regulate or enforce activities which are covered via legislation e.g. wearing of helmets or speed restrictions. However, Council does have the ability to permit the use of public places, such as footpaths, and where these operators may operate from.
24. In addition to the permit to trade other local authorities are including a code of practice document that details the strategic priorities and operational requirements of Council that the operator needs to meet, including safety for users and pedestrians in these spaces. This provides Council the ability to influence at a strategic level how, when and where such activities are provided.
25. There is an opportunity for Council to work collaboratively with providers in the development of the code of practice to ensure the service provision delivers the best outcomes for all.
26. If the development of a code of practice is approved, the introduction of a new fee will be required as the existing fee structure does not include this type of operation. City Safe staff will work with the Access Hamilton Taskforce to agree the fee structure. This structure will be presented to Council as part of the Fees and Charges schedule review.
27. The staff recommendation aligns with the strategic outcomes of Access Hamilton by providing an increasing number of transport options and reducing reliance on the car for short trips.

Options

28. Staff have assessed that there are three viable options for the Committee to consider. The options are set out below.
29. Option 1 – Do not permit operators of personal use transport vehicles for hire to trade from public places.
30. Option 2 – Under the Public Places Bylaw, permit operators of personal use transport vehicles to trade from public places without any further requirements as to the provision of service.
31. Option 3 – Under the Public Places Bylaw, permit operators of personal use transport vehicles and introduce a code of practice detailing service expectations and requirements.
32. Staff recommend option three. Option three enables Council to develop practices and service expectations that align with its strategic direction and maximises the opportunity to harness private investment in the transport network. Examples of requirements under a code of practice could include:
 - a. A phased introduction of the number of vehicles/operators
 - b. Requirements to encourage safe use e.g. provision of helmets
 - c. Formalised areas where trading can occur from
 - d. Requirement to make trip data available
33. Should option three be approved staff will work with the Access Hamilton Taskforce to develop the code of practice and for it to be in place early-2019. Permit to trade would follow the application process that already exists.
34. Attachment 1 is an example of the code of practice currently used by Auckland Council and will form a basis for the code proposed to be developed for Hamilton City Council.

Financial Considerations

35. Financial considerations, including licence fee and any resource costs will be considered as part of the development of the code of practice.

Legal and Policy Considerations

36. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

Cultural Considerations

37. Maangai Maaori will be consulted throughout the development of the code of practice.

Sustainability Considerations

38. The staff recommendation supports Councils Sustainability Principle 5 by way of promoting walking, cycling, public transport and other low carbon transport options.

Risks

39. If a code of practice is not developed, there will be no standards by which Council can regulate the operators of personal use transport vehicles for hire.

Significance & Engagement Policy

Significance

40. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

Engagement

41. Given the low level of significance determined, the engagement level is low. No engagement is required.
42. If the code of practice identifies specific areas of trading, consultation with affected parties will take place. This will be in advance of formalising trading locations through the Regulatory and Hearings Committee.

Attachments

Attachment 1 - Auckland Council Code of Practice

Dockless Cycle and E-scooter Share Code of Practice

September 2018

1. Introduction

Auckland has seen a significant increase in the number of people cycling in recent years with an increase of 248% in cycle trips into the city via Upper Queen Street since 2013 and 45,600 new cyclists in Auckland in 2016. With 230,000 people living within a 30 minute bike ride to the city, Auckland is the ideal candidate for cycle initiatives that support the success of new cycle ways such as cycle share schemes.

Electric scooter (e-scooter) share schemes are also becoming more common globally and cities such as Paris, Berlin and Los Angeles already have dockless e-scooter share schemes. E-scooter share schemes have the potential to help fill transit gaps in Auckland's city centre by providing low-cost and environmentally friendly first and last leg transport options.

To continue to grow active modes, Auckland Council and Auckland Transport recognise we must work together to make the city a place where people choose to walk, cycle and scoot more often. The potential to get more people using active modes is big, and dockless bikes and e-scooters are a way to make active modes more accessible and will complement Auckland's cycle network and existing public transport network.

Alongside this, streets must be made more accessible for those who prefer to walk, especially our vulnerable users such as children, older people and those with accessibility issues. Safety remains our primary objective and it is our duty to protect the rights of the public to use and enjoy Auckland's roads and walkways. Dockless cycle and e-scooter share schemes must work for everyone without impacting, or causing a danger or nuisance to other road users.

This Code of Practice outlines the requirements that dockless cycle and e-scooter share operators (operators) applying for a licence to operate must adhere to. It outlines the requirements and recommendations that operators are expected to follow as part of delivering safe and effective cycle and e-scooter share schemes in Auckland.

If there is non-compliance by the operator which is not remedied to a satisfactory degree, Auckland Council will revoke the license.

This Code of Practice will be reviewed and updated as required in the future so that it continues to reflect best practice and the interests of the Auckland community. The conditions will be subject to change throughout this transition.

It is important to note that Auckland Council needs to remain agile in its approach to issuing approvals due to big shifts in consumer behaviour as well as cycle and e-scooter share usage, and how each of these varies with seasonal weather for example. Auckland Council therefore reserves the right to issue approvals to operators using a phased approach to avoid saturating the streets with too many bikes or e-scooters.

For the purpose of this Code of Practice, Auckland Council refers to Auckland Council and its Council controlled organisations including Auckland Transport, and any person or organisation delegated by Auckland Council to act on its behalf.

2. Aim and scope

2.1. A key aim of this Code of Practice is to ensure that dockless cycle and e-scooter share schemes are well-designed and complement Auckland's cycle network development, public transport network and support our vision and our Urban Cycleways Programme.

2.2 This guidance applies to all operators and sets out the operational and safety standards that operators must adhere to in order to be issued, and maintain an approval to operate in Auckland under the Trading and Events in Public Places Bylaw 2015.

3. Engagement

3.1. Prior to launching a scheme, operators must contact Auckland Council with a plan demonstrating how a proposed scheme will adhere to this Code of Practice. This will include:

- A detailed plan on how its operation will be terminated (including the collection of all its bikes, e-scooters and e-scooter chargers) if it no longer chooses to operate or if it no longer meets the code and has its license to operate revoked. This could include placing a bond with a third party to pay for the collection of bikes, e-scooters or chargers.
- A detailed plan on how bikes or e-scooters will be re-balanced around the city to avoid bunching, being left out of zone or in low use or nuisance areas.
- A detailed plan on how e-scooters will be charged and redistributed around the city (including an outline of any key drop-off locations).

3.2 Operators must retain an open line of communication with Auckland Council.

3.3 Operators must provide Auckland Council with the contact details of references that can provide information regarding the operator's previous performance.

3.4 As part of the engagement process, operators will work together with Auckland Council to determine an appropriate scheme size that is fit for purpose for Auckland.

3.5 Operators must seek Auckland Council approval of any promotion/media mentioning Auckland Council and its Council controlled organisations and Council activities.

3.6 Operators must provide Auckland Council with a detailed social media and communication plan.

4. Safety and maintenance

4.1 Operators must comply with relevant New Zealand health and safety regulations and hold public liability insurance of at least NZ\$1,000,000. The operators must be able to show ongoing proof of their public liability insurance.

4.2 Operators must send a detailed plan on how they will ensure each bicycle is always supplied with a helmet that meets current safety standards as required by New Zealand law.

4.3 Bicycle and e-scooter equipment must be of sufficiently high quality to withstand constant public use and exposure to the Auckland elements, while meeting rider safety and comfort standards. The bicycles and e-scooters should include smart technology with active global positioning system (GPS) and wireless connectivity to enable maintenance and proactive re-balancing.

4.4 Operators must have a system in place to ensure bicycle and e-scooter equipment, including helmets for bicycles, continues to comply with legal standards and requirements. At a minimum, bicycles should be given a full service every six months, with both helmets and bicycles given regular checks and repairs throughout the year. E-scooters should also be given a full service every six months with regular checks and repairs throughout the year. All mechanical services and repairs must be logged and available for review by Auckland Council whenever requested or to an agreed reporting schedule. Operators must provide a detailed plan on how bike maintenance checks are undertaken and logged.

4.5 Operators must recommend that registered users of cycles aged under 18 years of age should be accompanied by an adult.

4.6 Ideally, operators should be able to integrate on-bike or on e-scooter location technologies and eventually on-board wireless diagnostics, to more easily identify mechanical failure, and proactively intervene through preventive maintenance. Auckland Council reserves the right to make these technologies a requirement in the future.

4.7 Accidents causing injury must be recorded and included in the data made available to Auckland Council.

5. Operations

5.1 In order to operate a dockless cycle or e-scooter share scheme within Auckland, operators must apply for and be granted a license, under the Trading and Events in Public Places Bylaw 2015 prior to any operation being launched. Auckland Transport has delegated both administration and enforcement of this bylaw to Auckland Council.

5.2 The operator shall be aware of and comply with all Acts, Regulations, Bylaws, Policies and Ordinances applicable to the operation. This includes all transport related Acts and Regulations that determine the requirements and use of bicycles and e-scooters.

5.3 The operator must ensure that their users understand where they are allowed to operate the bicycle or e-scooter according to 5.2 above. Users must ride safely and carefully and be considerate of all other road users and not ride at speeds that put other users at risk.

5.4 Auckland Council reserves the right to limit the number of operators and the number of bikes and e-scooters per zone.

5.5 The operation of dockless cycle and e-scooter share schemes in Auckland must not cause disruption or nuisance. Operators must ensure cycle and e-scooter share schemes do not compromise the maintenance of orderly streets or have a negative impact on other street users, including vision-impaired people or those with disabilities. Bikes and e-scooters must not be parked or allowed to remain on or in inappropriate locations such as:

- a. on footpaths that are narrow;
- b. where they could pose a safety hazard; or
- c. where they could interfere with pedestrian access generally or access to amenities.

5.6 Operators must come to an agreement with Auckland Council on where bikes and e-scooters can and cannot be parked. Bikes should be parked beside cycle parking stands where possible. If this is not possible they should be parked where they do not impede on pedestrian and vehicle access. This information must be conveyed clearly to the customer.

5.7 Damaged bikes or e-scooters, or bikes or e-scooters parked in a non-compliant manner or place need to be removed by the operators within 12 hours of being reported. If not, operators will pay any removal costs incurred by Council. The cost to get the bike or e-scooter back from the Council after removal is \$371 per item at time of writing this. This cost may alter over time.

5.8 Any bike that is parked outside a licensed area, for 48 hours must be moved by the operator to a licenced location or it may be removed by Auckland Council at the expense of the operator.

5.9 Operators should have systems in place that incentivise good parking behaviour and penalise non-compliance by users.

5.10 Any specific infrastructure improvements required for successful operations would need to be considered and approved by Auckland Council and Auckland Transport.

5.11 Operators must include in their plan how they have capability to manage the redistribution of bicycles and scooters due to bunching, in advance of major events or at the request of Auckland Council.

5.12 In order to manage the increase in the numbers of bikes and e-scooters on Auckland streets, bike and e-scooter parking requirements will be subject to change as Auckland Council adapts to the increase in bikes and e-scooters in Auckland as a result of these operations.

5.13 Operators must provide Auckland Council with up to date and relevant contact details for the operational point of contact who will resolve any issues that arise.

5.14 Although preferred, but not required at this stage, geofencing capability could be required in the future as Auckland Transport and Auckland Council establish best practice for Auckland. Auckland Council reserve the right to require operators to ensure users do not park in specific areas.

6. Customer Experience and Education

6.1 Operators must provide 24-hour communication channels for users, including a clearly advertised telephone number provided on their website, apps and bicycles and/or e-scooters, and must also have a complaints handling process. Operators must have a clear plan in place to be able to respond to queries and complaints to minimise escalation to Auckland Council. Operators must be able to provide Auckland Council with a record of their complaints and response times logs when requested.

6.2 Terms and conditions of use must be agreed by users when they use the bicycle or e-scooter equipment and these terms must promote safe and legal riding or scooting, and good parking behaviour.

7. Data requirements

7.1 All personal information must be collected, processed and stored in accordance with the requirements of the New Zealand Privacy Act 1993.

7.2 It is a requirement that anonymised data collected by the operator is shared with Auckland Council to assist with ongoing network planning and cycle facility improvements. The clauses below sets out what data is required.

7.2.1 The following table outlines the usage data to be provided to Auckland Council for each trip record. This is to be sent to Auckland Council whenever requested or to an agreed reporting schedule.

	Format	Description
Company Name	[company name]	n/a
Type of bicycle or e-scooter	"Standard" or "Electric"	n/a
Trip record number	Xxx00001, xxx00002, xxx00003, ...	3-letter company acronym + consecutive trip #
Unique, hashed and persistent ID of the user		So AT can understand one-time vs regular users.
User Demographics as available		For example, country of origin (from mobile phone or app store), gender and age (if collected)..
Trip duration	MM:SS	n/a
Trip distance	KM	n/a
Trip weigh points to track the route (at least every minute)	An XML file format to be agreed	n/a
Start date	MM, DD, YYYY	n/a
Start time	HH:MM:SS (00:00:00 – 23:59:59)	n/a
End date	MM, DD, YYYY	n/a
End time	HH:MM:SS (00:00:00 – 23:59:59)	n/a
Start location	GPS location	n/a
End location	GPS location	n/a
Bicycle or e-scooter ID number	xxxx1, xxx2, ...	Unique identifier for every bicycle and e-scooter, determined by the company

7.2.2 Operators shall provide Auckland Council with real-time information on the entire fleet through a documented application program interface (API) from day one. The data to be published to the Auckland Council API will include the following information in real time for every parked bicycle or e-scooter:

1. Bicycle or e-scooter identification number
2. GPS Co-ordinate
3. Availability start date
4. Availability start time

5. Fuel level (if electric)
6. Date of last service
7. Time to next service
8. Service status

7.3 Customer data integration and transfer may be required in the future, both with Auckland Transport's journey planning platforms (including AT Mobile) and NZTA's Mobility as a Service project (as digital capabilities are extended). Auckland Council reserves the right to update this condition if or when required.

7.4 Operators will support the General Bikeshare Feed Specification (GBFS), an open data standard for cycle share. GBFS makes real-time data feeds publicly available online in a uniform format so that map and transportation based apps can easily incorporate this data into their platforms.

7.5 Auckland Council reserves the right to display information about cycle or e-scooter share operators on their websites. Auckland Transport may choose to integrate cycle share into Auckland Transport's Mobile app.

8. Integration with the New Zealand Transport Agency's Mobility Marketplace

Currently, NZTA is piloting a Mobility as a Service (MaaS) project, which brings together any legal transport operators into a Mobility Marketplace. The Mobility Marketplace is powered by a real-time data processing platform, and operates on open data principles.

8.1 Operators of new transport services, including cycle and e-scooter share schemes, should ensure the technological capability to integrate their services into this Mobility Marketplace, allowing customers to view all transport choices, in one place.

The information outlined in Appendix 1 will be pushed to a central MaaS Platform using an API (note: this feed could be pulled directly from the company's existing app). This system will query the transport service provider's database and return available options to the customers to view, compare, book, and (eventually) pay for this mode of transport.

Appendix 1: Information requirements for MaaS integration

1. Real-time bike locations. Update frequency <10s.
 - a. Must contain:
 - i. Bike or e-scooter identifier
 - ii. Lat/Long location
 - iii. Accurate speed
 - b. Would ideally contain:
 - i. Compass / directional information

2. On demand Availability information.
 - a. Request
 - i. Current location for all available
 - b. Reply
 - i. Booking is possible: Yes/No
 - ii. Current location of all 'available' bikes
 - iii. Estimated cost of the journey

3. *On demand* Booking request.
 - a. Request
 - i. Lat/Long of the origin
 - b. Reply
 - i. Booking identifier (if successful)
 - ii. Bike or e-scooter identifier - matching the one in the real-time bike or e-scooter position.

4. On demand Status.
 - a. Request
 - i. Booking identifier returned by the booking request
 - b. Reply

Statuses as:

BOOKED

INVALID

CANCELLED

5. On demand Cancel.
 - a. Request
 - i. Booking identifier returned by the booking request

Council Report

Item 12

Committee: Growth and Infrastructure Committee

Date: 12 February 2019

Author: Nicolas Wells

Authoriser: Jen Baird

Position: Strategic Property Unit Manager

Position: General Manager City Growth

Report Name: Policy Review - Sale and Disposal of Council Land

Report Status	<i>Open</i>
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Purpose

1. To seek the Growth and Infrastructure Committee's recommendation to the Council to approve the Sale and Disposal of Council Land Policy.

Staff Recommendation *(Recommendation to Council)*

2. That the Growth and Infrastructure Committee:
 - a) receives the report; and
 - b) recommends that the Council approves the Sale and Disposal of Council Land Policy.

Background

3. The Sale and Disposal of Council Land Policy (the policy) sets out the process to sell Council-owned land and buildings. The policy (attachment 1) requires that land to be sold is valued on the basis of highest and best use and is sold for the highest possible price.
4. All Council-owned land to be sold requires a specific resolution from the Council or the Finance Committee (unless previously approved for sale by the Council and included in the adopted 10-Year Plan).
5. The Sale and Disposal of Council Land Policy is required because it:
 - sets clear and consistent rules for the process to sell Council-owned land
 - provides a transparent process for the community.
6. The existing policy was comprehensively reviewed in 2016. On 30 August 2016 the Council approved a number of changes to the [policy](#).
7. The substantive change was to accept PricewaterhouseCoopers' recommendation that Council staff be given the delegated authority to complete the sale of land "for a sum not less than 90% of the current market valuation." The other changes were minor and intended to clarify the policy by writing in plain English, and simplify the policy by eliminating unnecessary content.

Policy Review

8. Council staff have reviewed the policy in advance of the next review date (19 July 2019) and have concluded that the Sale and Disposal of Council Land Policy is fit for purpose, working well, and does not require any further alterations.

Financial Considerations

9. The policy has been revised in-house, so other than staff time, no costs have been incurred.

Legal and Policy Considerations

10. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements.

Cultural Considerations

11. All Council-owned land to be sold is subject to a rigorous due diligence process which includes a legal review and status report. This identifies all parties with any claim on the land and confirms whether or not any specific offer-back obligations exist.
12. As a part of any land disposal process, staff assess and identify heritage and cultural significance in relation to a site and engage with mana whenua where appropriate. Further, if land was owned by the Crown prior to 1995, then it meets the requirements in terms of rights of first refusal (**RFR**). For Waikato-Tainui, this would mean they would have the right to purchase Council land at market value before it goes to market. RFR is discussed in detail in Chapter 12 of [Tai Tumu, Tai Pari, Tai Ao](#).

Sustainability Considerations

13. There are no known sustainability considerations associated with the decision to approve the policy.

Risks

14. In 2016 the policy was reviewed, so it was written in plain English and simplified to eliminate the risk of confusion, and to provide clarity for the reader.
15. If the Council does not approve the policy the Council would have no transparent process for the community to see how Council-owned public assets are sold.
16. There are no known risks associated with the decision required to approve the policy.

Significance & Engagement Policy

17. Staff have considered the key matters under the Significance and Engagement Policy and have assessed the recommendations in this report have a low level of significance and no engagement is required.

Attachments

Attachment 1 - Sale and Disposal of Council Land Policy

First adopted:	24 May 2006
Revision dates/version:	29 September 2016
Next review date:	19 July 2019
Engagement required:	No
Document number:	D-2154480
Associated documents:	None
Sponsor/Group:	General Manager City Growth Group

Sale and Disposal of Council Land Policy

Purpose and Scope

1. This policy describes the process to sell Council-owned land and buildings.
2. This policy is to ensure that Council-owned land to be sold is sold for the highest possible price.
3. This policy requires that Council-owned land is sold for the highest possible price except where special Council approved circumstances dictate otherwise.
4. This policy applies to land, land and improvements (including buildings and structures) and land covered by water.
5. This policy does not apply to sale of Council plant (vehicles), equipment (machinery) or financial investments (shareholdings).

Policy

6. All land to be sold is to be valued on the basis of highest and best use by a registered valuer. The current market valuation must be completed within two months of the date of Council's decision to sell. Land to be sold must be sold for a sum not less than 90% of the current market valuation.
7. Land to be sold will be sold by the most appropriate sale method in each case. In the first instance, competitive open-market methods of sale will be considered and determined on merit.
8. Council may consider alternative methods of sale more appropriate in some circumstances, including:
 - a. Land that does not comply with the development requirements of the District Plan
 - b. Land that has no legal access
 - c. Land to be developed by another level of government
 - d. Land identified by Council for some other use
 - e. Land of nominal value
 - f. Land for inclusion with an adjacent holding
 - g. Land that will complement a proposed development on an adjoining site consistent with Council's objectives.
9. Council land to be sold will be disposed of in accordance with the relevant law.

Monitoring and Implementation.

10. The General Manager Growth Group will monitor implementation of this policy.
11. The policy will be reviewed every three years, or at the request of Council, or in response to changed statutory requirements, or in response to any issues that may arise.

Council Report

Committee:	Growth and Infrastructure Committee	Date:	12 February 2019
Author:	Stafford Hodgson	Authoriser:	Jen Baird
Position:	Senior Strategic Policy Analyst	Position:	General Manager City Growth
Report Name:	Development Contributions Remissions Quarter 2 2019		

Report Status	<i>Open</i>
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Purpose

- To inform the Growth and Infrastructure Committee on development contribution ("DC") remissions during the period 1 October 2018 to 31 December 2018 (Q2 2019).

Staff Recommendation

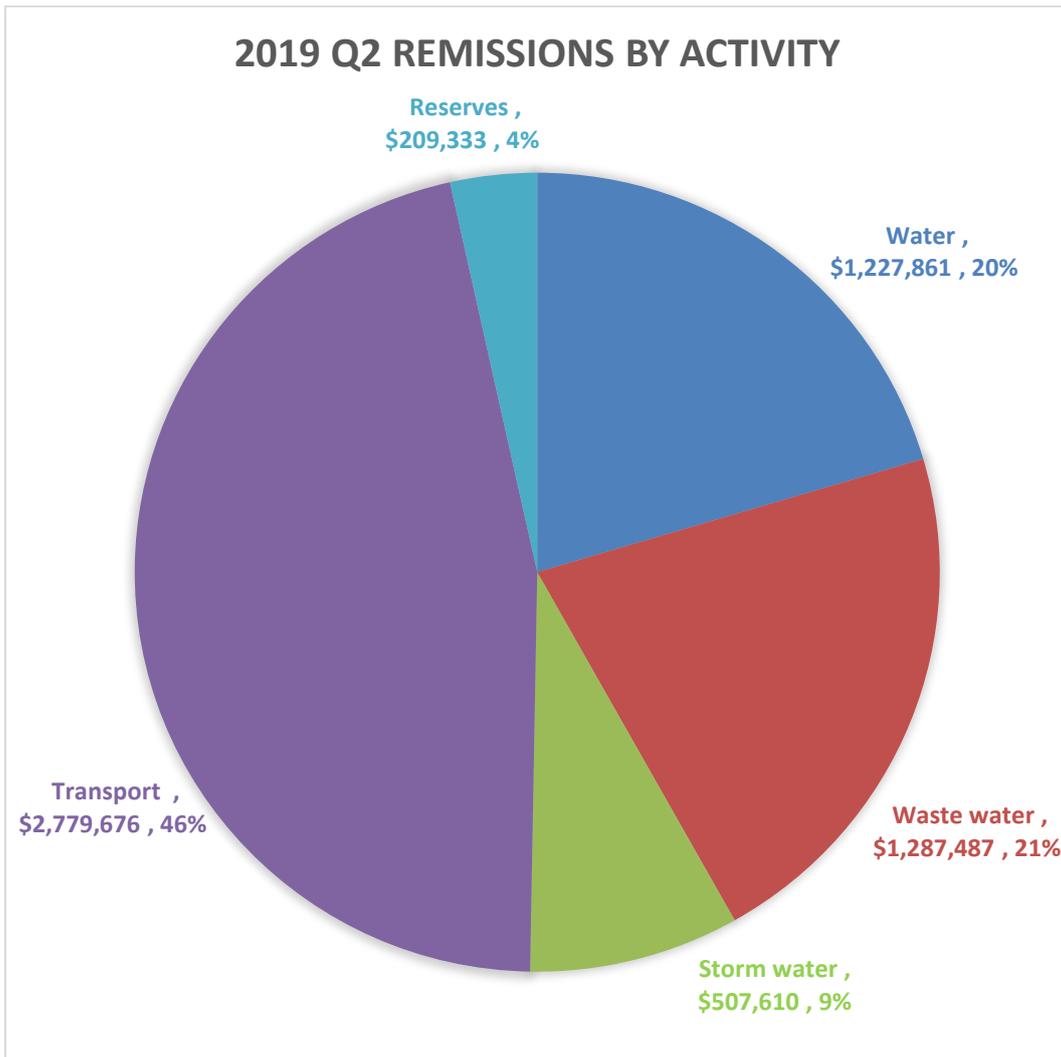
- That the Growth and Infrastructure Committee receives the report.

Background

- The Council's DC Policy allows for three types of remissions:
 - Actual demand remissions
 - Private Developer Agreement remissions (PDAs)
 - CBD remissions
- Actual demand remissions and PDAs rely on the developer supplying appropriate evidence of a reduction in actual demand from modelled demand. A CBD remission will be approved for a development located in the CBD where it is deemed to improve the vitality and functionality of the CBD.
- Council resolved at the 31 May meeting to phase out the CBD remission, with a 66% automatic CBD remission to apply until 1 July 2019, 33% July 2020 and no automatic remission from 2021, as explained in issue 2 (para 58-65) of the staff report.

Summary of approved remissions

- Council approved seven DC remissions with a total value of \$6,011,967 in Q2 2019.
- Four CBD remissions totalling \$1,038,428 and three Actual Demand Remissions totalling \$4,973,540 were approved. The most significant remission approved was the Actual Demand Remission for the Ryman retirement village on River Road being \$4,369,982 of the Policy assessed \$8,282,329 charge, which was approved by the Growth and Infrastructure Committee on 23 October 2018.
- DC remissions are calculated by individual activity components. The graph below shows the percentage of the total remissions (\$6,011,967) granted attributed to each DC activity.



Financial Considerations

- The financial implications of Council's DC Policy on remissions was considered during the last DC policy review. Remissions granted in that satisfy the requirements set out in Council's DC Policy do not impact Council's ability to collect DC revenue.

Legal and Policy Considerations

- All approved remissions presented in this report satisfied the requirements for a reduction in DCs payable as set out in the DC Policy.
- Council's DC policies comply with applicable legislation. Specifically, section 201 'Contents of development contributions policy' of the Local Government Act 2002.

Cultural Considerations

- This report is to inform the Committee on DC remissions and is purely for information purposes.

Sustainability Considerations

- This report is to inform the Committee on DC remissions and is purely for information purposes.

Risks

- 14. There are no known risks associated with this matter.

Significance & Engagement Policy

Significance

- 15. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

Engagement

- 16. Community views and preferences relating to DC remissions are already known to the Council through public consultation during the review of Council’s DC Policy.
- 17. Given the low level of significance and that the community views and preferences being known to Council, no engagement is required.

Attachments

Attachment 1 - 2019 Q2 Remissions Report

Attachment 1: 2019 Q2 Remissions Report

Actual demand remission				Amount remitted (\$ excl. GST)								
Address	Developer	Development description & Development Contributions Officer details/comments	Consent number	Applicable policy	Original DC assessment	Water	Waste water	Storm water	Transport	Reserves	Final DC assessment	Remission granted
1775 River Road	Ryman Healthcare Ltd	Comprehensive retirement village including independent and care living	010.2016.00008894.001	2017/18	\$ 8,282,329	\$ 735,334	\$ 705,794	\$ 500,021	\$ 2,320,047	\$ 108,786	\$ 3,912,347	\$ 4,369,982
81 Arthur Porter Drive	The Tool Shed	Warehouse, distribution and sales centre.	007.2018.00036901.001	2017/19	\$ 289,531	\$ -	\$ 56,128	\$ -	\$ 165,267	\$ -	\$ 68,136	\$ 221,395
60 Minogue Drive	Bupa Care Services	Retirement Home- 5785m2 commercial Care home, 53 retirement units, 26 retirement apartments	010.2017.00009287.001	2017/18	\$ 1,184,131	\$ 114,299	\$ 121,997	\$ -	\$ 108,867	\$ 37,000	\$ 801,968	\$ 382,163
					\$ 9,755,990	\$ 849,633	\$ 883,918	\$ 500,021	\$ 2,594,181	\$ 145,786	\$ 4,782,451	\$ 4,973,540

CBD Remission				Amount remitted (\$ excl. GST)								
Address	Developer	Development description	Consent number	Applicable policy	Original DC assessment	Water	Waste water	Storm water	Transport	Reserves	Final DC assessment	Remission granted
29 Clarence Street	Cornerstone Developments Waikato Ltd	70 residential units and commercial space	010.2018.00009887.001	2017/18	\$ 971,361	\$ 366,912	\$ 384,642	\$ -	\$ 158,765	\$ 61,042	\$ -	\$ 971,361
145 Ward Street	Wintec Campus	Car park	010.2018.00009750.001	2017/18	\$ 23,942	\$ -	\$ -	\$ -	\$ 23,942	\$ -	\$ -	\$ 23,942
3 Plamerston Street	Clapson Construction Ltd	7 residential apartment units	010.2018.00009866.001	2017/18	\$ 29,792	\$ 6,874	\$ 11,379	\$ 7,589	\$ 2,787	\$ 1,163	\$ -	\$ 29,792
231 Victoria Street	DC Empires	Internal alterations to residential	007.2018.00038069.001	2018/19	\$ 20,201	\$ 4,442	\$ 7,548	\$ -	\$ -	\$ 1,343	\$ 6,868	\$ 13,333
					\$ 1,045,296	\$ 378,228	\$ 403,569	\$ 7,589	\$ 185,495	\$ 63,547	\$ 6,868	\$ 1,038,428
Grand Total					\$ 10,801,287	\$ 1,227,861	\$ 1,287,487	\$ 507,610	\$ 2,779,676	\$ 209,333	\$ 4,789,319	\$ 6,011,967

Council Report

Item 14

Committee: Growth and Infrastructure Committee
Date: 12 February 2019
Author: Becca Brooke
Authoriser: Lee-Ann Jordan
Position: Governance Team Leader
Position: Governance Manager
Report Name: Draft 2019 Growth and Infrastructure Committee Schedule of Reports

Report Status	<i>Open</i>
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Purpose

1. To present the draft 2019 Schedule of Reports for the Growth and Infrastructure Committee.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) receives the draft 2019 Schedule of Reports; and
 - b) notes that the Schedule of Reports is intended to be a living document that will be updated as necessary and will be made available to Elected Members on Onedrive.

Background

3. The Chief Executive undertook to provide Elected Members with schedules for the tasks and responsibilities to be undertaken each calendar year by the Council and the whole of Council Committees (Growth and Infrastructure, Community Services and Environment, and Finance).
4. The purpose of the schedules is to provide Elected Members with oversight of the planned and upcoming activities for which they are responsible as members of those committees. The schedules set out the key reports and pieces of work assigned to each committee as well as the intended meeting dates where these will be presented.
5. The schedules have been developed by the Principal Advisors and Chairs of each committee in conjunction with key staff, the Strategy Unit, and the Governance Unit. Content covers:
 - Standing agenda items and regular reports;
 - The development, review, and status reporting of strategic plans and policies;
 - Anticipated submissions and legislative reports;
 - Items relating to the Annual Plan and 10 Year Plan;
 - Reporting of joint organisations, stakeholder groups, and established taskforces; and
 - Business as usual matters identified by staff as requiring governance decisions or oversight.

Item 14

6. In order for Elected Members to have a current view of committee activities throughout the year, the schedules will need to be updated when new items arise or when timing or circumstances change. Elected Members will have access to the updated schedules on Onedrive.
7. The Governance Unit and the Principal Advisors' Executive Assistants will take responsibility for maintaining up-to-date documents.
8. 2019 Report Schedules for the Committees of the whole will be presented at each of their first meetings of 2019.

Attachments

Attachment 1 - Growth and Infrastructure Committee Draft Schedule of Reports

Growth & Infrastructure Committee Report Schedule 2019						
Standard Reports	12-Feb-19	26-Mar-19	7-May-19	18-Jun-19	27-Aug-19	Future
Chair's report						
General Managers' Report						
- Access Hamilton						
- Waste Taskforce						
- PDA Updates						
- Vision Zero						
- Strategic Collaboration (ie Mayoral Forum, Waikato Plan when not a stand alone)						
Strategic Reports	12-Feb-19	26-Mar-19	7-May-19	18-Jun-19	27-Aug-19	Future
Hamilton to Auckland Corridor Plan						
Policy and Bylaw	12-Feb-19	26-Mar-19	7-May-19	18-Jun-19	27-Aug-19	Future
Alcohol Control Bylaw 2015						2025
Animal Nuisance Bylaw 2013						2023
Business Improvement District (BID) Policy 2016						
Connections and Charging Policy for Three Waters 2016 (Due for 2018 review)						
Dangerous and Insanitary Buildings Policy 2018						2023
Development Contributions Policy 2018						
Growth Funding Policy 2016						
Hamilton Gateways Policy 2015						
Hamilton Special Housing Areas Policy 2017						2020
Safety in Public Places Bylaw 2014						
Sale and Disposal of Council Land Policy 2016						
Seismic Performance of Buildings Policy 2017						2020
Solid Waste Bylaw 2012						
Speed Limit Bylaw 2018						2023
Speed Management Plan (Speed Management Policy 2015)						
Stormwater Bylaw 2015						2020
Streetscape Beautification and Verge Maintenance Policy 2015						
Trade Waste and Wastewater Bylaw 2016						2021
Traffic Bylaw 2015						2020
Water Supply Bylaw 2013						2023
Stakeholder Liaison Reports	12-Feb-19	26-Mar-19	7-May-19	18-Jun-19	27-Aug-19	Future
Hamilton Central Business Association (HCBA) six-monthly report and Annual Report						
Hamilton Waikato Tourism (HWT) - six-monthly Report						
Te Waka (previously Waikato Regional Economic Development Agency)						
NZTA						
Waikato Regional Council						
NZ Police						
BAU Reports	12-Feb-19	26-Mar-19	7-May-19	18-Jun-19	27-Aug-19	Future
Project Watershed						
Stormwater Management						
Refuse Transfer Station & Hamilton Organic Centre - proposed fee changes						
Central City Parking Trial						
Development Contribution remissions						
Drinking Water Compliance / Public Health risk Management Planning						
Amberfield PDA (to be covered in GM's report until commercially sensitive aspects are agreed)						
Peacocke Programme status update						

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. Confirmation of the Growth and Infrastructure Committee - Public Excluded Minutes - 6 December 2018) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Biosolids Collection and Disposal Services Contract Extension)	
C3. Arthur Porter Drive		

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 prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations to maintain legal professional privilege	Section 7 (2) (g)