

Notice of Meeting:

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

Date: Thursday 2 May 2024
Time: 9:30 am
Meeting Room: Council Chamber and Audio-Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN AGENDA

Membership

Chairperson Deputy Mayor Angela O'Leary
Heamana

Deputy Chairperson Cr Tim Macindoe
Heamana Tuarua

Members	Mayor Paula Southgate	Cr Geoff Taylor
	Cr Moko Tauariki	Cr Sarah Thomson
	Cr Ewan Wilson	Cr Emma Pike
	Cr Mark Donovan	Cr Melaina Huaki
	Cr Louise Hutt	Cr Anna Casey-Cox
	Cr Kesh Naidoo-Rauf	Cr Maxine van Oosten
	Cr Andrew Bydder	Maangai Norm Hill

Quorum: A majority of members (including vacancies)

Meeting Frequency: Two Monthly

Amy Viggers
Mana Whakahaere
Governance Lead

23 April 2024

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Purpose

The Infrastructure and Transport Committee is responsible for:

1. The execution of Council's infrastructure and operational plans and strategies across Infrastructure asset classes.
2. To monitor and approve contracts relating to core infrastructure and provision of services.
3. Guiding and monitoring the provision of core infrastructure and services in particular relating to transport (including but not limited to public transport and cycleways), 3 waters (water, wastewater, stormwater) and waste management, to meet the current and future needs of the city and to enhance the wellbeing of its communities.
4. Facilitating community and stakeholder involvement and discussion on core infrastructure provision and services.
5. Guiding discussion and implementation of innovative core infrastructure and service provision solutions.
6. To ensure that all infrastructure networks and service provisions are legally compliant and operate within resource consent limits.

In addition to the common delegations on page 10, the infrastructure and Transport Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

7. To provide direction on strategic priorities and resourcing for core infrastructure aligned to city development and oversight of operational projects and services associated with those activities.
8. To develop policy, approve core-infrastructure related operational strategies and plans and monitor their implementation.
9. To receive and consider presentations and reports from stakeholders, government departments, organisations and interest groups on core infrastructure and associated services and wellbeing issues and opportunities.
10. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for joint infrastructure and shared services (for example Regional Transport Committee).

The Committee is delegated the following powers to act:

- Approval of capital expenditure within the Long Term Plan or Annual Plan that exceeds the Chief Executive's delegation, excluding expenditure which:
 - a) contravenes the Council's Financial Strategy; or
 - b) significantly alters any level of service outlined in the applicable Long Term Plan or Annual Plan; or
 - c) impacts Council policy or practice, in which case the delegation is recommendatory only and the Committee may make a recommendation to the Council for approval.
- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.

- Approval of purchase or disposal of land for core infrastructure for works and other purposes within this Committee's area of responsibility that exceed the Chief Executives delegation and is in accordance with the Annual Plan or Long Term Plan.

The Committee is delegated the following recommendatory powers:

- Approval of additional borrowing to Finance and Monitoring Committee.
- The Committee may make recommendations to Council and other Committees.

Recommendatory Oversight of Strategies:

- Access Hamilton
- Waste Management and Minimisation Plan
- Speed Management Plan
- Hamilton Biking Plan 2015-45

Recommendatory Oversight of Policies and Bylaws:

- *Three Waters Connections Policy*
- *Dangerous and Insanitary Buildings Policy*
- *Hamilton Parking Policy*
- *Streetscape Beautification and Verge Maintenance Policy*
- *Gateways Policy*
- *Traffic Bylaw*
- *Waste Management and Minimisation Bylaw*
- *Stormwater Bylaw*
- *Trade Waste and Wastewater Bylaw*
- *Water Supply Bylaw*

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaaanga*

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 – *Aatea koorero*

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 five 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 6699.

Council Report

Item 5

Committee: Infrastructure and Transport Committee

Date: 02 May 2024

Author: James Winston II

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure and Transport Open Minutes of 5 March 2024

Report Status	<i>Open</i>
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 5 March 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Open Unconfirmed Minutes of 5 March 2024

Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber and Audio-Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 5 March 2024 at 9:30 am.

PRESENT

Chairperson Deputy Mayor Angela O’Leary

Heamana

Deputy Chairperson Cr Maxine van Oosten

Heamana Tuarua

Members Mayor Paula Southgate
Cr Ewan Wilson
Cr Mark Donovan
Cr Louise Hutt
Cr Kesh Naidoo-Rauf
Cr Andrew Bydder
Cr Geoff Taylor
Cr Sarah Thomson
Cr Emma Pike
Cr Anna Casey-Cox
Cr Tim Macindoe
Maangai Norm Hill

In Attendance: Lance Vervoort – Chief Executive
Andrew Parsons – General Manager Infrastructure and Assets
Chris Allen – Executive Director Development
Tania Hermann – Acting Executive Director Infrastructure Operations
Tracey Musty – Financial Director
Marie Porter – Unit Director Three Waters
Gordon Naidoo – City Transport Unit Director
Glenn Bunting - Urban Transport Policy & Planning Manager
Robyn Denton – Network and Systems Operations Manager

Governance Staff: Amy Viggers – Governance Lead
Arnold Andrews and Keryn Phillips – Governance Advisors

The Chair opened the meeting with a karakia.

1. **Apologies – Tono aroha**
Resolved: (Deputy Mayor O’Leary/Cr van Oosten)
That the apologies for full absence from Cr Huaki and for lateness from Cr Tauariki are accepted.
2. **Confirmation of Agenda – Whakatau raarangi take**
Resolved: (Deputy Mayor O’Leary/Cr Taylor)
That the agenda is confirmed noting that *Item C5: Infrastructure and Transport Strategic Issues Matter Public Excluded Report* will take questions in the public excluded part of the meeting and will return for debate and vote on the matter in the open session of the meeting.

3. Declarations of Interest – *Tauaakii whaipaaanga*

Prior to the discussion on the matter Cr Donovan declared an interest in Item 8 (Wairere Drive and Karewa Place - Macroscopic Approval of Intersection Design). He noted he was not conflicted and would take part in the discussion and vote on the matter.

4. Public Forum – *Aatea koorero*

The following members of the public spoke to item 7 (Notice of Revocation and Notice of Motion – Transport Projects)

- MP Ryan Hamilton
- Paul Perry
- Helen Carter (Waikato/Bay of Plenty Cancer Society)
- John Macdonald
- Peter h Bos (Living Streets Kirikiriroa)
- Melissa Smith (Bike Waikato)
- Donna Barraclough
- Margaret Rogers
- Vanessa Cappie (Whitiora School)
- Maria Monde

Written submissions received prior to the meeting were circulated to members and a copy of them is included in the minutes as **appendix 1**.

5. Confirmation of the Infrastructure and Transport Open Minutes of 9 November 2024

Resolved: (Cr Wilson/Cr van Oosten)

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 9 November 2024 as a true and correct record.

6. Chair's Report

The Chair spoke to her report and the work she was undertaking with the Mayor's office to review the decision making process for transport projects. The Executive Director Development then provided an update on the Government Policy Statement (GPS) that was released on 4 March 2024. They responded to questions from Members on in relation to the engagement and consultation process.

Resolved: (Deputy Mayor O'Leary/Mayor Southgate)

That the Infrastructure & Transport Committee:

- a) receives the report; and
- b) requests staff provide guidance to the Mayor's office as they work through the process review to address the matters raised in the Chair's report.

Motion: (Cr Bydder/Cr Donovan)

That the Infrastructure and Transport Committee requests staff organise a project review meeting with the Hamilton-based Service Delivery Officers of FENZ, Police, and St John to discuss actual outcomes on emergency services of any roading projects that are concerns to them. The meeting is to be chaired by the FENZ, with agenda and minutes by FENZ, and attended by council staff appointed by the CE. Elected Members are invited to attend as observers. The minutes will be made publicly available.

Amendment: (Mayor Southgate/Deputy Mayor O'Leary)

That the Infrastructure and Transport Committee:

- a) notes the previous work done by the Mayor's Office with emergency services;
- b) requests the Mayor's Office continue to work with emergency services at a governance level, and connecting them to the rights parts of the organisation to ensure their views are reflected across decision making; and
- c) notes that regular updates will be provided to Members through the relevant Committee.

The Amendment was then put.

Those for the Amendment: Mayor Southgate, Deputy Mayor O'Leary, Councillors Casey-Cox, Hutt, Thomson, van Oosten and Maangai Hill.

Those against the Amendment: Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson, Donovan and Macindoe.

The Amendment was declared EQUAL.

The chair exercised their casting vote and the Amendment was declared CARRIED.

Amendment as the Substantive Motion was then put and declared CARRIED.

Resolved: (Mayor Southgate/Deputy Mayor O'Leary)

That the Infrastructure and Transport Committee:

- a) notes the previous work done by the Mayor's Office with emergency services;
- b) requests the Mayor's Office continue to work with emergency services at a governance level, and connecting them to the rights parts of the organisation to ensure their views are reflected across decision making; and
- c) notes that regular updates will be provided to Members through the relevant Committee.

Councillors Bydder, Taylor, Wilson and Macindoe Dissenting.

The meeting was adjourned from 10:30am to 10:45am during the discussion of the above item.

7. Notice of Revocation and Notice of Motion - Transport Projects

Resolved: (Cr Wilson/Cr Taylor)

That Infrastructure and Transport Committee revokes the following parts of the resolutions of the Infrastructure and Transport Committee for transport projects from the current financial year and the project costs removed from the budget:

a. 7 March 2023

- c) approves the proposed Low Cost Low Risk Transport Improvement Programme (attachment 1 of the staff report) for the 2023/24 financial year:

Site 3 - Anglesea Street (Bryce Street to London Street)

Site 12- Grey/Beale Street Intersection Improvements,

Site 18 – Abbotsford/Ulster Intersection Improvements,

b. 21 September 2023

That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscopic of Project 20 - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road.

Councillors Casey-Cox, Hutt and van Oosten Dissenting.

Resolved: (Cr Wilson/Cr Taylor)

That Infrastructure and Transport Committee:

- a) requests staff investigate reallocation of the funding for Project 20 - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road to Project 15 - Hayes Paddock- community space walking, cycling and public transport improvements; and
- b) requests staff undertake the necessary process to amend the Bylaw to reflect the removal of Site 3 - Anglesea Street (Bryce Street to London Street) Notice of Revocation.

Resolved: (Cr Wilson/Cr Taylor)

That the Infrastructure and Transport Committee requests staff:

- a) undertake further investigations of alternative options for pedestrian crossing facilities on Ulster St without a raised platform;
- b) organise an information session to seek direction from Members on the alternative options; and
- c) report back to the Committee with a proposal for consideration that would be implemented in the 2024/25 financial year.

The meeting was adjourned from 12:15pm to 1pm during the discussion of the above item.

Prior to the discussion of the below item Cr Donovan declared an interest in item 8 (Wairere Drive and Karewa Place - Macroscopic Approval of Intersection Design). He noted that he was not conflicted and would take part in the discussion and vote on the matter.

8. Wairere Drive and Karewa Place - Macroscopic Approval of Intersection Design

The Network and Systems Operations Manager took the report as read. She responded to questions from Members in relation to ramifications of delaying the decision, conditions of consents monitoring and enforcement, speed limit reductions, work disruptions, and the communication strategy.

Resolved: (Deputy Mayor O'Leary/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the macroscopic design of the Wairere Drive and Karewa Drive intersection for traffic signals as presented in Figure 4 of this report;
- c) notes that the final extent of any raised safety platforms or raised intersection within Wairere Drive will be minimised and determined by the safety audit process of the detailed design;
- d) notes that the Safety Audit and Corridor Access approval requirements must be undertaken by Foodstuffs;
- e) notes that the implementation of the intersection changes will be completed by Foodstuffs at their cost;
- f) requests staff work with Foodstuffs on the development of a communication plan to inform the Community of the project, that is reported to Members via an Executive Update; and
- g) requests staff work with Foodstuffs on a implementation plan to enable works to be undertaken with minimal disruption, where possible.

9. Parking Policy Alignment Review (Recommendation to the Council)

The Urban Transport Policy & Planning Manager and City Transport Unit Director took the report

as read. They responded to questions from Members in relation to the reason why this decision is being made prior to the Long-Term Plan.

Resolved: (Cr Wilson/Cr Thomson)

That the Infrastructure and Transport Committee recommends the Council:

- a) receives the report;
- b) approves a revised Hamilton City Council Parking Policy 2022 (**Option 1**), as outlined in **Attachment 1** of the staff report, subject to minor amendments to simplify/clarify the language, noting that:
 - (i) the recommended changes to the policy follows on from the resolution made at the 28 November 2023 Extraordinary Council 2024-2034 Long Term Plan meeting - "for the purposes of financial modelling and proposed fees and charges approves the inclusion of demand-responsive parking pricing...for short term parking...(and)...all day paid parking.";
 - (ii) the policy alignment review identified minor changes were needed to ensure the policy aligns with any decisions on paid parking Council may make through the draft 2024-2034 Long Term Plan process and for ease of interpretation and administration;
 - (iii) decisions around the provisions of paid parking that may be agreed from the 2024-2034 Long Term Plan will be detailed and set by the Fees and Charges (policy implementation);
 - (iv) the parking policy will continue to be used to help make decisions on the direction and approach of parking management in Hamilton city;
 - (v) no changes have been made to the policy guiding principles which were developed by Members alongside the Access Hamilton Strategy refresh 2022;
 - (vi) the policy will be reviewed every three years, in response to any issues that may arise, at the request of Council, or in response to changed legislative and statutory requirements (whichever occurs first); and
- c) implementation of the policy will continue to include effective and appropriate communications with businesses and parking space users.

10. Infrastructure and Transport Strategic Matters Report

Executive Director Development took the report as read.

Resolved: (Deputy Mayor O'Leary/Cr van Oosten)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) approves the draft Waikato Regional Land Transport Plan 2024 – 2054 submission, and that Deputy Mayor O'Leary and Councillor van Oosten (as the HCC representatives on the Regional Transport Committee) be delegated to work with staff to finalise the submission and incorporate any additions or changes agreed in this Infrastructure and Transport Committee meeting prior to submission to Waikato Regional Council before 6 March 2024.

11. Resolution to Exclude the Public

Resolved: (Deputy Mayor O'Leary/Cr Wilson)

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 Infrastructure and Transport public excluded minutes of 9 November 2024) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Water and Wastewater Treatment Plants Chemical Supply		
C3. Ranfurly Gully Wastewater Line		
C4. Stormwater and Wastewater Maintenance Contract		
C5. Infrastructure and Transport Strategic Issues Matters Public Excluded Report		

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 avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (i) Section 7 (2) (j)

The meeting moved to the public excluded session at 1:51pm.

The meeting returned to the open session at 2:58pm.

C5. Infrastructure and Transport Strategic Issues Matters Public Excluded Report

The Network and Systems Operations Manager and General Manager Infrastructure and Assets responded to questions from Members in relation to revenue losses, sunk costs, traffic signals, safety audits, school bus schedules, speed limits, traffic accident statistics and engagement with stakeholders.

Motion: (Cr Thomson/Deputy Mayor O’Leary)
That the Infrastructure and Transport Committee requests staff to proceed with Project #5 River Rd - Waikato Diocesan school pedestrian facilities Option b) (signalised crossing, no platform) in the staff report.

Amendment: (Cr van Oosten/Maanagi Hill)
That the Infrastructure and Transport Committee defers decision of Project #5 River Rd - Waikato Diocesan to the next available Council/Committee meeting to enable stakeholder engagement.

The Amendment was put.

Those for the Amendment: Deputy Mayor O’Leary, Councillors Casey-Cox, Hutt, Thomson, van Oosten and Maangai Hill.

Those against the Amendment: Mayor Southgate, Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson, Donovan and Macindoe.

The Amendment was declared LOST.

The Motion was then put.

Those for the Motion: Councillors Casey-Cox, Hutt, Thomson, van Oosten and Maangai Hill.

Those against the Motion: Mayor Southgate, Deputy Mayor O’Leary, Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson, Donovan and Macindoe

The Motion was declared LOST.

Resolved: (Cr Thomson/Deputy Mayor O’Leary)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the reallocation of \$50,000 of Low Cost Low Risk public transport funding (51% Waka Kotahi funding) to carry out improvements at the existing bus stop at 373 Anglesea St, being project #1 **Option b)** in the report;
- c) requests staff to proceed with the following projects:
 - i. Project # 7 Silverdale Rd - school pedestrian facilities **Option b)** (signalised crossing, no platform);
 - ii. Project #13 Ellicott Road / Hyde Ave public transport improvements **Option a)** (continue as consulted);
- d) requests staff investigate alternative options for pedestrian crossing facilities Sandwich Rd shops pedestrian facilities and report back to the Committee with a proposal for consideration that would be implemented in the 2024/25 financial year;

- e) requests staff to cease work on the remaining projects contained in the table in paragraph 4 of the staff report; and
- f) notes that the decision and information in relation to this matter be released at the appropriate time, to be determined by the Chief Executive, along with appropriate communication to the community.

The meeting was closed by the chair with a karakia.

The meeting was declared closed at 3:55pm.

Minutes Notes 11/04/2024:

On 11/04/2024 the Infrastructure and Transport Strategic Issues Matters Public Excluded Report was determined to be released to the minutes of the meeting and quarterly update as appendix 2.

Appendix 1

Public Forum Submissions

Dear sir/madam

I have already sent in my feedback regarding the above proposal. This is a waste of money. Travelling around the world especially around Europe you don't see any of this stupid planning. We are one of the best street and roading country in the world nothing wrong with our road and street, its our people/driver need education. You travel around Paris (very big city) with huge round about but no lane markings, people share and drive responsibly like five lanes of cars at once no accident. Your data shows 37 accidents in 13 years its shows very low and still safe as average of 2 per year and its because of our careless drivers. Please reconsider your proposal.

LM4 Group

Dear sir/madam.

I would like to put in a submission before your meeting on the 5th March concerning your new ideas about the bus stops and crossings. The idea of putting bus stops in the middle of the road is causing more congestion and traffic delays. Because of the limited space given the risk of accidents will increase. As for the at roundabouts, I have seen and nearly had near misses try to negotiate the roundabouts with foot traffic, line up of cars and cyclists on the road. The crossing should be a suitable distance from the roundabouts, so people don't get hit.

Your faithfully

Heather Grant

I am writing to express my concerns over the above project on River Road, a summary of which was sent to us on 11 December 2023.

I have been a rate payer on River Road for over 30 years, and during that time have had no concerns about wanting more paths, more crossings, more boardwalks, more plantings, more raised signalised crossings, when there is already enough. With regard to cyclists, there is adequate laning and respect for their travel.

However, I have concerns that River Road is also a main, important thoroughfare for emergency, Police and ambulance services, accessing SH1 and districts. Why do these services have to be held up by more raised, signalised crossings, delaying their essential, and urgent services to the community? It's important that their services are given a high priority in any road changes so that their efficiency is not compromised.

I acknowledge that the decision to proceed with this project is subject to final confirmation of construction funding from Waka Kotahi NZ Transport Agency.

I want the Infrastructure and Transport committee to cancel this upgrade, thus saving the Council thousands of dollars in capital expenditure. The threat of even greater increases in rates suggests that this upgrade should not be proceeded with at this time, when the current use of the road is doing its job. It makes sense to be functional and leave "the frills" for another future time when the Council priorities and financial position change.

Please acknowledge that you have received this submission.

Yours sincerely

Rosalie Dickens

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Kia ora,

I would like to write a submission to the committee regarding the proposal to no longer construct a crossing on Ulster St.

We provide education support for students who reside in Emergency Housing in and around the Ulster St. area. It has come to our attention, since starting this work, just how dangerous this street is. As mentioned when I spoke to the chamber last year, this road is busy and heavily populated with families. The road is used regularly by foot traffic, a large percentage of these individuals are children.

To stop this work project, in our opinion, would be to endanger the lives of these tamariki and their families. There are currently limited and insufficient crossings on this very long stretch of roading. I urge the council to continue with their plans to keep these children and other pedestrians safe by erecting a crossing near the Abbotsford-Ulster intersection. This must surely be a priority and a great deal of time and consultation has already gone into this planning.

Ngā mihi nui,
Chrystal Hapuku

--

Chrystal Hapuku

Education Consultant and Director
STUDYFIT Ltd

Kia ora koutou

Hope that this email finds you well.

I understand that the Council is considering whether to continue with the pedestrian crossing proposed for the vicinity of the Ulster/Abbotsford intersection and across Ulster Street. Thank you for your attention to this matter.

I recommend that the Council continue to support the establishment of the proposed pedestrian crossing within suitable fiscal parameters. The fiscal pressures may require a design reset to ensure that safety is the key driver of any proposal rather than ancillary matters like public transport. These matters can be designed, delivered and operationalised within 3-4 months with the right energy and commitment.

My core concern is the pedestrian traffic on the southern end of Ulster Street is significant particularly with children (including students at Whitiara School and emergency accommodation residents) and there are 'near miss' incidents on a regular basis. Council and community leaders have a responsibility to identify these risks and either eliminate or mitigate same.

I look forward to Council confirming the direction of this matter.

Mauriora
Tama Potaka
Hamilton West MP

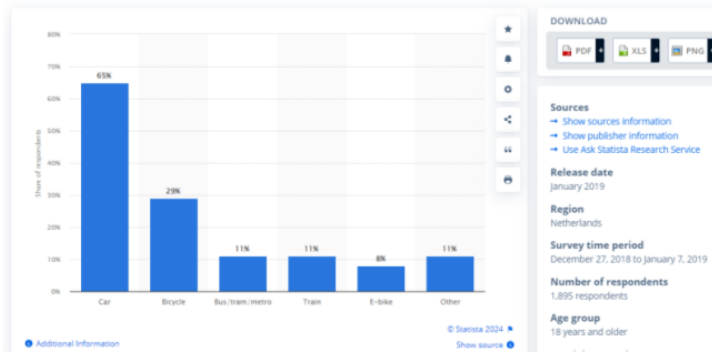
Peter H Bos

Good Morning– I am speaking in relation to item 7

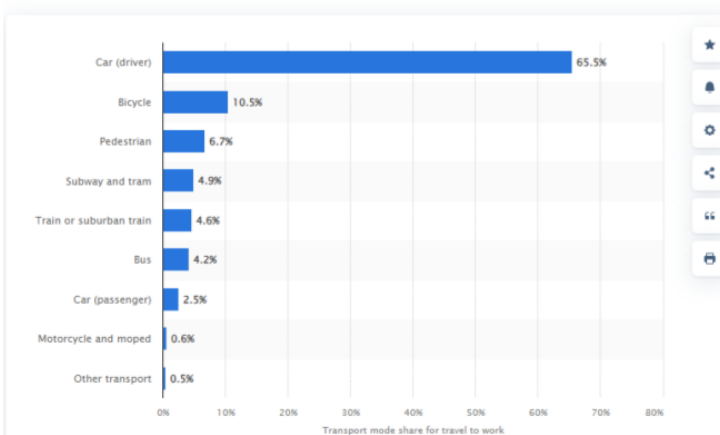
There are background notes to this speech on Hamilton Urban Blog

In the Netherlands and Germany, most people drive to work and the percentages are similar (65-65.5%) to New Zealand (69%). Dutch cities by design make it easy for people to drive to work by making it easy for others to use other modes of transport, **while in Germany you find extremes.**

Mode of transport used by commuters to travel to work in the Netherlands in 2019



Share of German workforce travelling to their place of work



Netherlands mode share 2019 - <https://www.statista.com/statistics/1013713/mode-of-transport-used-to-commute-to-work-in-the-netherlands/>
Germany mode share 2020 - <https://www.statista.com/statistics/1366401/travel-to-workplace-by-mode/>

The German city of Hagen (pop. 189k, density 1,200 ppkm2) is known as ‘the most bicycle-unfriendly city in Germany’. Visiting Hagen’s city centre there are many empty retail shops and I saw an aging customer base.

The German city of Oldenburg (pop. 170k, 1,700 ppkm2) has higher percentages of people biking than Dutch cities. Visiting Oldenburg city centre you will see retail everywhere and find a mix of younger and older people many who have bused or biked there. Retail is different in these cities because of the priorities of local leadership.

Main means of travel to work for people in Hamilton City and New Zea

Category	Hamilton City (%)	New Zealand (%)
Work at home	8.3	11.9
Drive a private car, truck, or van	66.1	57.8
Drive a company car, truck, or van	10.7	11.2
Passenger in a car, truck, van, or company bus	4	4
Public bus	2.8	4.2
Train	0	2
Bicycle	2.4	2
Walk or jog	4.8	5.2
Ferry	0	0.2
Other	1	1.4

Main means of travel to education for people in Hamilton City .

Category	Hamilton City (%)	New Zealand (%)
Study at home	4.6	5.3
Drive a car, truck, or van	16.1	11.1
Passenger in a car, truck, or van	39.8	39.1
Bicycle	5.4	3.6
Walk or jog	22.3	20.5
School bus	2.4	9.9
Public bus	8.1	7.1
Train	0	1.9
Ferry	0	0.1
Other	1.2	1.3

In Hamilton (pop. 185k, 1,700 ppkm2): 20 percent of people are too young to drive and the ‘main means of travel to education’ by foot, bike and bus is double that for travel to work (2018 Census). Cities that are attracting young people to their city centres know that most are not going to drive there.

There are 180,000 people living in Hamilton, of whom 58% (104,300 people) are in work*. Of these, 77%

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drive to work (80,000 people). However over half (100,000) of Hamilton's population is not driving to work or places of education.

Hamilton in 1988 had 32.7% of students biking and 43.9% walking to school. After decades of pushing **CAR-FRIENDLY MODE SHIFT SPENDING**, this has declined to 5.4% biking, and 22.5% walking (2018 census), making it harder for those that need to drive for work.

Please, include the 55% of people who are using the transport network for purposes other than driving to work, and do not promote further mode shift to cars by making other modes dangerous.

* <https://hamilton.govt.nz/your-city/our-citys-economy/economic-data-and-reports/>

End

From - TCS (the Swiss equivalent to NZ AA)

Children are not mini-adults

'We all know that because of their development, **children tend to have spontaneous reactions** that they often cannot suppress - But that doesn't mean you should wait until your child is fully developed before introducing them to traffic. On the contrary: **the sooner they get to know this new environment, the sooner they will develop the skills necessary for it**'.

Set a good example!

'Remember that your child is watching you and seeing how you behave in different situations'.

'Schooling models rely on **observation, imitation and repetition**. The same applies to traffic education'.

<https://www.tcs.ch/de/testberichte-ratgeber/ratgeber/verkehrserziehung/kinder-fussgaenger.php>

From - Evidence base for key strategic problems – the case for investment: Waikato RLTP 2024-2054

'Cyclists and pedestrians are at risk on the Waikato transport network, with cyclists representing 15 percent of urban fatal and serious crashes, and pedestrians 21 percent of urban casualties in the region between 2009 and 2018 (p.37) ... **Pedestrians aged 5-9 years were the highest proportion of pedestrian casualties** and adults aged 39-45 years were the highest proportion of cycle casualties (p.42) ... 31% of casualties in urban areas are cyclists and pedestrians (p.42) ... In the Waikato region, **transport is the leading cause of unintentional injury and death for children and young people aged 0-24**, accounting for 69% of all unintentional injury deaths. Pedestrians aged 5-9 years are the age group most at risk, followed by those aged 10-14, and 20-24 years' (p.44).

<https://www.waikatoregion.govt.nz/assets/WRC/RLTP2024SupplementaryEvidence.pdf>

Hi Governance Team

Can this message, my emails and original submission and any subsequent discussion be forwarded to the meeting on 5 March 24?

HCC Councillors should be aware that the issue they are voting for is very small. The real issue for Ulster Street is Social Housing and how our residents have had to deal with this situation.

In essence my 5 point submission does not revolve around just "bus stops and road bumps"

Our issue with "Loading Zone, enhancing planting & barriers, lighting and cameras, maintenance" - still exist...

The basis of HCC submission started with "the crash rate on our intersection" - will still exist...

HCC Councillors are welcome to come and see me to understand the debt you have for not supporting Tourism on Ulster Street.

Kind regards

Narinder Sagoo

Hi Matt,

Thanks for your message.

To emphasize my situation please look at the email stream below from Tracey on 2 February 24 and before -

You will see my attached submission had been accepted and progressed to within the design drawings.

Kind regards

Narinder

Hi Tracey & George

It seems from the article below things are stalling?

<https://www.waikatotimes.co.nz/nz-news/350176223/road-refits-face-screeching-halt-hamiltoncity-council>

I need to know what my position is moving forward?

From the article a Meeting is to be held on 5 March 24.

In essence my 5 point submission does not revolve around just "bus stops and road bumps"

Our issue with "Loading Zone, enhancing planting & barriers, lighting and cameras, maintenance" - still exist...

The basis of HCC submission started with "the crash rate on our intersection" - will still exist...

Can this message, my emails and original submission and any subsequent discussion be forwarded to the meeting on 5 March 24?

Kind regards

Narinder Sagoo

Sagoo Enterprises Ltd

211 Ulster Street
Hamilton

21 November 2023



Public Transport and Urban Mobility
Hamilton City Council
Private Bag 3240
Hamilton

Dear Sir , Madam

Your Reference : Ulster/Abbotsford Intersection TP4720

Thank you for notifying information on the planned upgrade in front of my properties:

Ulster Street Superette, 211 Ulster Street

Ulster Lodge Motel on 33 & 35 Abbotsford Street

Motel Six, 30 Abbotsford Street

I would like to submit the following comments.

- 1 Over the past 30 years the size of some delivery trucks arriving at the Superette has increased and are too large to stop within our carpark. Problems include trucks hitting the side of our building, hitting the electrical pillar box causing area wide outages, blocking thru traffic within our driveway parking area, damage to the kerbing along our driveway, damage to the grass verges, driving and parking on the pedestrian footpath, subsistence to the driveway as the trucks are too heavy for the footpath and around an electrical pillar box , etc. I can provide pictures, videos or correspondence to support my comments if required.

I would like to propose a long term solution

By creating a 5 or 10 minute "Loading Zone" (LZ – P5 or 10) between the driveways in front of 33 Abbotsford Street. With operating restriction of the shop trading hours.

Discussion : This would create a permanent obligation for oversized trucks to park safely, off the footpath, without causing damage.

It may also pay to consider bringing the LS P5 or 10 in front of the Abbotsford Street side of 211 Ulster Street (at a similar distance away from the corner similar to the proposed new in-lane bus stop) as there will still be Hamilton City Council (HCC) Rubbish trucks coming to collect refuse from the public bin on the site of 211 Ulster Street. These trucks come at night and sometimes stop on the grass verge to reduce the distance to the bin.

With the removal of the tear drop traffic island on the Abbotsford street side of the intersection there will be space for vehicles to travel around a new LZ position. If HCC can prove that buses can safely stop within the Ulster Street lane – this would also prove that trucks can safely stop at a loading zone on the side of Abbotsford Street.

- 2 The current grassed verges within the precinct of the “New widened shared path” could be replaced with permanent low-level shrubs, or carpet roses with a metal barrier to prevent pedestrians taking a short cut. This should be extended to the “New median island”
If trees are being considered then they should be planted “adjacent” to our existing electrical street signage (ESS) on the Ulster Street sides of 211 Ulster Street and 30 Abbotsford Street.
The problem with HCC past tree planting was that the species chosen were not significantly mature to develop a canopy over the motellers electric street signage (ESS) and inconsiderately planted “in front” of ESS with the developing canopy growing over the ESS facings.

Discussion : Adding Trees & shrubs will enable a fresher greener approach to a central tourist hub. Trees & Shrubs (T & S) should be further considered within the “new median Island”. Tree planting has already proved successful along the median island of the main shopping promenade on Victoria Street. Barriers need to be used as a significant number of pedestrians crossing the street are of Primary school age whom tend to be more risk prone in taking short cuts. It would be sad to have a pedestrian crossing that no one is encouraged to use.

- 3 Security is part of good design. At present the Superette boundaries on the corner of 211 Ulster Street have a significantly raised edge along the footpath, the road kerb is further lower on Ulster Street. This prevents smaller vehicles from travelling over these edges and towards the entrance of the shop. “Touch wood” there have been no ram raids. Any modifications with the proposed HCC works should not create a detrimental effect to these vertical profiles and make it easier for vehicles to travel at speed towards the shop doors.

We have added large concrete blocks to the grass verge sides of our driveways. These have proved effective in “stopping vehicles mounting our manicured grass verges”. If no T & S are planted with barriers, HCC should still look at stopping vehicles using the driveways/accessways to mount the footpaths. Note the HCC timber bollards immediately adjacent to driveways/accessways no longer act as a barrier to vehicles.

The “new in-lane bus stops” should have effective central median street lighting and a 360° camera installed. The pedestrians waiting or egressing from this stop need to be visible/ have a safe scope of view when light levels are low especially during winter, the days become shorter while the buses are operating. HCC and the Police are well aware of the increase in general disorder on Ulster Street with long term unconsented accommodation from non-complying motels providing Social Housing. Security cameras for bus patrons is a minimum for the general public if HCC Strategic Planning persists with a long term strategy for allowing Social Housing.

The existing phone box by the new bus stop should remain for the community and also have a free 111 emergency call ability.

- 4 Maintenance on the corner of 30 Abbotsford Street (Ulster Street corner facing). Please review our past reports to HCC regarding the Kerb and Channel beside the stormwater metal drain. A void had been created under the road where water had flushed out the base substrate/foundation under the tarseal.
Maintenance on the corner of 211 Ulster Street (Abbotsford facing) HCC footpath side of the smaller green WEL pillar box. There is a void under this box which has slowly collapsed inwards caused by the heavy trucks on the shop driveway parking up. We can fix our carpark but if the void exists on the HCC footpath side it is possible subsistence may continue as the void collapses and fills in around the cables.

Discussion : It is our intention to bring these existing matters to your attention as it is not hard and cost effective to incorporate remediation at the same time as your proposed works to the intersection and footpaths.

- 5 The extent of "No parking yellow lines" needs to be considered. HCC's "notified" process could create a way to override any HCC obligations to not replace the current off street parking and reduce vehicle parking numbers due to additional "No parking yellow lines" (NPYL). The following should be considered to mitigate the loss of parking spaces and help HCC out.
NPYL in front of 33 & 35 Abbotsford Street. It's a waste of yellow paint as no one parks over the driveways. Having the NPYL go part way along the 35 Abbotsford Street has no real purpose apart from a standard prescriptive design length. HCC could not prove the past accidents within Ulster Street have been caused by an absence of yellow lines at 33 and 35 Abbotsford St?
NPYL in front of 30 and 32b Abbotsford Street. Once again, it's a waste of yellow paint as no one parks over the driveways and further NPYL going part way along 32b Abbotsford Street. The NPYL should be trimmed back to match the beginning of the driveway on 33 Abbotsford Street. HCC could not prove the past accidents within Ulster Street have been caused by an absence of yellow lines at 30 & 32b Abbotsford St?

I think HCC has a solid case in creating the new median island on Ulster Street and could prove that this would have stopped past accidents as there was a reduction when the white central median strip lines were painted in.

In Summary

The HCC notified Intersection upgrade is based on 31 accidents over 10 years. I have been living at 211 Ulster Street since 1975 and hope you favourably consider my submission which is based on my 48 years' experience of good and bad decisions by HCC transport officials, pedestrians, private vehicles, HCC trucks, maintenance personnel and the larger delivery trucks.

Kind regards



Narinderpal Sagoo, Director of Sagoo Enterprises Ltd

05 March 2024

John McDonald-Wharry's comments to Hamilton City Council's Infrastructure and Transport Committee

Today I am going to first address **Item 7** (page 14 of [today's Agenda](#)) regarding the motion to **revoke funding for the Site 12 Grey/Beale Street Intersection Improvements and Site 18 – Abbotsford/Ulster Intersection Improvements**. Stopping these two projects is welcomed as a small step towards halting and reversing the intentional degradation which has been imposed on our City's transport network. However, this revocation does not go far enough. The majority of Hamiltonians travel by automobile, Hamilton City Council's own data indicates a significant drop in numbers cycling on rainy days. Much of the cycling community appear to be only fair-weather friends of HCC's "**modeshift**" and "**vehicle kilometre travelled**"-reduction aims. Many cyclists will travel by automobile on rainy days and might then view the "**raised safety platforms**" as additional speed humps from the perspective of an automobile traveller.

Rainfall was a contributor to the reduction we saw last year, with rain falling on average every four out of five days – a total of 708mm, with an average of 7.6mm per day. We had previously seen a 40-50% drop in cycling when daily rainfall was within in the 5-10mm range compared to days with no rainfall.

Page 97 of the [Finance and Monitoring Committee Agenda, 29 February 2024](#)

What Hamilton City Council describes as "**Improvements**" and "**Upgrades**" are not viewed as improvements by many automobile travellers. Those words indicate that a project will likely result in: fewer carparks, a rougher journey with more raised platforms and other speed humps, lowered speed limits, often combined with confusing road markings and additional obstacles. Most of these new road installations are viewed as negative changes by many automobile travellers. Given that "**discourage the use of private vehicles**" and using "**disincentives**" to "**support mode shift**" are clearly parts of the *Hamilton-Waikato Metro Area Mode Shift Plan 2020* (as well as being present in more euphemistic framing within the *Access Hamilton Strategy*), we can reasonably assume that degenerating¹ and degrading the travel experience of those using automobiles is an intention of some within the bureaucracy.

Focusing, for the time being, on the raised features... the vertical deflection "traffic calming" measures to use a technical term (raised platforms, raised roundabouts, and other speed hump-like designs). Both the *Grey/Beale Street* and *Abbotsford/Ulster* projects, incorporated raised features, according to the [Infrastructure and Transport Committee 7 March 2023 Agenda](#). Fewer raised "traffic calming" measures being installed is a likely an improvement from the perspective of an automobile traveller. These raised "traffic calming" features are the more expensive installations, more difficult to remove, and are (physically, economically, and psychologically) punishing automobile travellers.

Looking at the table "**LCLR – Road-to-Zero programme & budget**" (pages 114-115 of that [7 March 2023 Agenda](#)), 33 of the 39 site projects listed feature some type of "raised" installation... such as "**raised safety platforms**", "**raised crossings**", "**raised intersections**", or "**raised roundabout**". Today's motion to revoke only covers 2 of those 33 **LCLR – Road-to-Zero** projects from the [March 2023 meeting](#).

¹ See page 32 of this [University of Utah report](#) for the concept of using severe and restrictive "traffic calming measures" to "degenerate" automobile trips and suppress such travel.

05 March 2024

John McDonald-Wharry's comments to Hamilton City Council's Infrastructure and Transport Committee

Moving on to the topic of safety and the “**Road-to-Zero**” justification for these installations. In pages 97 and 98 of the [Finance and Monitoring Committee Agenda, 29 February 2024](#) document, we can see reports that the numbers of crashes on our City’s roads that result in fatalities and serious injuries and greatly increased over the last 6-months of 2023 were much higher than the last 6-months of 2022. Increasing the amount of “traffic calming” and installing more raised platforms is not currently leading to an overall reduction in serious crashes. We do need to be careful with over-interpreting limited data and mistaking statistical noise for an important signal. However, Hamilton City Council propaganda documents such as this one on [Raised Safety Platforms](#), make much bolder claims of safety and effectiveness, based on much smaller data sets.

We also need to be cautious when interpreting crash data over the last five years due to various COVID-19 policies impacting the travel behaviour and health of people in our City. Lockdowns, more working-from-home, more online shopping, adverse medical events following mRNA injections, increased mental health issues, increased stress and disruptions, brain fog... all could have impacts on crash data and overall numbers of people travelling.

There have been eight vulnerable users seriously injured: six pedestrians, a cyclist and a wheeled pedestrian (wheelchair or mobility scooter user).

There were four seriously injured vulnerable users in the same period last year: two pedestrians, a cyclist and a wheeled pedestrian, with a total of eight for all of 2022-23 (five pedestrians, two cyclists, one wheeled pedestrian).

As a part of the review of our performance measures for the 2024-34 Long-Term Plan, we are proposing that this measure's target be modified from 'decrease on previous year' to 'no increase on the five-year average'.

Page 98 of the of the [Finance and Monitoring Committee Agenda, 29 February 2024](#)

The “**Road-to-Zero**” agenda has been used to justify installing the raised platforms and other “**traffic calming**” measures. However, we can see on page 98 of last week’s, [Finance and Monitoring Committee Agenda, 29 February 2024](#) document that HCC staff are proposing to change their performance measure for “fatal and serious injury crashes on the local road network” from the current target of “**decrease on previous year**” to a new proposed target of “**no increase on the five-year average**”. I seems that the ambition to work towards zero injuries and deaths is being replaced with a ‘we hope the situation with serious crashes on our roads does not get any worse’-type target.

On previous occasions, Hamilton City Councillors have been informed about the range of [negative impacts and disadvantages associated with “traffic calming measures”](#) and how unwise implementation of “traffic calming” measures can make the transport network more dangerous and damaging.

I have previously asked, by email, if a full, objective, and open assessment has been conducted on the likely social, economic, environmental, and cultural wellbeing impacts of these “traffic calming measures” on the travellers, residents, ratepayers, and taxpayers within Hamilton City?

Hamilton City Council should halt and reconsider the installation of “traffic calming measures” on major roads and arterials. Carefully consider if these “traffic calming measures” are actually in the best interests of people travelling within Hamilton City and if their installation will benefit the overall wellbeing of those who consider this City home.

I also recommend that Councillors and senior Council staff start budgeting, potentially on a personal level, to fund the costs of removing these raised platforms and other obstacles from the roads and arterials throughout Hamilton City.

05 March 2024

John McDonald-Wharry's comments to Hamilton City Council's Infrastructure and Transport Committee

Regarding Item 8...

The re-designs for the Wairere Drive and Karewa Place intersection feature either a raised intersection or multiple raised crossings (page 24 of [today's Agenda](#)). These raised features should be opposed, and definitely not installed unless a thorough, public, and objective assessment of their potential impact has been conducted. If the installation of those raised features goes ahead, Hamilton City Council and their corporate partners need to clearly establish where the liability will sit for any resulting negative impacts and paying for the future restoration of a smooth intersection at that location.

Regarding Item 9...

Councillors should carefully consider the implications of the proposal from Council staff to insert the phrase **"Integrated multi-modal plan"** into many parts of the **Hamilton Parking Policy** (page 38 of [today's Agenda](#)). Councillors need to make sure that these language changes do not result in a Parking Policy that is more focused on using **"...a mix of incentives and disincentives..."** to influence **"...travel demand and transport choices"** involving plans to **"reallocate"** **"kerbside space"**, than on providing and managing parking spaces (See the **Access Hamilton Strategy** and the **Hamilton-Waikato Metro Area Mode Shift Plan 2020** for the uses of those terms).

The proposed changes to the Parking Policy also systematically removes the word **"choices"** and replaced it with the word **"options"** when discussing transport modes. On one hand this could just be a change in fashionable terminology within the corporate bureaucracies. On the other hand it could indicate a policy shift towards a City where we no longer have **"transport choices"**, we are instead given **"transport options"**... with some options being more harshly 'disincentivised' than other options.

"Principle Six" of the Parking Policy is titled **"Reducing the demand for private vehicle parking"** with one part (pages 57 & 58 of [today's Agenda](#)) reading...

"If there are more transport ~~choices~~ options, parking places for private vehicles can be managed and restricted to ensure alternative modes are more attractive and prioritised.

Where there are good transport ~~choices~~ options available, Council will consider apply time restricted and/or paid parking to parking places for private vehicles in the Central City and other key shopping areas."

"Principle Six" says that the Parking Policy will continue to be aligned to various other policies such as the **Access Hamilton Strategy**. I remind the Council that the **Access Hamilton Strategy** represents an agenda to reduce private car ownership and vehicle travel, as well as **"reducing non-essential vehicles from the city centre"**.

Aside from the risk that the Parking Policy may be used to further penalise automobile travellers and owners, the policy changes (pages 57 of [today's Agenda](#)) appear to be preparation for implementing a more complex parking pricing system, which increasingly relies on surveillance technology, and with aspects likely having various digital vulnerabilities and limitations. This raises a range of issues that should be addressed in the long-term plan consultations.

Sincerely,

John McDonald-Wharry

Access Hamilton - 2023/24 Low Cost Low Risk Transport Improvement Programme

Site	Project Location	Problem Description	Proposed Treatment	Phase	Year 3 - 23/24
Total Te Pahi Investment and Budget					\$7,591m
1	Brymer/Newcastle Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach raised safety platforms . Part of the strategic biking network plan.	Construct	\$ 1,500,000
2	Naylor/Grey intersection improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, PT and slower speeds. Raised safety platforms , paired crossings (walking & cycling) and removal of Left turn slip lanes. Part of the strategic biking network plan.	Construct	\$ 900,000
3	Kahikatea/Higgins Intersection	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, PT and slower speeds. Raised intersection with paired crossings and shared path. Part of the strategic biking network plan.	Construct	\$ 800,000
4	River/Te Araha Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection , intersection priority change and paired crossing. Part of the strategic biking network plan.	Construct	\$ 600,000
5	Galloway/Naylor Intersection Improvements	Safer Intersections/Safe System Transformation.	New roundabout, improvements to walking, cycling and slower speeds. Raised safety platforms with paired crossings. Part of the strategic biking network plan.	Construct	\$ 1,000,000
6	Tristram / Rostrevor Intersection	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection with paired crossings. Part of the strategic biking network plan.	Construct	\$ 800,000
7	Mil/Willoughby Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach Raised Safety Platforms . Part of the strategic biking network plan. Raised slip lane and signal phasing works.	Construct	\$ 1,000,000
8	Hukamui/Wairere Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach raised safety platforms with accessibility to parks. Part of the strategic biking network plan.	Construct	\$ 800,000
9	Ward / Tristram Intersection upgrade - includes Tristram/Nisbet	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, accessibility and slower speeds. Raised intersection , signal improvements and lane configuration. Part of the strategic biking network plan.	Design	\$ 200,000
10	Tristram/Worton Intersection Improvement	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Signal upgrade and intersection realignment. Part of the strategic biking network plan.	Design	\$ 100,000
12	Grey/Beale Street Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, and slower speeds. Raised Roundabout with paired crossings. Part of the strategic biking network plan.	Design	\$ 200,000
13	Victoria/Claudlands Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform across Claudlands Road plus other associated safety works. Part of the strategic biking network plan.	Design	\$ 100,000
14	Victoria/ Bryce Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	\$ 100,000
15	Tristram/Bryce Intersection Improvement	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	\$ 100,000
16	Victoria/London Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	\$ 200,000
17	Te Rapa/Sunshine Intersection Improvements	Safer Intersections/Safe System Transformation.	Speed management and improvements to walking and cycling. Raised safety platform with priority crossing points at all legs. Part of the strategic biking network plan.	Design	\$ 200,000.00
18	Abbotsford/Ulster Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform crossing facility across Ulster Street to link up the bus stops. Part of the strategic biking network plan.	Design	\$ 100,000.00
19	Awaiwa/Forest Lake Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Intersection improvement, raised safety platform and signal phasing works. Part of the strategic biking network plan.	Design	\$ 140,000.00
20	Awaiwa/Dominion Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform with priority crossing points at all legs. Part of the strategic biking network plan.	Design	\$ 100,000.00
21	Collins/Anderson Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform and threshold entrance treatment to safer speed areas. Part of the strategic biking network plan.	Design	\$ 100,000.00
22	Knighton/May intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform and crossing improvements. Part of the strategic biking network plan.	Design	\$ 100,000.00
23	Wellington/Grey Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and PT. Raised roundabout forming an entrance to the Hamilton East shops. Part of the strategic biking network plan.	Design	\$ 150,000.00

24	River/Wairere Intersection Improvements	Safer Intersections/Safer System Transformation.	Speed management and improvements to walking and cycling. Raised Safety Platform with priority crossing points on slip lanes and signal improvements. Part of the strategic biking network plan.	Design	\$ 200,000.00
25	Comries/Hukanui	Safer Intersections/Safer System Transformation.	Improvements to walking, cycling and PT. Change intersection to raised signals and supports eastern pathways school links project. Part of the strategic biking network plan.	Design	\$ 200,000.00
26	Clyde/Peachgrove	Safer Intersections/Safer System Transformation.	Improvements to walking, cycling and PT. Signal improvements and supports eastern pathways school links and the CBD to University link project. Part of the strategic biking network	Design	\$ 200,000.00
	40km/h Safer Speed Areas City Wide	Speed management works in residential areas	Physical works to support future 40k and making residential areas safer.		
27	St Andrews Area Saxbys Road Area	Implementation of Speed Management Plan (Safer Speed Areas)	30k shopping precinct works - raised safety platform and priority crossing points linking bus stops. 40k Safer speeds area	Design and construct	\$ 500,000
	30km/h Safer School Area	Speed management works outside schools	Physical works to support future 30k and making areas outside schools safer.		
28	30k Safe Speeds Around Schools	Speed issues outside schools - city wide action.	Bring speed limits down to 30km/h. Supported by Waka Kotahi nationwide 30k school speeds programme.	Design and construct	\$ 421,000
29	Te Rapa Primary - Ashurst Ave	Existing crossing is not very well utilised and there has been incidents relating to this.	New raised kea crossing on desire line outside school to the south. Supports 30k schools work.	Design and construct	\$ 200,000
30	Maeroa Intermediate - Maeroa Road	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform . Supports 30k schools work.	Design and construct	\$ 150,000
31	Melville High - Collins Road.	Speed, behaviour and safety concerns outside school.	New raised midblock signal crossing . Supports 30k schools work.	Design and construct	\$ 350,000
32	Waikato Diocesan School - River Road	Speed, behaviour and safety concerns outside school.	New raised midblock signals . Supports 30k schools work.	Design and construct	\$ 350,000
33	Hamilton Christian School - Borman Road.	Speed, behaviour and safety concerns outside school.	Raised safety platform . Supports 30k schools work.	Design and construct	\$ 150,000
34	Fraser High School- Ellicott Road	Speed, behaviour and safety concerns outside school.	New raised midblock signals outside school. Supports 30k schools work.	Design and construct	\$ 350,000
35	Pembroke Midblock Signals Hamilton west school	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform . Supports 30k schools work.	Design and construct	\$ 150,000
36	Fairfield Intermediate - Clarkin Road Midblock Signals	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform . Supports 30k schools work.	Design and construct	\$ 150,000
37	St Joseph's School - Clarkin Road Midblock Signals	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform . Supports 30k schools work.	Design and construct	\$ 150,000
	30km/h Safer Shopping Areas	Speeds issues within shopping areas.	30km/h shopping precinct speed reduction works		
38	Silverdale Road Shops	Unsafe speeds and inappropriate driver behaviour outside shopping areas	Gated 30km/h threshold signage/treatment and pavement marking. Supports 30k safer shopping areas.	Construct	\$ 30,000
39	Cambridge Road Shops - by Masters Ave and Flynn Road. Two locations.	Unsafe speeds and inappropriate driver behaviour outside shopping areas	Gated 30km/h threshold signage/treatment and pavement marking. Supports 30k safer shopping areas.	Construct	\$ 30,000
Road To Zero Total					\$ 12,871,000
WALKING AND CYCLING IMPROVEMENTS - PROGRAMME AND BUDGET (2023/24)					\$2.05m
New Footpaths					
1	Fox Street - Brookfield Street to Fox Lane and along Brookfield Street east	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service retirement village, local parks and other amenities.	Construct	\$ 200,000
2	Fox Street - Outside Galloway Park	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service users, local parks and other amenities.	Design	\$ 50,000
3	Hamilton West School between Pembroke and Fow Street.	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service school, local parks and other amenities.	Design and construct	\$ 150,000
Accessibility Improvements					
4	Fitzroy area	Reduced accessibility resulting in barrier to essential trips	Accessibility Improvements Works	Construct	\$ 50,000
Pedestrian Facility Upgrades					

Item 11

Attachment 1

Item 5

Attachment 1

33/39

Raised safety platforms The little upgrade that's saving lives

Questions about...

The number and severity of crashes in Hamilton has dropped significantly in places where we have installed raised safety platforms.

How do raised safety platforms save lives?

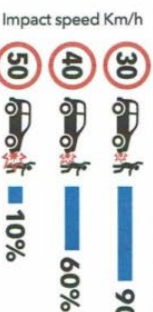
A raised safety platform is a flat topped speed hump. It's designed to slow vehicle speeds just enough so that when people make mistakes they have time to react and avoid a crash.

If a crash does happen, the human body has much better chance of surviving the impact at a slower speed.

Why does speed matter so much?

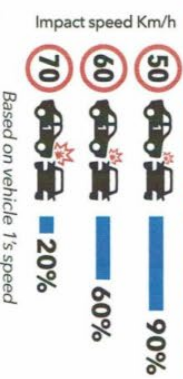
The severity of injuries resulting from a crash is directly related to the pre-crash speed of the vehicle whether or not speed caused the crash.

Chances of surviving a car impact



Based on adult pedestrians. Risks are higher for children and elderly.

Chances of surviving a side-on crash



Based on vehicle 1's speed

Four raised safety platform examples

Intersection		What was installed	
Thomas/ Gordon	Grey/ Te Aroha	Bryce/ Anglesea	Bankwood/ Combes
Signals and raised safety platforms on the Gordon Road approaches		Raised safety platforms across the individual approaches/ departures	Raised the whole intersection with raised safety platforms across the four individual approaches/ departures
Date of installation			
April 2019	August 2019	February 2020	October 2020

Number and severity of crashes in the previous 5 years

1 fatal	1 serious	1 serious	2 serious
4 serious	8 minor injury	4 minor injury	7 minor injury
15 minor injury	14 non injury	16 non injury	10 non injury
23 non injury			

Number and severity of crashes since installation

1 non injury	2 minor injury	2 minor injury	2 non injury
	4 non injury	6 non injury	

Every change we make on Hamilton streets is designed so that you and your loved ones can always get home safely.

How much do raised safety platforms slow me down?

Raised safety platforms are designed to slow vehicles to a speed that is safe for the situation. This is usually 30km/h where there are pedestrians, or 50km/h where there are no pedestrians. Each platform is carefully designed for its specific location.

It doesn't cost anything to lower your speed for a moment, but every injury has wider costs and flow-on effects for families, employers, communities and our health system.

But what about congestion?

Congestion is the result of more people living and driving in a growing city. We would see current levels of congestion growing with or without raised safety platforms.

Why should I slow down if there's no one on the platform?

Not every crash involves pedestrians. The raised safety platform is for your safety too.

The first raised safety platforms were installed in Hamilton in 2019 so we've had plenty of time to measure their effectiveness. We know they work.





29th February 2024

Robyn Denton
Director –Transportation Unit (Acting)
Hamilton City Council
Robyn.Denton@hcc.govt.nz

Dear Robyn,

Wairere Drive and Karewa Place – Macroscopic Approval of Intersection Design

Further to the recent consideration of the Wairere Drive / Karewa Place intersection design at the Access Hamilton Working Group dated 19 February 2024, Foodstuffs North Island (FSNI) supports the report seeking intersection design approval tabled at the Infrastructure Operations Committee scheduled for 5 March 2024.

This request aligns with one of the key requirements that is required to be fulfilled as part of the approval of the Wairere drive speed limit change between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h.

As part of this approval FSNI acknowledges the following:

- The final extent of any raised safety platforms or raised intersection within Wairere Drive will be minimised and determined by the safety audit process of the detailed design; and
- The implementation of the intersection changes will be completed by FSNI subject to the safety audit and corridor access approval requirements.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Sam Coddard".

Sam Coddard
Senior Development Manager
Foodstuffs North Island

Appendix 2

Council Report

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Committee: Infrastructure and Transport Committee **Date:** 05 March 2024

Author: Robyn Denton **Authoriser:** Andrew Parsons

Position: Network and Systems Operations Manager **Position:** General Manager Infrastructure and Assets

Report Name: Infrastructure and Transport Strategic Issues Matters Public Excluded Report

Report Status	<i>This report is taken as a publicly excluded item to enable Council to carry out negotiations; AND to prevent the disclosure or use of official information for improper gain or improper advantage.</i>
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Purpose - Take

1. To inform the Infrastructure and Transport Committee of the work undertaken by staff to assess the status of various transport projects to be undertaken in the 2023/24 financial year.

Staff Recommendation - Tuutohu-aa-kaimahi

2. That the Infrastructure and Transport Committee:
- a) receives the report;
 - b) notes that staff will continue to deliver these projects unless directed otherwise via decisions made at this meeting; and
 - c) notes that the decision and information in relation to this matter be released at the appropriate time, to be determined by the Chief Executive, along with appropriate communication to the community.

Executive Summary - Whakaraapopototanga matua

3. A request has been made by Elected Members to provide information on transport projects in the 2023/24 programme that are currently not fully contractually committed and which could be paused/ceased.
4. The following table sets out the list of projects that are being considered and, with the exception Projects 1 to 4 (shaded grey) which are the subject of a Notice of Motion to be considered in the public section of this Committee meeting, the staff recommendation for each:

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Project #	Project Title	Staff Recommendation
1	370 Anglesea St	Guided by Notice of Motion Outcome
2	Grey Street /Beale Street intersection improvements	Guided by Notice of Motion Outcome
3	Ulster Street /Abbotsford Street safety improvements	Guided by Notice of Motion Outcome
4	River Road CERF project swap for Hayes Paddock	Guided by Notice of Motion Outcome
5	River Rd - Waikato Diocesan school pedestrian facilities	Option b) Proceed with the signalised pedestrian crossing and relocation of the bus stop. Remove the raised safety platform from the scope of works. Add a sign for south bound traffic which has flashing lights.
6	Silverdale Rd – shops pedestrian facilities	Option a) Proceed with concept design as consulted
7	Silverdale Rd - school pedestrian facilities	Option b) Change this to a signalised pedestrian crossing and remove the raised safety platform from the scope of works
8	Clarkin Rd – Fairfield schools' pedestrian facilities	Option a) Proceed with concept design as consulted
9	Clarkin Rd - St Josephs school pedestrian facilities	Option a) Proceed with concept design as consulted
10	Borman Rd – Hamilton Christian school pedestrian facilities	Option a) Proceed with concept design as consulted
11	Higgins Rd/Kahikatea Drive intersection improvements	Option b) Proceed with the design and do not mark the pedestrian (zebra) and cycle crossings
12	Sandwich Road shops pedestrian facilities	Option a) Proceed with concept design as consulted
13	Ellicott Road / Hyde Ave Public Transport Improvements	Option a) Proceed with concept design as consulted

5. Good progress has been made with the implementation of the transport programme this financial year and it is on track for full delivery. Staff will continue to deliver these projects unless directed otherwise via decisions made at this meeting.
6. There are financial implications associated with stopping any of these projects – which includes the need to deal with any costs already incurred and loss of revenue from the NZ Transport Agency via subsidy. Information for each project is included in **Attachment 2**.
7. Finance staff will be in attendance at the meeting to answer any questions in the regard to any implications on Councils Financial Strategy, particularly if incurred costs need to be expensed if a project is stopped.
8. Staff consider the decision sought in the report has low significance and that the recommendations comply with the Council's legal requirements.

Attachment 1

Discussion - Matapaki

- 9. In December 2023 the Minister of Transport issued a letter to all Road Controlling Authorities who were implementing CERF Travel Choices projects via the NZ Transport Agency. A copy of the letter is included as **Attachment 1**.
- 10. The following projects had already received funding confirmation for delivery.

Pr #	Project
22	Lake Road/Commerce Street Roundabout
23	Rotokauri Road / Baverstock Road Bus Stop and Accessibility
25	Pembroke Street bus stops
26	Killarney Road – Queens Avenue to Western Rail Trail (WRT)
27	Anglesea Street (south) Bus Stop Improvement
4	Heaphy Terrace – Boundary Road to Brooklyn Road
6	Claudlands Park Connection
7	End of Trip Facilities - Bike and Scooter Parking
10	Bus shelter replacements
12	Hukanui Road bus stops
20	River Road Footpath western side – Kirikiriroa Bridge to Comries Road
17	Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)

CERF Transport Choices projects approved for full implementation

- 11. The following projects were stopped at the completion of the ‘pre-implementation’ works (concept design, consultation, detailed design and safety audits):

Pr #	Project
15	Western Rail Trail (WRT) to Frankton Station
19	Riverline Connectors
21	Western Downs Road
24	Level Crossings – Claudelands Park and Rossmore Road
1	Baxter Street Connection to river path, and hospital
2	Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)
5	Goldfinger Drive and Kaitiaki Drive
6	Brooklyn Road Pedestrian crossing - Cycle Lane development
8	Frankton East / Lake Domain to Western Rail Trail
9	Level Crossing – Killarney Road
13	Bike Parkers – Grey Street, St Andrews Shops, and Barton Street
14	Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street
8	Lake Domain to WRT
24	Hythe Avenue Bus Stops
24	School bike parking
15	Hayes Paddock – crossing, bus stop improvement, intersection reconstruction, blue parking, local interactive space

CERF Transport Choices projects approved for pre implementation works only

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12. At the 7 February 2024 Elected Member briefing on the Long Term Plan a Public Excluded session considered an opportunity to swap CERF Project #20 River Road for CERF Project # 24 Hayes Paddock. The meeting also considered number of transport projects that were not fully contractually committed and could be stopped in 2023/24 programme.
13. Following the briefing a Notice of Revocation was drafted for the 5 March 2024 Infrastructure and Transport Committee meeting for the following projects:
 - i. Project #1: 370 Anglesea St
 - ii. Project #2: Grey Street /Beale Street intersection improvements
 - iii. Project #3: Ulster Street /Abbotsford Street safety improvements
 - iv. Project #4: River Road CERF project #20 swap for Hayes Paddock CERF Project #15
14. Elected Members also sought additional information on nine further projects and these were discussed at the 19 February 2024 Access Hamilton Working Group meeting. These projects were:
 - i. Project #5: River Rd - Waikato Diocesan school pedestrian facilities
 - ii. Project #6: Silverdale Rd – shops pedestrian facilities
 - iii. Project #7: Silverdale Rd - school pedestrian facilities
 - iv. Project #8: Clarkin Rd – Fairfield schools pedestrian facilities
 - v. Project #9: Clarkin Rd - St Josephs school pedestrian facilities
 - vi. Project #10: Borman Rd – Hamilton Christian school pedestrian facilities
 - vii. Project #11: Higgins Rd/Kahikatea Drive intersection improvements
 - viii. Project #12: Sandwich Road shops pedestrian facilities
 - ix. Project #13: Ellicott Road / Hyde Ave Public Transport Improvements
15. This report provides information on these projects along with options for consideration by Elected Members for modification of the scope of these projects where applicable.
16. This report also provides financial information on all of the projects in **Attachment 2** to this report.
17. There are a number of other projects in the Local Cost Low Risk Transport programme that either had construction in progress or were substantially committed that are not considered in this report. These projects have proceeded but wherever possible the scope has being refined to consider removal of in-lane bus stops or to have “smoother” ramps onto any raised safety platforms.

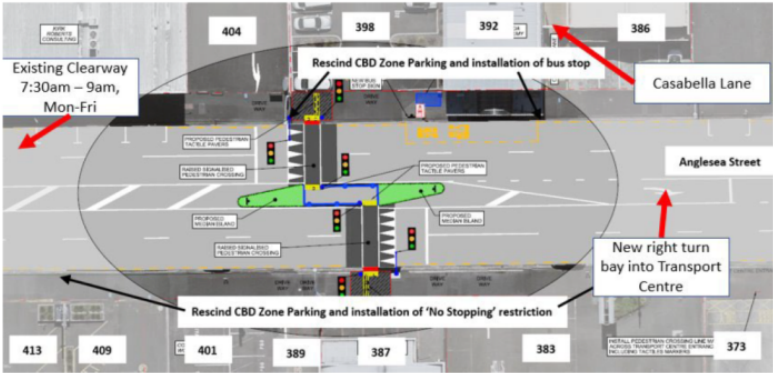
Project Information and Options

18. The following tables set out key information for each of the projects including:
 - a) project scope
 - b) reason for project
 - c) current status
 - d) options

Notice of Motion Projects

Project #1: 370 Anglesea St

19. The following plan shows the concept proposed for this project:



20. The following table sets out the key information and options for this project:

Project Scope	Installation of a new signalised pedestrian crossing with associated raised safety platform (flatter approach and departure slopes proposed to better accommodate emergency services). Relocation of bus stop on eastern side to utilise the new pedestrian crossing.
Reason for Project	<p>Currently there is only a small island in the middle of Anglesea Street to accommodate pedestrians crossing north of the traffic signals at the Bryce Street intersection. There are high numbers of pedestrians crossing in this location moving between the bus stop (Comet Service) and the Transport Centre who do not use the traffic signals.</p> <p>There have been requests from the public and Waikato Regional Council to move the bus stop. There have also been requests for increased seating and shelter provision. The proposed location of the signalised crossing provides a safe mid-block crossing point for pedestrians moving from the residential area in Vialou Street through to Casabella Lane (Barton Street) and Bryce Street.</p>
Current Status	<p>Concept design has been completed and consulted upon. Traffic restriction changes were considered and approved at the 5 December 2023 Traffic, Speed Limit and Road Closures Hearing Panel meeting.</p> <p>Detailed design has just commenced and is now on hold pending outcome of 5 March 2024 Infrastructure and Transport Committee.</p>
Options	<p>a) Proceed with concept design as consulted</p> <p>b) Cease the project (estimated saving \$644,000 including NZTA subsidy) and reallocate funding to make improvements to the existing bus stop which would include an installation of pedestrian handrails in the existing traffic island, installation of two mini bus shelters with associated seats outside 373 Anglesea Street which are wrapped to</p>

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reflect the 'music wall' behind them (estimated total cost \$50,000 which would qualify for NZTA subsidy).

c) Cease the entire project.

Project #2 Grey Street /Beale Street intersection improvements

21. The following plan shows the concept proposed for this project:



22. The following table sets out the key information and options for this project:

Project Scope	Installation of a new roundabout with associated raised safety platforms on all four approaches to provide crossing facilities for pedestrians and cyclists. Creation of off-road paths for cyclists as a safe alternative to riding through the intersection. On-street parking reduced to accommodate the improvements.
Reason for Project	<p>Safety concerns at the intersection with 37 recorded crashes between 2010 and 2023 – including five injury crashes. Crash study shows main causes of crashes are poor visibility due to parked vehicles and difficulty with vehicle turning in and out of the intersection.</p> <p>Intersection is near four schools with the closest being Marian Catholic on Beale St and Hamilton Boys Highschool. High numbers of children walking and cycling in the area before and after school.</p> <p>Aligns with Eastern Pathways Programme and bike/micromobility network planning for Hamilton East which has Grey Street as a strategic route. Provides potential future connection to new Central City walking & cycling bridge.</p>
Current Status	<p>Concept design has been completed and consulted upon. A revised design, traffic restrictions and community feedback were to be considered at the 26 March 2024 Traffic, Speed Limit and Road Closures Hearing Panel meeting.</p> <p>Work has commenced on the detailed design but is now on hold pending outcome of 5 March 2024 Infrastructure and Transport Committee.</p>
Options	<p>a) Proceed with concept design as consulted</p> <p>b) Proceed with revised design that reduces parking losses from 27 carparks down to 15 carparks. Option for additional time restricted parking (P60) in the general area to be consulted upon and progressed through Traffic, Speed Limits and Road Closures Hearing Panel.</p> <p>c) Cease the whole project.</p>

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Project #3: Ulster Street /Abbotsford Street safety improvements

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23. The following plan shows the concept proposed for this project:



24. The following table sets out the key information and options for this project:

Project Scope	Installation of a new signalised pedestrian crossing with associated raised safety platform (flatter approach and departure slopes proposed to better accommodate emergency services). Relocation of bus stops to become in-lane.
Reason for Project	<p>31 reported crashes in the past 10 years – 14 people injured and two people seriously injured. 74% of crashes were recorded as crossing/turning type crashes (ie. drivers turning right or crossing a crossroad), despite these being the most uncommon vehicle movements at the intersection.</p> <p>Lack of safe pedestrian crossing facilities in this section of Ulster Street for people moving to and from the school, FMG Stadium, the local shops, accommodation and the bus stops. Identified as an improvement in the Comet bus route assessment completed in 2021 in conjunction with Waikato Regional Council.</p> <p>Following advocacy from the community and Hamilton West MP, Elected Members requested staff to prioritise this project for completion in the 2023/24 Road to Zero Programme.</p> <p>Average traffic volume is 18,000 vehicle per day and has a speed limit of 60km/h.</p>
Current Status	<p>Concept design has been completed and consulted upon. Traffic restrictions and community feedback were to be considered at the 26 March 2024 Traffic, Speed Limit and Road Closures Hearing Panel meeting.</p> <p>The detailed design is 95% complete but is now on hold pending outcome of 5 March 2024 Infrastructure and Transport Committee.</p>

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Item 5

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Infrastructure and Transport Committee Agenda 5 March 2024- PUBLIC EXCLUDED

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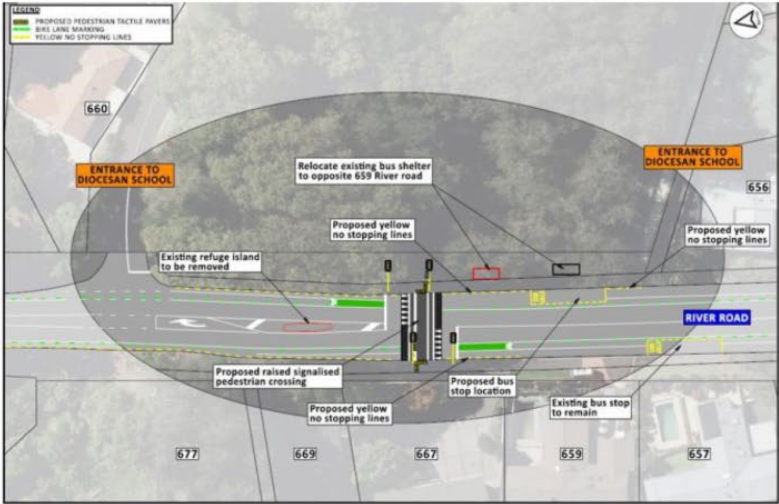
26. The following table sets out the key information and options for this project:

Project Scopes	<p>The project includes installation of a new footpath on the western side of the road between Kirikiriroa Bridge (just south of Harrowfield Drive) and Comries Road, as well as the installation of 2 raised traffic signal controlled pedestrian crossings. The ramp approaches to the crossings will have gentler approach and departure slopes to better accommodate emergency services.</p> <p>Hayes Paddock</p> <p>The project includes the relocation of the bus stop on western side to accommodate a new raised pedestrian crossing on Jellicoe Drive. The slip lane adjacent to Hayes Common Café will be closed to create a community space. A raised crossing is to be provided on Plunket Terrace connecting to the community space.</p>
Reason for Projects	<p>River Road</p> <p>Missing link on the footpath network which will service the local community. Users currently walk along the grass berm to gain access to their destination. Installation of new footpath will improve accessibility and uptake of walking by the river, as well as link to the Kirikiriroa Bridge and beyond to the Flagstaff area.</p> <p>Hayes Paddock</p> <p>Safety concerns with vehicle speeds along Jellicoe Drive and Plunket Terrace. Creating walking connections between the residential area, the park (River Path) and Hayes Common café. Urban redevelopment to support local business and wider neighbourhood. Links with Wellington Beach upgrade.</p>
Current Status	<p>Detailed designs for both projects have been completed and consulted upon and reported to the 20 July 2023 (Hayes Paddock) and 21 September 2023 (River Road) Infrastructure and Transport Committee meetings.</p> <p>Traffic restrictions were considered and approved at the 17 October 2023 Traffic, Speed Limit and Road Closures Hearing Panel meeting.</p> <p>Detailed design had been completed but implementation of the Hayes Paddock project was put on hold when funding was ceased for the CERF Transport Choices Programme in December 2023.</p> <p>Detailed design has been completed but implementation of the River Road project has been put on hold pending outcome of 5 March 2024 Infrastructure and Transport Committee.</p>
Options	<p>a) Proceed with the River Road (CERF Project #20) design as consulted</p> <p>b) Swap the River Road project (budget \$1,800,000) for the Hayes Paddock project (budget \$1,200,000) as consulted.</p> <p>c) Cease both projects.</p>

Other Projects (not covered by the Notice of Motion)

Project #5: River Rd - Waikato Diocesan school pedestrian facilities

27. The following plan shows the concept proposed for this project:



28. The following table sets out the key information and options for this project:

Project Scope	Installation of a new signalised pedestrian crossing with associated raised safety platform (flatter approach and departure slopes proposed to better accommodate emergency services). Relocation of bus stop on eastern side to accommodate new pedestrian crossing.
Reason for Project	<p>Currently there is only a small island in the middle of River Road to accommodate pedestrians crossing River Road. There are high numbers of pedestrians (students) crossing in this location to access the school who utilise the school bus services and the public transport services. There are high traffic volumes in this location and the speeds tend to be higher than the posted speed limit.</p> <p>Forms part of the Speed Management Plan programme for safer speeds around schools and is proposed to support a variable 30km/h speed limit has been approved for this location which will operate at the start and end of school.</p>
Current Status	<p>Concept design has been completed and consulted upon. Traffic restrictions considered at the 15 February 2024 Traffic, Speed Limit and Road Closures Hearing Panel meeting and decision delayed pending outcome of 5 March 2024 Infrastructure and Transport Committee.</p> <p>The detailed design is 80% complete along with safety audits. The project was to be implemented prior to a final 'smooth' surface being applied in this section of River Road. The surfacing will need to be completed in March 2024 to ensure that the weather and temperatures are appropriate.</p>

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	There is a high community demand for this final surfacing to address ongoing concerns about traffic noise.
Options	a) Proceed with concept design as consulted (Recommended)
	b) Proceed with the signalised pedestrian crossing and relocation of the bus stop. Remove the raised safety platform from the scope of works (estimated saving of \$120,000 which includes 51% NZTA subsidy). Add a sign for south bound traffic which has flashing lights that trigger when the traffic signals are red for traffic and pedestrians are crossing the road (estimated additional cost of \$60,000 which would qualify for NZTA subsidy).
	c) Cease the whole project.

Project #6: Silverdale Rd – shops pedestrian facilities

29. The following plan shows the concept proposed for this project:



30. The following table sets out the key information and options for this project:

Project Scope	Installation of a raised safety platform at the existing signalised pedestrian crossing.
Reason for Project	<p>The proposed improvements are part of the implementation of the Speed Management Plan programme for lower speeds around shopping areas. Works are proposed to improve accessibility for people walking and cycling in this area.</p> <p>Raised safety platform proposed to support a future 30km/h speed limit for the shopping area.</p>
Current Status	Concept design has been completed and consulted upon.

	<p>There were no changes to existing traffic restrictions so the project hasn't been presented to the Traffic, Speed Limit and Road Closures Hearings Panel.</p> <p>The detailed design and safety audits have been completed and this work is ready to be issued.</p> <p>Work was proposed to commence in April 2024.</p>
Options	<p>a) Proceed with concept design as consulted (Recommended)</p> <p>b) No alternative option available.</p> <p>c) Cease the whole project.</p>

Project #7: Silverdale Rd - school pedestrian facilities

31. The following plan shows the concept proposed for this project:



32. The following table sets out the key information and options for this project:

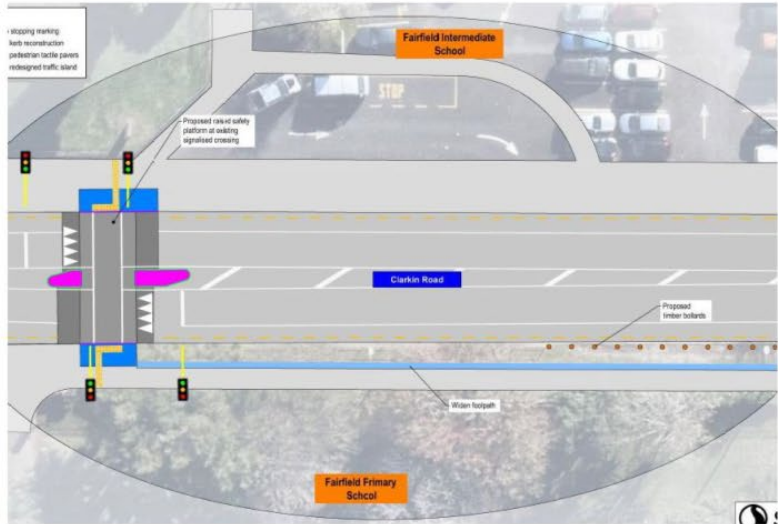
Project Scope	Installation of a raised safety platform at the existing zebra crossing.
Reason for Project	<p>Zebra crossings are not considered safe for pedestrians if they are not on a raised safety platform.</p> <p>The proposed improvements are part of the implementation of the Speed Management Plan programme for lower speeds around schools. Works are proposed to improve accessibility for people walking and cycling in this area.</p> <p>A variable 30km/h speed limit has been approved for this location which will operate at the start and end of school.</p>
Current Status	<p>Concept design has been completed and consulted upon.</p> <p>There were no changes to existing traffic restrictions so the project hasn't been presented to the Traffic, Speed Limit and Road Closures Hearings</p>

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	<p>Panel.</p> <p>The detailed design and safety audits have been completed and this work is ready to be issued.</p> <p>Work was proposed to commence in April 2024.</p>
Options	<p>a) Proceed with concept design as consulted (Recommended)</p> <p>b) Change this to a signalised pedestrian crossing and remove the raised safety platform from the scope of works (estimated additional cost of \$50,000 which would qualify for NZTA subsidy).</p> <p>c) Cease the whole project.</p>

Project #8: Clarkin Rd – Fairfield pedestrian facilities

33. The following plan shows the concept proposed for this project:



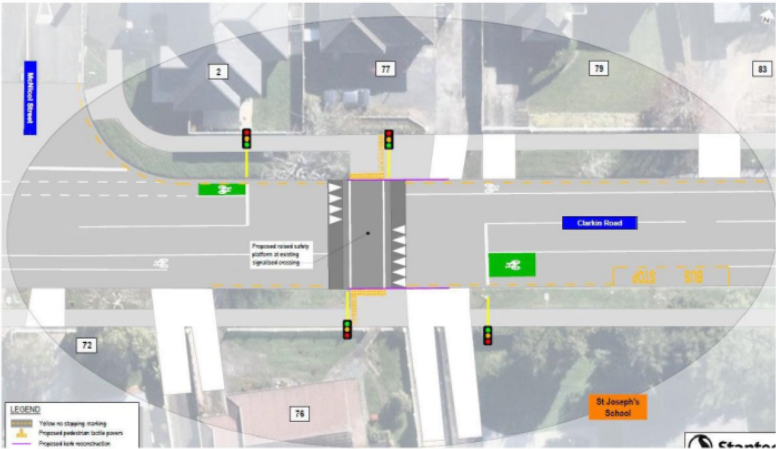
34. The following table sets out the key information and options for this project:

Project Scope	Installation of a raised safety platform at the existing signalised pedestrian crossing. Widening of the footpath on the southern side of Clarkin Road and installation of timber bollards alongside kerbline outside the Fairfield Primary School.
Reason for Project	<p>Footpath widening proposed to better accommodate number of pedestrians moving in this location and bollards to prevent vehicles parking with one on the grass berm and completing U turns in this location utilising the grass berm to complete the manoeuvre.</p> <p>The proposed improvements are part of the implementation of the Speed</p>

	Management Plan programme for lower speeds around schools. Works are proposed to improve accessibility for people walking and cycling in this area. A variable 30km/h speed limit has been approved for this location which will operate at the start and end of school.
Current Status	Concept design has been completed and just recently consulted upon. There were no changes to existing Traffic Restrictions and the adjacent schools were in support of the proposed works so the project does not need to be presented to the Traffic, Speed Limit and Road Closures Hearings Panel. The detailed design and safety audits have yet to be completed but all work is now on hold pending the outcome of the 5 March 2024 Infrastructure and Transport Committee decision. Work was proposed to commence in April 2024 but may be delayed slightly.
Options	a) Proceed with concept design as consulted (Recommended) b) No alternative option available. c) Cease the whole project.

Project #9: Clarkin Rd - St Josephs school pedestrian facilities

35. The following plan shows the concept proposed for this project:



36. The following table sets out the key information and options for this project:

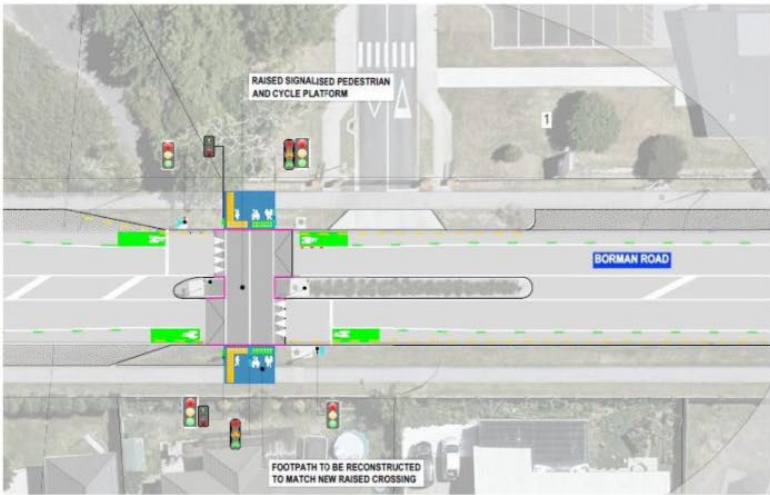
Project Scope	Installation of a raised safety platform at the existing signalised pedestrian crossing. Relocation of some of the traffic signal poles.
Reason for Project	Traffic signal pole relocations proposed to meet the current standards and to address ongoing concerns raised by neighbours in regard to current pole

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	<p>locations impacting on their ability to safely exit their property.</p> <p>The proposed improvements are part of the implementation of the Speed Management Plan programme for lower speeds around schools. Works are proposed to improve accessibility for people walking and cycling in this area.</p> <p>A variable 30km/h speed limit has been approved for this location which will operate at the start and end of school.</p>
Current Status	<p>Concept design has been completed and just recently consulted upon.</p> <p>There were no changes to existing Traffic Restrictions and the adjacent residents/school supported the proposed work so the project did not need to be presented to the Traffic, Speed Limit and Road Closures Hearings Panel.</p> <p>The detailed design and safety audits have yet to be completed but all work is now on hold pending the outcome of the 5 March 2024 Infrastructure and Transport Committee decision.</p> <p>Work was proposed to commence in April 2024 but may be delayed slightly.</p> <p>Work was proposed to commence in April 2024.</p>
Options	<p>a) Proceed with concept design as consulted (Recommended)</p> <p>b) No alternative option available.</p> <p>c) Cease the whole project.</p>

Project #10: Borman Rd – Hamilton Christian school pedestrian facilities

37. The following plan shows the concept proposed for this project:

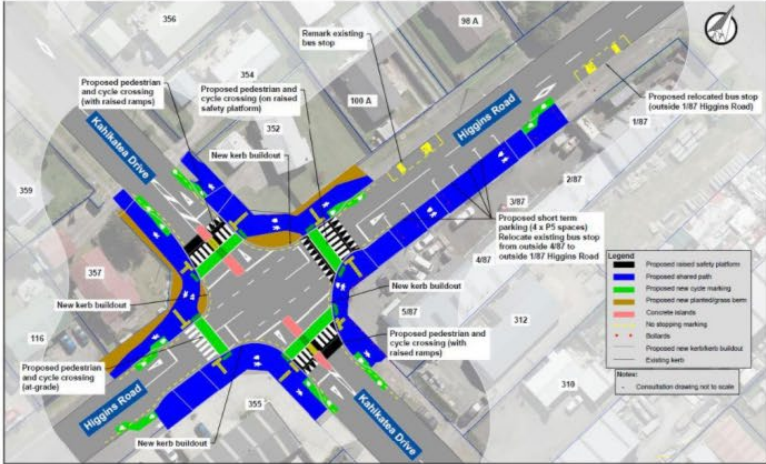


38. The following table sets out the key information and options for this project:

Project Scope	Upgrade of the existing signalised pedestrian crossing via the installation of a raised safety platform.
Reason for Project	<p>The proposed improvements are part of the implementation of the Speed Management Plan programme for lower speeds around schools. Works are proposed to improve accessibility for people walking and cycling in this area.</p> <p>A variable 30km/h speed limit has been approved for this location which will operate at the start and end of school.</p>
Current Status	<p>Concept design has been completed and consulted upon.</p> <p>There were no changes to existing Traffic Restrictions so the project hasn't been presented to the Traffic, Speed Limit and Road Closures Hearings Panel.</p> <p>The detailed design and safety audits have been completed and this work is ready to be issued.</p> <p>Work was proposed to commence in late February 2024 but has been put on hold pending the outcome of the 5 March 2024 Infrastructure and Transport Committee meeting.</p>
Options	<p>a) Proceed with concept design as consulted (Recommended)</p> <p>b) No alternative option available</p> <p>c) Cease the whole project.</p>

Project #11: Higgins Rd/Kahikatea Drive intersection improvements

39. The following plan shows the concept proposed for this project:



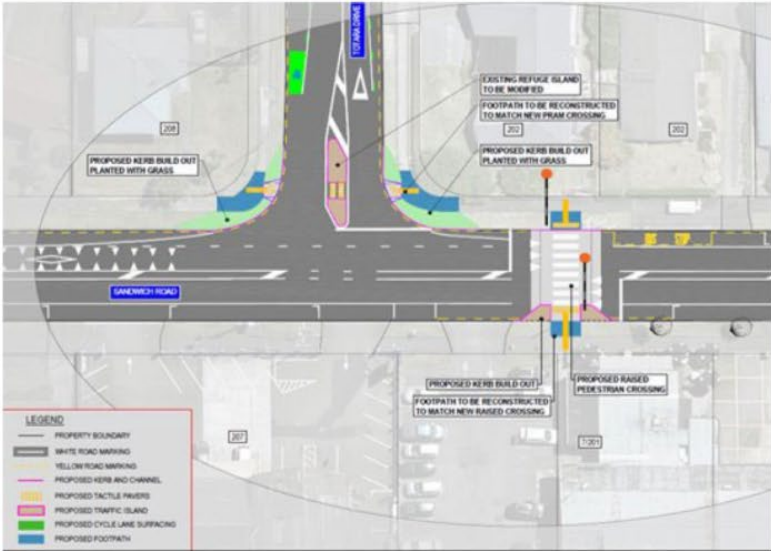
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40. The following table sets out the key information and options for this project:

Project Scope	Intersection upgrade via installation of modified raised intersection in conjunction with a raised safety platform on Higgins Road (north), partial raised safety platforms on Kahikatea Drive and an at grade crossing on Higgins Road (south). Relocation of bus stop on eastern side to accommodate new pedestrian crossing and changes to parking restrictions to support the activities of the adjacent businesses.
Reason for Project	<p>Intersection has a five-year crash history showing eight reported crashes, with one crash resulting in a person being injured. There are observations of vehicles that drive through the Give Way controls without slowing or giving way to other traffic in the intersection.</p> <p>Improved facilities for people walking and cycling in this area and accessing the bakery on the north eastern corner.</p> <p>Kahikatea Drive is identified as a cross city connector (east of Greenwood Street) and a community link (west of Greenwood Street) in the Biking and Micromobility Network Plan and it provides a safer alternative for cyclists that Killarney Road and links into the existing off-road shared path on Sh1C that links through the Western Rail Trail cycle route.</p> <p>There are pavement renewals works planned for Higgins Road (north) leg of the intersection and it was efficient to do the work as one project.</p>
Current Status	<p>Concept design has been completed and consulted upon. Reported at the 17 October 2023 Traffic, Speed Limit and Road Closures Hearing Panel meeting.</p> <p>The concept design was modified following consultation and investigation into overland flow paths and is shown above. A modified intersection shape to ensure private property's do not have any water from the road flow into them.</p> <p>Adjacent residents were notified that the work was commencing in February 2024 and materials for implementation have been purchased by Connect Hamilton.</p> <p>Work currently on hold pending the outcome of the 5 March 2024 Infrastructure and Operations Committee meeting. An urgent decision will need to be made whether to proceed with the pavement renewal works only or to hold the site for one more year on that basis that the work may possibly proceed in the 2024/25 financial year.</p>
Options	<p>a) Proceed with concept design as consulted</p> <p>b) Proceed with the modified design and do not mark the pedestrian (zebra) and cycle crossings (estimated cost saving \$100,000 of which 51% is NZTA subsidy). (Recommended)</p> <p>c) Cease the whole project.</p>

Project #12: Sandwich Road shops

41. The following plan shows the concept proposed for this project:



42. The following table sets out the key information and options for this project:

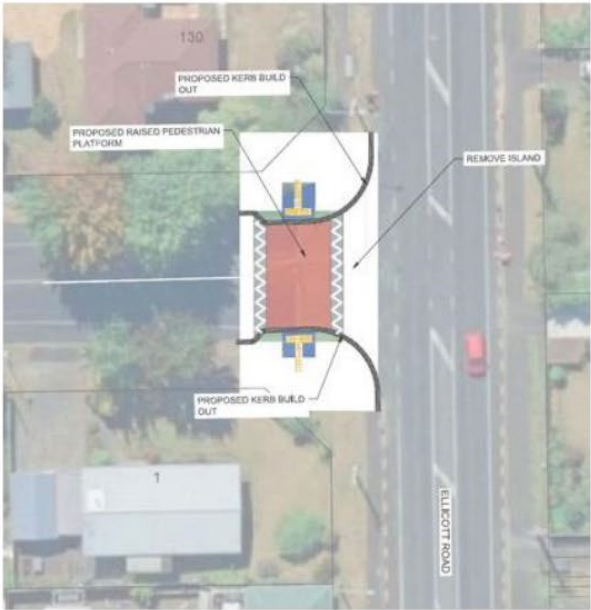
Project Scope	<p>Installation of a new zebra pedestrian crossing with associated raised safety platform. Removal of 3 carparks to accommodate new pedestrian crossing facilities.</p> <p>Upgrade existing throat island in Totara Drive and to tighten radius of kerblines in Totara Drive at Sandwich Road intersection.</p> <p>Installation of 5m No Stopping restriction in front of bus stop to improve ease of exit from the stop by buses resulting in loss of 1 carpark.</p> <p>A permanent 30km/h speed limit has been approved for this location which is proposed to be installed in association with these works.</p>
Reason for Project	<p>Currently there is only a small island in the middle of Sandwich Road approximately 90m to the east of the shops and existing bus stops. The shops and bus stops are a key destination for residents in this area.</p> <p>The proposed improvements are part of the implementation of the Speed Management Plan programme for lower speeds around shopping areas. Works are proposed to with improve accessibility for people walking and cycling in this area to access shops and bus stops.</p>
Current Status	<p>Concept design has been completed and consulted upon.</p> <p>Speed limit and parking restriction changes considered and approved at the 17 October 2023 Traffic, Speed Limit and Road Closures Hearing Panel meeting.</p>

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	<p>The detailed design and safety audits have been completed and this work is ready to be issued.</p> <p>Work proposed to commence March 2024 but is currently on hold pending the outcome of the 5 March 2024 Infrastructure and Transport Committee meeting.</p>
Options	<p>a) Proceed with concept design as consulted (Recommended)</p> <p>b) Change to a signalised pedestrian crossing and remove the raised safety platform from the scope of works (estimated additional cost of \$50,000) noting this will still require removal of the 3 carparks.</p> <p>c) Cease the whole project.</p>

Ellicott Road / Hyde Ave Public Transport Improvements

43. The following plan shows the concept proposed for this project:



44. The following table sets out the key information and options for this project:

Project Scope	Removal of existing throat island in Hyde Avenue and installation of a raised safety platform in conjunction with kerb realignments across Hyde Avenue at Ellicott Road.
Reason for Project	Currently there is only a small island in the middle of Hyde Avenue to accommodate pedestrians at this location. The island makes it difficult for buses to move in and out of this road from Ellicott Road. The raised safety

	<p>platform is proposed to manage vehicle speeds in and out of Hyde Avenue and improve pedestrian safety and accessibility.</p> <p>The improvement was recommended as part of the Meteor Route Improvements study that was presented to the 7 December 2021 Infrastructure Operations Committee. There are high numbers of pedestrians (students) crossing in this location to access the school who utilise the school bus services and the public transport services.</p>
Current Status	<p>Concept design has been completed and consulted upon.</p> <p>There were no changes to existing Traffic Restrictions so the project hasn't been presented to the Traffic, Speed Limit and Road Closures Hearings Panel.</p> <p>The detailed design and safety audits have been completed and this work is ready to be issued.</p> <p>Work proposed to commence March 2024 but is currently on hold pending the outcome of the 5 March 2024 Infrastructure and Transport Committee meeting.</p>
Options	<p>a) Proceed with concept design as consulted (Recommended)</p> <p>b) No alternative option</p> <p>c) Cease the whole project.</p>

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Financial Considerations - Whaiwhakaaro Puutea

45. The table included in **Attachment 2** sets out the following information for each of the projects listed above:
- i. The value of expenditure to end of March 2024 which includes development of concepts and completion of public consultation. Where applicable the costs also include completion of detailed design to a logical point to close out the project if halted and payment for materials that have already been purchased by physical works contractors.
 - ii. The budget that was proposed for the work at the time of developing the Low Cost Low Risk programme
 - iii. The value of unspent funding budgeted for the project
 - iv. The value of local share (HCC funding) saved
 - v. The value of the revenue (NZ Transport Agency investment) lost if the project does not proceed.
46. For the CERF Transport Choices programme, there was an agreement with NZ Transport Agency in regard to the local share contribution on a project by project basis with the overall agreement being that the programme would have a maximum of 10% local share (Hamilton City Council funding).
47. For the projects that were stopped following the Minister of Transport's letter in December 2023, there was \$170,000 of local share funding spent which is now unable to be capitalised. All capital costs incurred to date on these projects no longer proceeding to construction due to withdrawal of central government funding will be transferred to the operating statement.
48. The financial implications of ceasing these all of these projects will be provided in the meeting by the Finance team.

Legal Considerations - *Whaiwhakaaro-aa-ture*

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

50. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
51. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
52. The recommendations set out in this report are consistent with that purpose.
53. There are no known social, economic, environmental, or cultural considerations associated with this matter.

Risks - *Tuuraru*

54. The following risks have been identified for the matters being considered in this report:
- i. There has been community consultation undertaken for all the above-mentioned projects. For projects #5-#13 there has been no information provided to the community that these projects were to be re-considered at this meeting and that there was a potential that work could be ceased. For many of these projects, there is community expectation and desire for these projects to proceed to address safety and accessibility issues that they are currently experiencing. There is a risk that there will be community dissatisfaction if a decision is made not to proceed without an opportunity to provide feedback on this decision.
 - ii. There have been delays created by putting projects on hold pending the outcome of decisions that will be made in this report. The decisions may have an impact on the ability to deliver the projects that are approved to proceed.
 - iii. For any projects do not proceed there are costs which have already been incurred that will need to be accounted for but will be unable to be capitalised as there will not be any physical works completed. It is not known if NZ Transport Agency will approve use of their funding to be used for these projects and Hamilton City may have to repay subsidy already claimed to date.
 - iv. For any projects that do not proceed there will be a need to notify NZ Transport Agency that the proposed expenditure of their subsidy will no longer occur this financial year. Because this is the last year of the 3 year funding block, it is likely to be too late for NZTA to redistribute the funding to other projects throughout the country and result in an undesirable underspend in their programme. Currently Hamilton City have been one of the few councils in NZ who were on track for delivery of the Low Cost Low Risk programme and were therefore in a good position for funding consideration in the 2024-27 Long Term Plan.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Letter from Minister of Transport regarding CERF Transport Choices programme

Attachment 2 - Financial Information for 2023/24 Transport Projects

Hon Simeon Brown

MP for Pakuranga
Minister for Energy
Minister of Local Government
Minister of Transport

Minister for Auckland
Deputy Leader of the House



20 DEC 2023

Dear Mayor and Chief Executive

A number of local authorities have been working with New Zealand Transport Agency Waka Kotahi (NZTA) on projects funded through the Climate Emergency Response Fund (CERF) under the Transport Choices programme. NZTA paused funding commitments for these projects at the end of October 2023.

I am writing to inform you of my decisions regarding the Transport Choices programme:

- All projects that were put on hold at the end of October 2023 will not receive any further funding, and therefore will not proceed to implementation/construction as part of the Transport Choices programme.
- The Transport Choices projects that already have a signed Schedule 2 (implementation/construction) funding agreement with NZTA are not impacted, and can continue to progress to delivery.
- All councils proceeding in the programme with a signed Schedule 2 funding agreement are to complete their Transport Choices projects by June 2025.

NZTA will be in communication with your teams early in the New Year to discuss implications for your project(s) specifically.

Thank you for your understanding as we work through these changes.

Yours sincerely,

Hon Simeon Brown
Minister of Transport

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+64 4 817 6804 | s.brown@ministers.govt.nz | www.beehive.govt.nz

Project #	Project Title	Description	NZTA Share	Cost to end of March	Budget	Remaining Value	Local Share	Revenue Loss
1	LCLR – 370 Angelsea St	Mid block raised signalised pedestrian crossing and relocated bus stop	51%	\$ 56,000	\$ 700,000	\$ 644,000	\$ 315,560	\$ 328,440
2	LCLR – Grey St/Beale St intersection	Small roundabout	51%	\$ 238,294	\$ 1,750,000	\$ 1,531,706	\$ 750,536	\$ 781,170
3	LCLR – Ulster St/Abbotsford St intersection	Raised signalised crossing point	51%	\$ 222,000	\$ 1,800,000	\$ 1,578,000	\$ 773,220	\$ 804,780
4	CERF – River Road Footpath Western Side	- new footpath - 2 new RSP crossings - minor parking removal residential	100%	\$ 285,000	\$ 1,800,000	\$ 1,515,000	\$ -	\$ 1,515,000
4	CERF – Hayes Paddock (preimplementation funding only)	Intersection upgrade, pedestrian safety improvements, and bus stop upgrade	100%	\$ 136,000	\$ 212,750	\$ 76,750	\$ -	\$ 76,750
5	LCLR – River Rd – Waikato Dia school	Signalised raised mid block pedestrian crossing for the school and to assist pedestrians accessing the bus stops	51%	\$ 30,000	\$ 350,000	\$ 320,000	\$ 156,800	\$ 163,200
6	LCLR – Silverdale Rd – shops	Raising existing signalised crossing at the shops	51%	\$ 68,451	\$ 160,000	\$ 91,549	\$ 44,859	\$ 46,690
7	LCLR – Silverdale Rd – school	Raising existing signalised crossing for the school	51%	\$ 22,114	\$ 250,000	\$ 227,886	\$ 111,664	\$ 116,222
8	LCLR – Clarkin Rd – Josephs school	Raising existing signalised crossing for the school	51%	\$ 12,947	\$ 150,000	\$ 137,053	\$ 67,450	\$ 70,203
9	LCLR – Clarkin Rd – Fairfield school	Raising existing signalised crossing for the schools (Intermediate and Primary)	51%	\$ 11,463	\$ 150,000	\$ 138,537	\$ 67,883	\$ 70,654
10	LCLR – Borman Rd – Hamilton Christian school	Raising existing signalised crossing for school	51%	\$ 41,411	\$ 150,000	\$ 108,589	\$ 53,209	\$ 55,380
11	LCLR – Higgins Rd/Kahikatea Drive intersection improvements	Raised intersection and roundabout	51%	\$ 137,677	\$ 900,000	\$ 762,323	\$ 373,538	\$ 388,785
12	LCLR – Sandwich Road shops	RSP outside shops in conjunction with lower speed limit	51%	\$ 87,800	\$ 500,000	\$ 412,400	\$ 203,076	\$ 210,324
13	Ellicott Road / Hyde Ave PT Improvements	RSP on Hyde Street at Ellicott Road following removal of splitter island - to make bus movements easier and improve pedestrian safety	51%	\$ 22,500	\$ 400,000	\$ 377,500	\$ 184,975	\$ 192,525

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Attachment 2

Item 5

Attachment 1

Council Report

Committee: Infrastructure and Transport Committee
Date: 02 May 2024
Author: Chris Allen
Authoriser: Andrew Parsons
Position: Executive Director Development
Position: General Manager Infrastructure and Assets
Report Name: National and Regional Transport Policy

Report Status	<i>Open</i>
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Purpose - *Take*

- To inform Infrastructure and Transport Committee on the emerging national transport policy and how the New Zealand Transport Agency (NZTA) has adapted its investment framework to assess transport programmes and projects being delivered on the Governments strategic objectives.
- To inform Infrastructure and Transport Committee of the staff submission to the Draft Government Policy Statement on land transport 2024-34, the NZTA Investment Prioritisation Method 2024-27, the State Highway Investment Proposal 2024-34, the Regional Land Transport Plan 2024-54 and the National Land Transport Programme 2024-27.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Committee:
 - receives the report; and
 - notes the staff submission to the Draft Government Policy Statement on land transport 2024-34 (**attachment 1**).

Executive Summary - *Whakaraapopototanga matua*

- This report discusses cascading transport policy which will determine actual transport investments for the next 3-year period including:
 - the Government Policy Statement on land transport 2024-34 (GPS 2024)
 - the NZTA Investment Prioritisation Method 2024-27 (IPM)
 - the State Highway Investment Proposal 2024-34 (SHIP)
 - the Regional Land Transport Plan 2024-2054 (RLTP)
 - the National Land Transport Programme (NLTP)
- On 4 March 2024, the Government released the [Draft Government Policy Statement on Land Transport 2024 - 34 \(March 2024 Consultation Draft\)](#) (Draft GPS 2024) for consultation.

6. Consultation on Draft GPS 2024 is being coordinated by the Ministry of Transport (MOT), with the closing date for submissions being 2 April 2024. Following consultation, the MOT will use feedback received to provide advice to the Minister of Transport on the final GPS 2024, which will come into effect by July 2024.
7. There was a very tight time frame to make a submission on the Draft GPS 2024 and following a briefing, a draft submission was circulated to Elected Members and Maangai Maaori for feedback.
8. Feedback received from the briefing and the circulated draft was incorporated in the final version, which was then sent to the MOT on 2 April 2024 as a staff submission (**Attachment 1**).
9. After the release of the Draft GPS 2024, the NZ Transport Agency released a revised [Draft Investment Prioritisation Method \(IPM\) 2024-27](#) which aims to give effect to GPS 2024. This IPM is used by NZTA to prioritise any investment from the National Land Transport Fund
10. On 12 April 2024 NZTA released its [State Highway Investment Proposal \(SHIP\) 2024-34](#). This document is similar to local authorities Long Term Plan in that it signals what programmes and projects it intends undertaking on the state highway network, for input into the Regional Land Transport Plan alongside all of the Waikato territorial authorities transport investment plans.
11. The Waikato Regional Council is coordinating the Regional Land Transport Plan on behalf of the Waikato Region through the Regional Transport Committee. Council approved a submission at its 5 March 2024 Infrastructure and Transport Committee meeting and is due to present this to a hearings panel on 22 April 2024.
12. Finally, after all of New Zealand's Regional Land Transport Plans are finalised, NZTA will release the National Land Transport Programme in early September 2024, this sets out what activities for both state Highways and local roads are likely to be funded out of the National Land Transport Fund over the 2024-27 period.
13. Staff consider the decisions sought in the report are of low significance and that the recommendations comply with the Council's legal requirements.

Discussion - *Matapaki*

Draft GPS 2024

14. The previous Government released a draft GPS in 2023 for consultation which was due to be finalised early in 2024. This draft reflected the policy direction of the previous Government.
15. A further draft was released in March 2024 (Draft GPS 2024) which reflects the policy direction of the new Coalition Government which is quite different.
16. Draft GPS 2024 outlines the Government's land transport investment priorities, and guides expenditure of around \$7 billion from the National Land Transport Fund, and around \$1.5 billion from local government, each year. It sets the balance between investing in new projects and ensuring the maintenance and repair of the country's existing infrastructure.
17. The Draft GPS 2024 has 4 Strategic Priorities:
 - i. Economic Growth and Productivity (highest priority)
 - ii. Increased Maintenance and Resilience
 - iii. Safety
 - iv. Value for Money
18. The Draft GPS 2024 sets out specific expectations for investment in different types of activities and programmes. It identifies projects that will be funded partly through the National Land Transport Fund (NLTF), direct Crown funding and additional funding sources.

19. The Draft GPS 2024 defines the following activity classes with nominated funding ranges:
 - i. State Highway Improvements
 - ii. State Highway Pothole Prevention
 - iii. State Highway Operations
 - iv. Local Road Improvements
 - v. Local Road Pothole Prevention
 - vi. Local Road Operations
 - vii. Public Transport Services
 - viii. Public Transport Infrastructure
 - ix. Safety
 - x. Investment Management
 - xi. Rail Network
 - xii. Walking and Cycling (including maintenance)
20. The Draft GPS 2024 does not determine the individual activities that will be funded from the National Land Transport Fund (NLTF), or how much funding any activity will receive.
21. The Draft GPS 2024 introduces the Roads of National Significance (RONS) programme, 15 key strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development and provide a more resilient roading network.
22. Of immediate interest to the Waikato, the following are identified as RONS:
 - i. Cambridge to Piarere (Waikato Expressway extension)
 - ii. Hamilton Southern Links (identified as unlocking land for housing)
23. The Draft GPS 2024 directs NZTA to investigate all funding, financing and delivery options for the RONS and to deliver them in stages and as quickly as possible.
24. Draft GPS 2024 also aims to deliver as a priority reliable, effective, and efficient public transport, committing up to \$2.3 billion for public transport services and \$2.1 billion for public transport infrastructure over the next three years.
25. Maintaining the road network is also a priority outlined in Draft GPS 2024. Fixing the increasing number of potholes on New Zealand's roads that have occurred recently (particularly over the past five years), and to prevent further deterioration in roading quality. Draft GPS 2024 increases road maintenance funding by \$640 million, compared to the previous draft GPS released in August 2023.
26. This additional funding is supplemented by existing funding and reflected in the newly established State Highway Pothole Prevention and Local Road Pothole Prevention activity classes, which will direct between \$3.1 billion and \$4.8 billion to address potholes on State Highways and local roads over 3 years.
27. The Coalition Government is also signalling a number of system reforms they will implement in parallel with the delivery of GPS 2024. These reforms aim to provide more sustainable revenue, help contain costs and make it easier for delivery agencies to do their jobs. Key among the changes is a move to a 10-year National Land Transport Fund (NLTF), which will provide more certainty to local authorities and their commercial partners, and to the travelling public.
28. Draft GPS 2024 covers NLTF spending of over \$20 billion across the next three years. Revenue to cover this expenditure comes from user charges such as a fuel excise duty, road user charges, vehicle registration, tolls, and income from the sale and lease of state highway property. In addition, the NLTF is topped up by direct funding from the Crown in the form of grants and loans.

29. Over the next decade, a significant portion of the NLTF has been committed to maintaining and operating the system. This includes maintaining state highways, local and rural roads, continuing to deliver better public transport and maintaining public transport infrastructure, maintaining the rail network, promoting road safety, and road policing.
30. The NLTF also needs to meet its debt repayment obligations – including payments for existing roads built through Public-Private Partnerships (PPPs).
31. Alongside GPS 2024, the Coalition Government is committed to doubling renewable energy through its Electrify NZ policy, by removing red tape and regulatory constraints. There is also a commitment to delivering 10,000 public EV chargers by 2030, subject to a cost-benefit analysis. Doubling renewable energy and delivering a comprehensive, nationwide network of public EV chargers will reduce New Zealand's emissions by enabling the electrification of New Zealand's vehicle fleet. A second Emissions Reduction Plan has been signalled.

Staff Submission on GPS 2024

32. The key submission points to the Draft GPS 2024 outlined in the staff submission found in **Attachment 1**, are as follows:
 - i. acknowledge the effort the Coalition Government has taken in developing Draft GPS 2024.
 - ii. support the intent to establish a National Infrastructure Agency and the intent for them to develop a 30-year Plan for transport infrastructure for New Zealand.
 - iii. support changes to the Land Transport Management Act to require all future GPS for land transport to adopt a 10-year Investment Plan.
 - iv. request that the Hamilton/Waikato inland rail ports at Ruakura and Horotiu be acknowledged for the role they play in moving rail freight in the Auckland-Hamilton-Tauranga triangle.
 - v. support the inclusion of Cambridge to Piarere and Hamilton Southern Links as Roads of National Significance.
 - vi. request that the Ruakura Eastern Transport Corridor project in Hamilton be recognised as another project that should progress in the GPS 2024-34 period, given its criticality to the success of the nationally significant Ruakura Inland Port
 - vii. request that there remains a focus on supporting public transport outside Auckland and Wellington, particularly for Tier 1 growth areas such as the Hamilton-Waikato Metro Spatial Area.
 - viii. request that the Final GPS 2024 provides for investment in strategic walking and cycling networks where they support urban growth, economic development, and public transport efficiency.
33. Copy of the staff GPS submission can be found online via the following link: [HAMILTON CITY COUNCIL – STAFF SUBMISSION DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2024 – 34 \(MARCH 2024 CONSULTATION DRAFT\) Ministry of Transport](#)

Draft Investment Prioritisation Method (IPM) 2024

34. NZTA is responsible for developing the 3-year National Land Transport Programme (NLTP) 2024-27 that sets out proposed investments across a number of activity classes established in Draft GPS 2024, including for both state highways and local roads.
35. The NZTA Investment Prioritisation Method (IPM) is used to support NZTA to give effect to the GPS 2024 by prioritising activities into classes in the 2024-27 NLTP, and to confirm priority at the time a National Land Transport Fund (NLTF) investment decision is made.

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36. NZTA first released the IPM in October 2023 for consultation based on the first draft of GPS 2024 released by the previous Government, with the advice that the IPM will be finalised after the GPS is finalised.
37. Council made a submission on 22 November 2023 to the first released IPM. At that time the draft GPS had 6 strategic priorities of which one was reducing emissions. Councils' submission requested that greater weighting be given to this strategic priority when assessing priorities as this will prioritise projects that help us achieve critical transport emissions reductions targets as set out in the Emissions Reduction Plan.
38. The Draft GPS 2024 does not include emissions reductions as a strategic priority and instead signals that Government is working on a second Emissions Reduction Plan as part of a package of system reforms it has signalled.
39. A revised IPM was released during March 2024 to respond to the Draft GPS 2024. Submissions opened on 2 April 2024 and close on 13 May 2024.
40. The IPM is applied at 2 stages in the investment decision-making process:
 - i. Stage 1- NLTP inclusion decision (whether to include activity in NLTP)
 - ii. Stage 2- NLTF Investment decision (whether to approve NLTF funding)
41. The IPM provides a methodology and criteria to enable a nationally consistent approach to assessing and comparing all proposed activities, to determine the best mix of activities for inclusion in the NLTP. Ensuring that the NLTP reflects the GPS 2024 direction and expectations for NLTF funding.
42. The IPM has 3 factors being:
 - i. GPS Alignment
 - ii. Scheduling- (should a phase of a proposed activity be included in the 2024-27 NLTP or a subsequent NLTP)
 - iii. Efficiency- (the extent of the contribution to outcomes relative to costs determined through whole of life costs and benefits primarily through Benefit-Cost ratio, present value analysis and cost performance benchmarking)
43. The IPM includes the following Investment Prioritisation matrix which is used to determine the priority order in an activity class for each phase of an activity:

Figure 3: Investment Prioritisation Matrix

Proposed 2024–27 NLTP Priority Ranking					
GPS alignment	Scheduling	Efficiency			
		VL* (BCR<1)	L (BCR 1 - <3)	M (BCR 3 - <6)	H (BCR 6+) or (PV of Costs for end-of-life replacement)
VH	H	7	2	1	1
VH	M	8	3	2	1
H	H	9	3	3	2
H	M	9	4	4	3
M	H	10	5	4	3
M	M	10	6	5	4
VH	L	11	8	7	6
H	L	11	8	7	6
M	L	11	9	8	7
L	H/M/L	12	11	10	9
VL	H/M/L	12	12	12	12

44. More detailed guidance on the 3 factors and what determines a high, medium or low is included as Appendix 1 to the IPM.
45. In addition to individual activities there are a number of continuous programmes which have been assigned default ratings as follows;
 - i. Public Transport Programme- HHM, priority order 3, is starting point for maintain public transport services
 - ii. Maintenance Programme- HHM, priority order 3, is starting point for maintaining levels of service through road maintenance, operations, and renewals or walking and cycling facilities maintenance, operations and renewals
 - iii. Road Safety Promotion Programme- priority determined by a process in the Land Transport Management Act
 - iv. Investment Management Programme- HHM, priority order 3, is starting point for continuous programme activities (transport planning, sector research and managing the allocation system)
 - v. Low-cost and Low Risk Programmes (LCLR)- HHM, priority order 3, is starting point for the LCLR programme in each activity class
46. The priority ranking for each phase of an activity will be reflected in the Regional Land Transport Plan (RLTP) and the NLTP based on information provided by NZTA for state highways (SHIP) and by local authorities for local roads (LTP).

State Highway Investment Proposal (SHIP) 2024-34

47. SHIP takes a 10-year view on investment (with a focus on the first 3 years) with a proposed programme of work for the state highway network to both deliver on the Government's strategic objectives and meet the needs of New Zealanders.
48. SHIP is submitted to Regional Transport Committees (RTCs) for inclusion in their RLTPs. The RTC decides on the relevant SHIP activities to include in the RLTP. Inclusion of a SHIP activity in a RLTP is a prerequisite for inclusion in the NLTP and also is subject to available funding. This process and outcome also apply to territorial authorities when they submit their LTP activities to the RTC.
49. NZTA advise in the SHIP that *"in 2024-27 they will be focusing on progressing the RONS, current commitments, and immediate needs, while working with the sector to build capacity and capability needed to deliver at scale and pace"*.
50. In response to the Draft GPS 2024 nominated Roads of National Significance, NZTA will be undertaking work to progress each corridor in the programme this NLTP period (2024-27). Initial work focusing on establishing scope, estimating costs and timelines, navigating risks, and understanding the inter-dependencies with other state highway activities.
51. Over the next 3 years NZTA propose to begin construction of the RONS and to establish a 10-year construction pipeline. To do this they will be using the opportunities provided by the fast-track consent legislation and will be seeking new sources of funding and financing, and new delivery mechanisms to ensure timely delivery.
52. SHIP also proposes increasing NZTA's maintenance programme to deliver greater safety and resilience outcomes, as well as strengthening key freight routes. In keeping with GPS 2024, the SH Pothole Prevention activity class will ensure maintenance funds are prioritised and ringfenced for road sealing, road rehabilitation and drainage maintenance.
53. The Waikato Regional Summary from SHIP is **Attachment 2**. It proposes the following:
 - i. Southern Links
 - a. continued property purchase in period 2024-27
 - b. project development, design and consenting in the 2024-27 period with construction in 2027-30, presumably on the eastern stage identified during the Form and Function review between Tamahere (State Highway 1) and the vicinity of the Airport or SH3.
 - c. design consenting and construction, presumably on the State Highway 3 to the Kahikatea Drive stage in 2030-34
 - ii. West Hamilton Network Review
 - a. project development in 2024-27, which is the business case work identified in the Southern Links Form and Function Review around the Kahikatea Drive connection and including the Dinsdale roundabout and Tuikarama Road
 - b. continued project development, design and consenting and Property Purchase in 2027-30 with construction in 2030-34.
 - c. this project is signalled as being a joint business case with Hamilton City Council, although Council has not allocated specific funding to participate.
 - iii. Completion of Wairere Cobham Interchange, the Cobham/Cambridge Intersection and other miscellaneous works for the State Highway 1C section between the Burger King roundabout and the southern connection to Waikato Expressway (State Highway 1 South-East Hamilton Improvements) and design and consenting for a State Highway 3/Raynes Road intersection improvement (but no construction signalled)

- iv. Low cost low risk walking, cycling, public transport and roading improvements which can help deliver on some of Councils Metro Spatial Plan, public transport and walking and cycling aspirations.

Regional Land Transport Plan

- 54. Council provided its submission on the Draft Waikato Regional Land Transport Plan 2024-2054 on 6 March 2024 and is due to present this to a hearings panel on 22 April 2024.
- 55. The hearings were postponed from the original date of 26 March 2024 due to the late release of Draft GPS 2024. Waikato Regional Council wanted to be in a position to have received the updated programme of transport activities from NZTA responding to Draft GPS 2024, and to hear from all submitters at the same time.
- 56. The Draft Waikato Regional Land Transport Plan 2024-2054 and the Council submission were both developed with the guidance of the superseded Draft GPS 2023. It is necessary that the RLTPs are consistent with the GPS, and this is something that the RTC will need to address prior to finalising the RLTP and submitting it to NZTA for assessment in order to comply with the NLTP requirements.
- 57. The RLTP timing has been amended to incorporate relevant information into the development of the final RLTP with the submission deadline amended from 14 June 2024 to 1 August 2024.

National Land Transport Programme

- 58. The National Land Transport Programme (NLTP) is a three-year programme that sets out how Waka Kotahi NZ Transport Agency, working with its partners, plans to invest the National Land Transport Fund (NLTF) to create a safer, more accessible, better connected and more resilient land transport system that keeps New Zealand moving.
- 59. Activities in the NLTP must reflect the priorities in the most recent Government Policy Statement on land transport (GPS). NLTP development is also guided by the laws in the Land Transport Management Act (2003).
- 60. The NLTP is informed by Regional Land Transport Plans (RLTPs) developed by Regional Transport Committees and Auckland Transport. RLTPs set out each region's transport priorities and list the activities and projects councils have submitted as bids for NLTP funding.
- 61. The NLTP is also informed by the NZTA Investment Proposal, which includes proposed state highway activities and nationally delivered programmes.
- 62. NZTA advised on 12 March the following indicative timeframes:
 - i. late May 2024; Indicative allocations for continuous programmes to be released to the sector;
 - ii. 1 August 2024; RLTPs submitted to NZTA;
 - iii. before 1 September 2024; Adoption of the NLTP.
- 63. There is a report to this Committee meeting which seeks approval for the Minor Transport Improvement programme (previously called low risk low cost) for the first year of our Long-Term Plan 2024/34.
- 64. This programme will be informed by the confirmation of indicative allocations for continuous programmes by NZTA in late May 2024, and by Councils' decision on what funding it will allocate as part of finalising its 2024-34 Long-Term Plan.
- 65. For all other projects not in a continuous programme, Council will not know what level of subsidy may be available until after it adopts its 2024-34 Long-Term Plan. While this is unsatisfactory it is consistent with all previous Long-Term Plans.

Financial Considerations - *Whaiwhakaaro Puutea*

66. This is a regular operating activity funded through the Long Term Plan.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

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

Climate Change Impact Statement

68. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation assessment or emissions assessment is required.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

69. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').

70. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.

Risks – *Tuuraru*

There are no known risks associated with the decisions required for this matter.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

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

72. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Staff Submission to the Draft Government Policy Statement on Land Transport 2024-34

Attachment 2 - SHIP- Waikato Regional Summary

HAMILTON CITY COUNCIL – STAFF SUBMISSION

DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2024 – 34 (MARCH 2024 CONSULTATION DRAFT)

Ministry of Transport



2 April 2024

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this staff submission is aligned to all five priorities.

Council Approval and Reference

This staff submission was approved by Hamilton City Council's Chief Executive on 2 April 2024.

Submission # 759.

It should be noted that the following submission is from staff at Hamilton City Council and does not therefore necessarily represent the views of the Council itself.

Key Messages and Recommendations

1. Hamilton City Council staff welcome the opportunity to make a submission to the **Draft Government Policy Statement on Land Transport 2024–34 (March 2024 Consultation Draft)**.
2. We acknowledge the effort the Coalition Government has taken in developing Draft GPS 2024.
3. We support the intent to establish a National Infrastructure Agency and the intent for them to develop a 30-year Plan for transport infrastructure for New Zealand.
4. We support changes to the Land Transport Management Act to require all future GPS for land transport to adopt a 10-year Investment Plan.
5. We request that the Hamilton/Waikato inland rail ports at Ruakura and Horotiu be acknowledged for the role they play in moving rail freight in the Auckland-Hamilton-Tauranga triangle.
6. We support the inclusion of Cambridge to Piarere and Hamilton Southern Links as Roads of National Significance.
7. We request that the Ruakura Eastern Transport Corridor project in Hamilton be recognised as another project that should progress in the GPS 2024–34 period, given its criticality to the success of the nationally significant Ruakura Inland Port.
8. We request that there remains a focus on supporting public transport outside Auckland and Wellington, particularly for Tier 1 growth areas such as the Hamilton-Waikato Metro Spatial Area.
9. We request that the final GPS 2024 provides for investment in strategic walking and cycling networks where they support urban growth, economic development, and public transport efficiency.

Introduction

10. Hamilton City Council staff welcome the opportunity to make a submission to the **Draft Government Policy Statement on Land Transport 2024–34 (March 2024 Consultation Draft)** – referred to as Draft GPS 2024 throughout this submission.
11. We acknowledge the effort the Coalition Government has taken in developing Draft GPS 2024.
12. Hamilton City Council has a considerable interest and influence in transportation issues at the local, regional, and national level – as reflected in its comprehensive 15 September 2023 submission ([refer here](#)) to the Draft GPS document that the former Government consulted on in August 2023.
13. The Hamilton-Waikato sub-region has a long and successful history of collaborative planning and growth management in partnership with Iwi and Central Government through the Future Proof Partnership – refer <https://www.futureproof.org.nz/>
14. The Future Proof Strategy is a 30-year growth management and implementation plan specific to the Hamilton, Waipā, Waikato, and Matamata-Piako sub-region that provides a framework to manage growth in a collaborative way. It is embedded in statutory documents, including the Regional Policy Statement, and given effect to through Council's District Plan.
15. Together with our Future Proof partners we have undertaken considerable work to identify our long-term outcomes based around an agreed settlement pattern over the next 30-50 years. This work indicates that a multi-modal approach is required to achieve our outcomes, including economic growth and productivity.
16. The following response is structured by the key headings in Draft GPS 2024.

System Reform

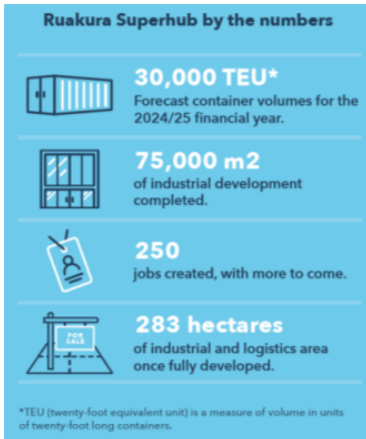
17. We support the establishment of a National Infrastructure Agency (NIA), and in particular the intent to develop a 30-year Plan for transport infrastructure in New Zealand:
 - A 30-year Plan for transport should be integrated with land use and housing and employment outcomes, as well as addressing important issues such as climate change. For the Hamilton-Waikato area this integration is achieved through the Metro Spatial Plan overseen by Future Proof.
 - We request that, in addition to NZTA, the NIA also work closely with Local Government who, along with NZTA, are funders of transport infrastructure, and who also undertake growth planning and assess integrated infrastructure needs over 30 years.
18. We support advancing reforms to the National Land Transport Fund's revenue system, including:
 - A shift away from Fuel Excise Duty, which has limitations with more efficient vehicles and the onset of Electric Vehicles (EVs). **Note:** While increasing revenue is important, so is incentivising and supporting the shift to EVs, particularly as a significant increase in EV sales is a key means of addressing emission reductions.
 - Reforming tolling legislation, including introducing time-of-use charging on the most congested parts of the road network, if this proves to be viable for use in both revenue generation and demand management when required and in collaboration with territorial local authorities.
 - Centralisation of these revenue reforms that will drive consistency of approach and allow for effective communication and engagement with the public and stakeholder groups, top down.
 - Revenue reform for Local Government which goes beyond the National Land Transport Fund revenue systems, noting that ongoing dialogue is required between Central Government and Local Government on alternative funding sources.
19. We support amending the Land Transport Management Act to require all future GPS on Land Transport to adopt a 10-year Investment Plan, noting that:

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- This, together with the NIA 30-year Plan, will align better with the requirements for Local Government to have 10-Year Long Term Plans and a 30-Year Infrastructure Strategy.
 - Careful consideration is required to be given to the timing of these plans so that they can be complementary to Local Government timing requirements (including aligning the RLTP and the NLTP).
20. We request that Local Government be involved in the development of the second Emissions Reduction Plan (ERP2).
21. Although we acknowledge the importance of the Emissions Trading Scheme (ETS) in driving emissions reduction, we see it as being most effective when it is combined with the right policy environment. This includes providing the supporting infrastructure for alternatives to high emissions transport modes, including walking, cycling and public transport.
22. Given that ERP2 has not yet been developed, we request clarity in the final GPS 2024 on how it will respond to the ERP2, as noted on page 6 of Draft GPS 2024.
23. As noted in the advice from the Climate Change Commission (released on 12 March 2024), *"The NZ ETS is a key tool in the Government's strategy to reduce greenhouse gas emissions and transition to a thriving, low emissions economy. The scheme operates alongside other government climate policy"* (He Pou a Rangi Climate Change Commission – Advice on NZ ETS Unit Limits and Price Control Settings for 2025 – 2029).

Strategic Priority – Economic Growth and Productivity

24. We support investment in rail focused on the busiest and most productive parts of the existing rail network to support efficient movement of freight, noting that Draft GPS 2024 highlights the significant triangle of Auckland – Hamilton – Tauranga where large volumes of goods are moved.
25. We request, in particular, that the Ruakura Inland Rail Port in Hamilton and Northgate in Horotiu/Te Rapa are acknowledged as playing vital roles in the efficient movement of freight (rail and road) in the triangle, noting that most readers would associate major ports in the triangle to be the seaports of Auckland and Tauranga.
26. The Ruakura Superhub covers an area of 283 hectares and to date has resulted in the creation of 250 jobs. Key companies in the Superhub include PBT, Kmart, Maersk, Big Chill Distribution, and RefrigaFreighters.
27. When the Superhub is fully developed, rail operations will replace an estimated 65,000 long-haul truck journeys a year, improving the project's carbon footprint and reducing emissions.



28. We acknowledge that the state highway network carries most of New Zealand's inter-regional freight and links major ports, airports, and urban areas but **request** that greater acknowledgement also be given to the role that major non-state highway roads have in complementing the state highway network in this task (for example the Rukura Eastern Transport Corridor).
29. In addition to investment in metro rail networks supporting the efficient movement of people in Auckland and Wellington, we would encourage ongoing investment in Te Huia, the passenger rail service between Hamilton and Auckland, particularly as patronage has increased significantly due to expansion of the trial service.

Roads of National Significance

30. We support the inclusion of both Cambridge to Piarere and Hamilton Southern Links as Roads of National Significance. These 2 projects are important components of our Future Proof transport strategy, with the timing of Southern Links being determined by land use. These 2 projects will benefit multiple regions from a freight and safety perspective.
31. We note the default position of the Roads of National Significance from being 4 lane grade separated highways, but respectfully suggest that some roads that are required to unlock housing may require a different form and function.
32. Hamilton City Council and NZTA, in partnership with both Waikato and Waipā District Councils, has recently completed a form and function review of Southern Links and this would be a useful input into the ongoing development of the project.
33. In addition, we would encourage the Ministry of Transport and NZTA to take a network planning approach to Southern Links before the final form is agreed. Hamilton City Council appreciated the Network Plan approach taken by NZTA to the Waikato Expressway and recommend that such an approach could be taken to underpin any business case work.
34. We request that the Ruakura Eastern Transport Corridor project in Hamilton be recognised as another project that should progress in the GPS 2024–34 period, given its criticality to the success of the nationally significant Ruakura Inland Port. This project presents a partnership opportunity for NZTA with Hamilton City Council and Waikato Tainui Group Holdings and delivers multiple outcomes, including more efficient supply chains for freight, improved access to markets, employment and areas that contribute to economic growth.

Public Transport

35. We acknowledge the priority investments required into public transport for Auckland and Wellington, but request that a focus remains on maintaining and developing good public transport networks and services in other Tier 1 growth areas, such as the Hamilton – Waikato Metro Spatial Area. For several years we have been working collaboratively with our partners on a fit-for-purpose and right-sized rapid transit focused project that will yield significant financial and economic benefits through value capture opportunities, increased productivity, job creation and reduced congestion benefits.
36. This work has been endorsed by the NZTA Board and is consistent with the desired approach to develop housing and employment opportunities along transport corridors. We have worked actively to learn the lessons from Auckland and Wellington and have developed a right sized and viable transport programme with a longer-term rapid transit network at its core linked to growth. In the short-term, our focus is on complementing our urban bus networks with excellent infrastructure. We would like this work to be financially supported by NZTA.

Walking and Cycling

37. We note the Draft GPS 2024 intent to only invest in walking and cycling where there is a clear benefit for increasing economic growth or for improving safety, with demonstrated volumes of pedestrians and cyclists.
38. As outlined in the Hamilton City Council's September 2023 submission to the previous Draft GPS that the former Government consulted on in August 2023, a balance is required between improving the resilience of our network and reducing emissions. There is a need to consider other benefits that active travel can have on health and reduced congestion in our city and emissions reduction.

Strategic Priority – Increased Maintenance and Resilience

39. We support the notion of adopting a more proactive approach to maintenance, to achieve a more reliable network for individuals and businesses to be able to rely on.
40. We welcome the key focus area of the Road Efficiency Group to consider how we can reduce expenditure on temporary traffic management and would like to see a balanced approach which has both a focus on examining standards as well as on defaulting to closing entire sections of road and disregarding the business interruption and community concerns that arise. This will need to be driven by NZTA from their centralised sector leadership role.
41. We request that GPS 2024 provides some guidance on long-term maintenance outcomes for local roads that government would like to see, such as have been described for state highways being 2 percent rehabilitation and 9 percent resurfacing.

Strategic Priority – Safety

42. We support increased direction of funding towards road policing and enforcement.
43. We believe that it is important to retain an ability to make other low-cost engineering interventions in busy metropolitan areas. Hamilton City Council notes the current commentary on traffic calming including speed bumps, but also notes that these treatments in the right place can be community driven and highly successful.
44. This type of investment can align well with the Draft GPS 2024 statement under 'Value for Money', where it is indicated that a review of road safety investment will be undertaken to ensure investment is focused on efficient changes which make improvements to the roading network at the lowest cost.
45. Hamilton City Council's elected members have recently requested staff to develop some stronger guidelines around where certain traffic devices may be appropriate, with a strong focus on community input and support.
46. We look forward to aligning our guidelines with the work directed by Draft GPS 2024 to introduce a new set of objectives and intended actions for road safety that will focus on safer roads, safer drivers, and safer vehicles. We request that these objectives and actions target safer road users rather than just safer drivers.

Strategic Priority – Value for Money

47. We support the focus on value for money, including the emphasis on securing a wider range of revenue sources to fund investment, making better use of existing assets, and focusing on whole-of-life costs to maximise long-run value.
48. We encourage the Ministry of Transport to consider broader opportunities for making use of existing assets beyond time of use charging and including the use of managed and shared lanes in urban centres, which is a core element of our future freight and bus network planning.

49. We request that government liaise with both Future Proof and Hamilton City Council on the timing and role of any form of charging in the development of our future transport networks. With regard to funding and financing, we agree that a variety of options need to be explored for all major transport projects to help address New Zealand's infrastructure deficit. Road Pricing/Congestion charging are longer-term interventions for the Hamilton – Waikato Metro Spatial Area but need to be considered as part of a wider transport network response aligned to a growth of both bus and active mode networks.

Section 4 – Investment in Land Transport

Local Road Improvements

50. Draft GPS 2024 for Local Road improvements differs from that for State Highway improvements in that it refers to a “**reduction**” of funding for traffic calming measures such as speed bumps, rather than a ban for state highways.
51. We assume that this recognises that in a busy metropolitan area there is at times a need for and support for traffic calming, with the obvious example being around schools.

Public Transport Infrastructure

52. We are concerned by the lack of priority given to public transport investment in the Hamilton – Waikato Metro Spatial Area, as one of the fastest growth regions in the country. A great deal of work has been undertaken in recent years to align growth areas with public transport corridors in the Hamilton – Waikato Metro Spatial Area and this work needs to be afforded a similar level of priority placed on transport plans for other major urban centres.
53. Not prioritising public transport investment in our high growth region risks facing unnecessarily high costs to manage growth in the future. The opportunity is to proactively invest in public transport and corridor protection early (including for priority freight routes) to reduce long-term costs, minimise congestion, and maximise the opportunities of expected growth. This is particularly important for the Hamilton – Waikato Metro Spatial Area and connections to our rapidly growing North Waikato communities on the Hamilton to Auckland corridor.
54. We recommend that flexibility is provided for in the public transport activity classes to allow for strategic investment in public transport outside of Auckland and Wellington, focussed on high growth corridors and route protection planning for future rapid transit networks (for buses and freight).
55. We request that the final GPS 2024 provides for investment in strategic walking and cycling networks where they support urban growth, economic development, and public transport efficiency. Walking and cycling networks are important on high demand corridors in growth centres – both to support public transport patronage growth and economic and housing development along those corridors.

Statement Of Ministerial Expectation (for NZTA)

56. We welcome the review of the business case process with the expectation of them being simple and more efficient.
57. We are concerned that any NZTA focus on value capture risks Local Government value capture opportunities and requests that engagement is undertaken with Local Government on the respective approaches of both entities.

Further Information and Opportunity to Discuss our Submission

58. Should the Ministry of Transport require clarification of the submission from Hamilton City Council staff, or additional information, please contact **Chris Allen** (Executive Director Development – Infrastructure and Assets Group) on **021 224 7939**, or email chris.allen@hcc.govt.nz in the first instance.
59. Hamilton City Council representatives would welcome the opportunity to discuss the content of this submission in more detail with the Ministry of Transport.

Yours faithfully




Lance Vervoort
CHIEF EXECUTIVE

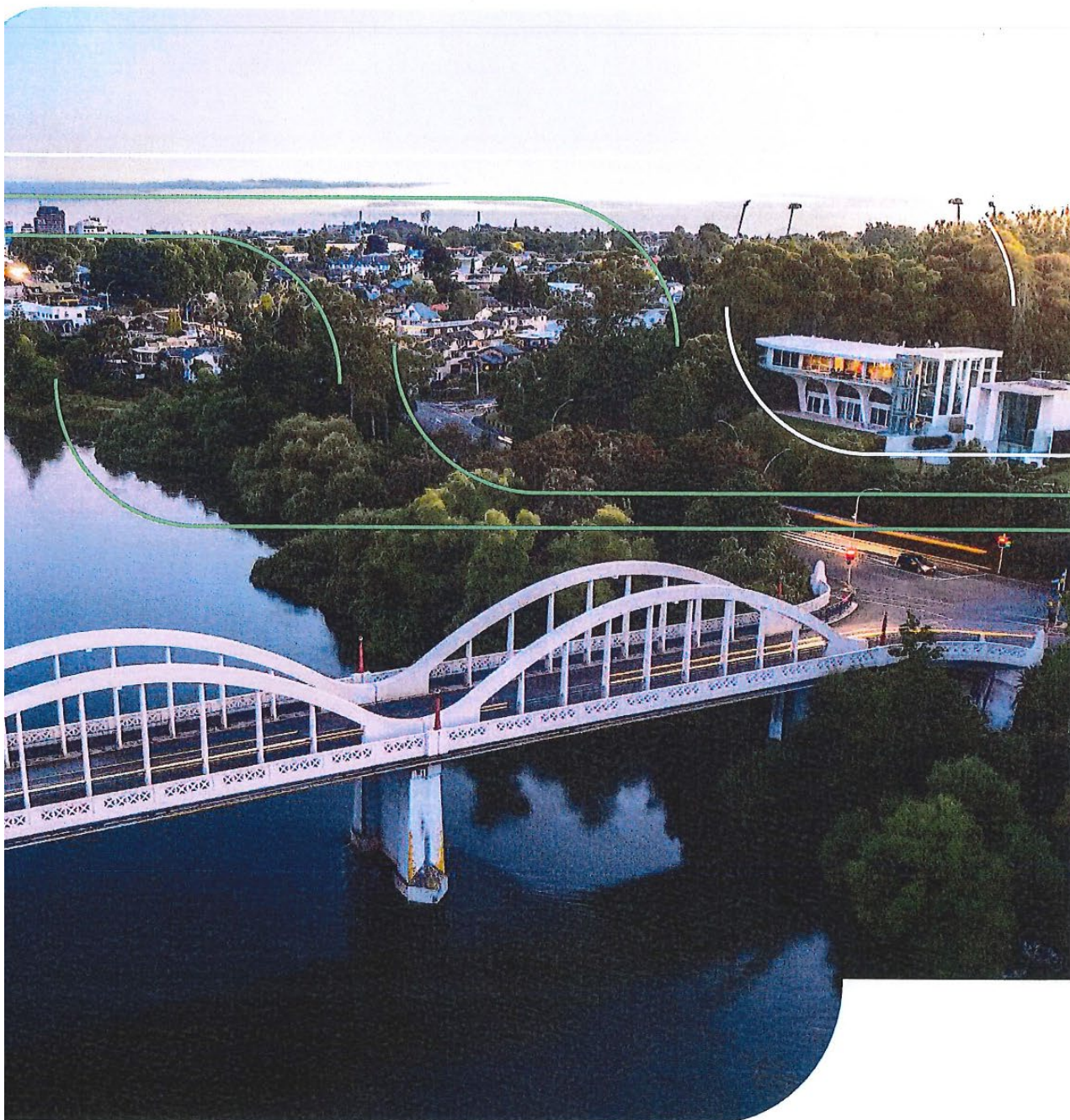
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Waikato

State Highway Investment Proposal key

1. Costs

\$	<\$10m
\$	\$10 – \$99m
\$	\$100 – \$249m
\$	\$250 – \$999m
\$	>\$1000m

2. Phase

PD	Project development
RP	Route protection
D&C	Design and consenting
PROP	Property acquisition
CON	Construction

3. Funding Source

NLTF	National Land Transport Fund
EXT	Crown funded
MIX	Mixture of NLTF and non NLTF funding
OTH	Non NLTF-funding source to be confirmed

4. GPS Strategic Priorities

EGP	Economic growth and productivity
M&R	Increasing maintenance and resilience
SAF	Safety
VFM	Value for money

5. Activity Class

IM	Investment management
PT	Public transport infrastructure
SHPP	State highway pothole prevention
SHI	State highway improvements
SHO	State highway operations
W&C	Walking and cycling improvements

Waikato

An efficient, resilient, safe and reliable transport system in Waikato is vital not only for the region's economy, but for New Zealand's economic prosperity.

Waikato has the fourth largest regional economy and is nationally important for a range of export-focused primary industries. Waikato, Auckland and the Bay of Plenty form the 'golden triangle' – New Zealand's major growth area, where 50 percent of our population lives, and where a significant proportion of our economic activity takes place.

The Waikato state highway and rail networks play a significant role in the country's supply chain, with 32 percent of the nation's freight movements going into, out of, or through the region by rail and road.

Connections to Auckland, Bay of Plenty, Taranaki, and the Lower North Island are all nationally significant freight corridors. State Highway 1 and State Highways 2, 27 and 29 connect Waikato with Auckland and Tauranga and are among the country's busiest.

Waikato's state highway network is vital to the country's economic prosperity and linking people to key destinations. Pōkeno to Tauranga on State Highway 2 is a key interregional and tourism route to the Coromandel Peninsula and Bay of Plenty.

Following the early 2023 weather events, resilience continues to be a strong focus on vulnerable routes across the Waikato network – around the Coromandel Peninsula, to Kāwhia and Raglan and through the Karangahake Gorge.

Economic growth and productivity

Completion of the SH1 Waikato Expressway has improved safety and reliability of the network by allowing the majority of north-south traffic to bypass Hamilton, reducing inter-regional traffic on city roads.

Safety will be improved at State Highway 1 and State Highway 29 at Piarere as construction continues on a new roundabout to replace the existing T-intersection.

Two new Roads of National Significance, Hamilton Southern Links and SH1 Cambridge to Piarere, are expected to reduce congestion, improve safety, boost economic growth, and provide a more resilient roading network. Hamilton Southern Links will also unlock land for housing development, going some way to addressing the population growth the city and region are experiencing.

We'll continue to invest to improve the safety, maintenance, operation, and reliability of key routes in Waikato.

West Hamilton Network Review - a joint business case with Hamilton City Council, which will develop a programme of improvements to address transport and access challenges on the western side of Hamilton, including SH1C/SH3 up to SH23 is also a priority.

We'll also continue developing the long-term plan for SH1 between Taupō and the Desert Road, progressing to an Indicative Business Case for this crucial corridor.

NZTA will prioritise replacement of end-of-life bridges in the Waikato, including SH25 Pepe Stream bridge in Tairua, Coromandel.

Increased maintenance and resilience

We'll increase our investment in the operation and maintenance of the Waikato state highway network alongside our partners to maintain safe, resilient and reliable strategic transport and freight corridors across the region.

Waikato is vulnerable to the effects of climate change and building resilience into the network is a priority across a range of areas, in particular, the Thames Coromandel and Hauraki districts.

NZTA, Thames-Coromandel District Council, Hauraki District Council, and a range of stakeholders worked in partnership to prepare and deliver a response which addressed the immediate and longer-term resilience needs in the Coromandel and parts of Hauraki connecting Coromandel. The next step is seeking funding to deliver the prioritised works to improve network resilience.

Identified as an essential state highway corridor and a Road of National Significance, SH1 Cambridge to Piarere will connect to the existing Waikato Expressway and increase the resilience of our primary state highway by moving the state highway away from the vulnerabilities associated with the current route alongside Lake Karapiro.

SH1 Piarere to Desert Road has an existing Programme Business Case that sets the direction for transport improvements on SH1 between Piarere and Waiouru. The next stages will provide a greater level of detail on what improvements are needed and the ideal timing for these.

From Piarere to Taupō, an Indicative Business Case is proposed to further our understanding of the improvements needed to that part of SH1 and integrate those improvements with other planned works.

In order to understand the long-term transport improvements needed for SH1 Taupō to Desert Road an Indicative Business Case will be developed. This will determine what we need to do to address physical constraints on the current alignment, safety issues and provide an efficient supply chain for the forecast growth in freight.

In the interim, Crown resilience funding is enabling short-term improvements at Te Poporo, the rock outcrop on SH1 near Bulli Point on Lake Taupō, widening the road, making it safer and easier for trucks to pass each other. Further crown resilience funding is improving drainage and stabilising slips at several locations around Waikato region.

The state highway maintenance, operations, and renewals programme in Waikato builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10 year period. The programme includes:

- a significant increase in road surface and pavement renewals to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works
- increasing drainage renewals to better deal with the effects of climate change
- increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices
- increasing investment to forward works planning
- delivering work more efficiently by completing maintenance and low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

The new State Highway Pothole Prevention activity class will also ensure maintenance funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance.

Safety

Over the next 3 years the focus will be finishing what is currently underway, and beginning the investigation and design of lower cost, value for money safety retrofits in high-risk corridors and intersections. Speed limit changes will be focused on areas of high safety concern.

The new Roads of National Significance will be four lane, grade separated highways which will improve safety in Waikato.

A range of safety interventions will be delivered through our low cost, low risk programme. We'll coordinate closely with maintenance activities to improve safety and resilience as part of these activities.

Planned safety works will continue at a reduced level to finish off sections that have already been started, targeting high risk areas on major corridors and not overlapping with planned major corridor upgrades in the future such as wide centerlines.

The focus of lower cost interventions will be through regional reactive small safety projects and other lower cost interventions identified by the regions at high risk locations such as signs and markings, audio tactile pavement markings and intersection improvements at high risk locations.

In addition, we'll continue to work with commercial vehicle regional safety centres in Taupō, Ōtorohanga, Taupiri, Tātuanui, Mangatarata and Waihi South along State Highways 1, 2, 3 and 27 to improve safety as officers carry out thorough inspections, including vehicle weight and road user charges (RUC), logbook accuracy and driver impairment.

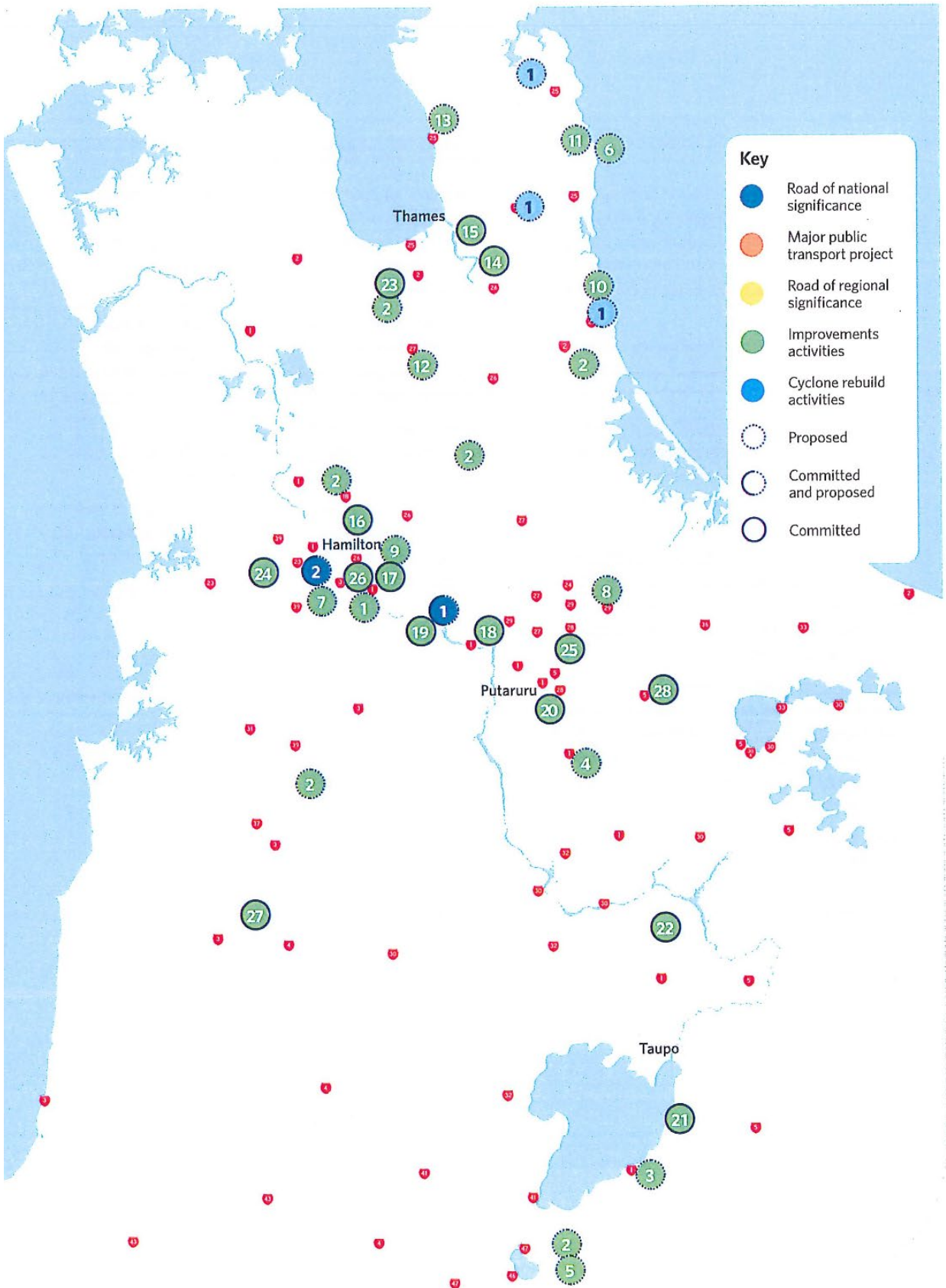
Value for money

To ensure our programme delivers value for money in the region, we'll be working with our partners to improve the network's performance, getting the most from existing infrastructure and using technology innovation where applicable.

Enhanced maintenance will make our network more efficient, while targeted improvements at high-risk locations will provide cost-effective ways of making our roads safer.

We will also look to reduce costs, such as with temporary traffic management, without compromising road worker or user safety.

Alternative funding sources will also be sought as well as ways of delivering better outcomes from available funding to achieve the Government's priorities for the land transport network.



Proposed state highway programme for Waikato region

Ref	Activity name	Activity class	Funding source	Draft GPS priority	2024-27 phase	2027-30 phase	2030-34 phase	10-Year cost
Proposed Roads of National Significance								
1	SH1 Cambridge to Piarere	SHI	MIX	EGP, SAF	D&C, CON	CON	CON	\$\$\$\$\$
2	Hamilton Southern Links	SHI	MIX	EGP, SAF	PD, D&C	CON	D&C, CON	\$\$\$\$
-	Waikato Share RoNS Project Development	SHI	MIX	EGP, SAF	PD	PD		\$
Committed Roads of National Significance								
1	SH1 Cambridge to Piarere Long Term	SHI	NLTF	EGP, SAF	PROP, D&C	PROP	PROP	\$
2	Hamilton Southern Links	SHI	NLTF	EGP	PROP			\$
Proposed improvement activities								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	CON	CON	CON	\$\$\$
-	Walking and cycling Low Cost Low Risk programme	W&C	NLTF	EGP	CON	CON	CON	\$
-	Public transport infrastructure Low Cost Low Risk programme	PT	NLTF	EGP	CON	CON	CON	\$
1	SH21 Improvements	SHI	NLTF	SAF	PD, D&C, PROP, CON	CON		\$
2	SH1, SH2, SH3, SH27 Commercial Vehicle Regional Safety Centre	SHI	NLTF	SAF	PROP, CON	CON		\$
3	SH1 - Bulli Point/Te Poporo	SHI	NLTF	M&R	D&C, CON			\$
4	SH1 Piarere to Taupo	SHI	NLTF	SAF, M&R	Project design	Project design		\$
5	SH1 Taupo to Desert Road	SHI	NLTF	SAF	PD			\$
6	SH25 Grahams Stream Bridge (Tairua)	SHI	NLTF	M&R	PD	D&C, PROP, CON		\$
7	West Hamilton Network Review	SHI	NLTF	EGP	PD	PD, D&C, PROP	CON	\$
8	SH29 Piarere to Tauranga	IM	NLTF	SAF, M&R	PD			\$

9	SH1B Telephone Road	SHI	NLTF	SAF	PD, D&C, PROP	CON		\$\$
-	Waikato Share Environmental PBC	IM	NLTF	M&R	PD			\$
-	Waikato System Plan	IM	NLTF	All	PD			\$
-	Waikato Share Digital engineering/BIM	IM	NLTF	M&R, VFM	PD, CON	CON		\$
-	Waikato Share Data Driven Structures Asset Management	IM	NLTF	M&R, VFM	CON			\$
-	Waikato Share Pre-imp for 2027/30 Bridge Replacement	SHI	NLTF	M&R	D&C			\$
10	SH25 Ramarama Stream Bridge EOL Replacement	SHI	NLTF	M&R	CON			\$
11	SH25 Pepe Stream Bridge EOL Replacement	SHI	NLTF	M&R	CON			\$\$
12	SHSH27 Ohinekaia Stream Bridge EOL Replacement	SHI	NLTF	M&R	CON			\$
13	SH25 Boundary Creek Bridge EOL Replacement	SHI	NLTF	M&R	CON			\$
-	Waikato Share VFM Safety improvement programme	SHI	NLTF	SAF, VFM	CON	CON	CON	\$\$\$

Committed improvement activities

-	Crown resilience Low Cost Low Risk programme	SHI	EXT	M&R	CON			\$
11	SH25 Pepe Stream Bridge replacement	SHI	NLTF	M&R	D&C			\$
14	SH26 (Onetai Stream) Bridge Replacement	SHI	NLTF	M&R	CON			\$
15	SH26 Kirikiri Stream Bridge Replacement	SHI	NLTF	M&R	PROP, CON	CON		\$\$
16	Hamilton RR -Wairere/Cobham Interchange	SHI	NLTF	EGP	CON			\$
17	SH1 South-East Hamilton Improvements	SHI	NLTF	EGP	PROP, CON			\$
-	Legacy PROP Waikato21-24	SHI	NLTF	EGP	PROP			\$
18	SH1-29 Intersection Improvements	SHI	EXT	SAF	D&C, CON			\$\$
19	SH1 Cambridge to Piarere safety imp	SHI	NLTF	SAF	D&C, CON			\$\$
20	SH1 Piarere to Tokoroa Corridor Safety	SHI	NLTF	SAF	D&C, PROP			\$

21	SH1 Taupo Airport to Hatepe	SHI	NLTF	SAF	D&C, PROP			\$
22	SH1 Tokoroa to Taupo - CI Stage 2	SHI	NLTF	SAF	D&C			\$
23	SH2 and SH27 IS	SHI	NLTF	SAF	D&C			\$
24	SH23 and SH39 IS	SHI	NLTF	SAF	D&C			\$
25	SH29 Piarere to SH28	SHI	NLTF	SAF	D&C, PROP, CON			\$\$
26	SH3 and Raynes Rd IS	SHI	NLTF	SAF	D&C			\$
27	SH3 and SH4 IS	SHI	NLTF	SAF	D&C			\$
28	SH5 Tirau to Tarukenga Marae Rd	SHI	NLTF	SAF	D&C, CON			\$
22	SH1 Tokoroa to Taupo Safer Corridor	SHI	NLTF	SAF	D&C, CON			\$

Proposed cyclone rebuild activities

1	Coromandel Network Resilience (Overslips/Flooding) Priority 1	SHI	OTH	M&R	PD, D&C, PROP, CON	CON	CON	\$\$\$\$
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Committed cyclone rebuild activities

-	EW Gabrielle Waikato RW	SHI	EXT	M&R	CON			\$\$
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Proposed maintenance programme

-	Proposed Maintenance, Operations and Renewals Programme	SHPP, SHO	NLTF	M&R, SAF	CON	CON	CON	\$\$\$\$\$
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Council Report

Committee: Infrastructure and Transport Committee
Date: 02 May 2024
Author: Tania Hermann
Authoriser: Andrew Parsons
Position: Executive Director, Infrastructure Operations (Acting)
Position: General Manager Infrastructure and Assets
Report Name: Project Decision Making Framework - Transport

Report Status	<i>Open</i>
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Purpose - *Take*

- To inform and seek approval from the Infrastructure and Transport Committee of a decision-making framework that will be used for future transportation projects.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Infrastructure and Transport Committee:
 - receives the report;
 - approves the transport project decision-making framework as outlined in the staff report; and
 - notes that staff will use this decision-making framework against transport projects and refine the framework as projects are developed and progressed.

Executive Summary - *Whakaraapopototanga matua*

- Since the last meeting of the Infrastructure and Transport Committee, staff have worked to identify improvements to the decision-making framework for transportation projects based on feedback from our community and Members.
- The proposed decision-making framework was presented to Members at the 18 April 2024 Information session.
- Staff are seeking approval of the transport project decision-making framework as outlined in paragraph 10 of this report.
- Staff consider the decision sought by this report has low significance and that the recommendations comply with the Council's legal requirements.

Discussion - *Matapaki*

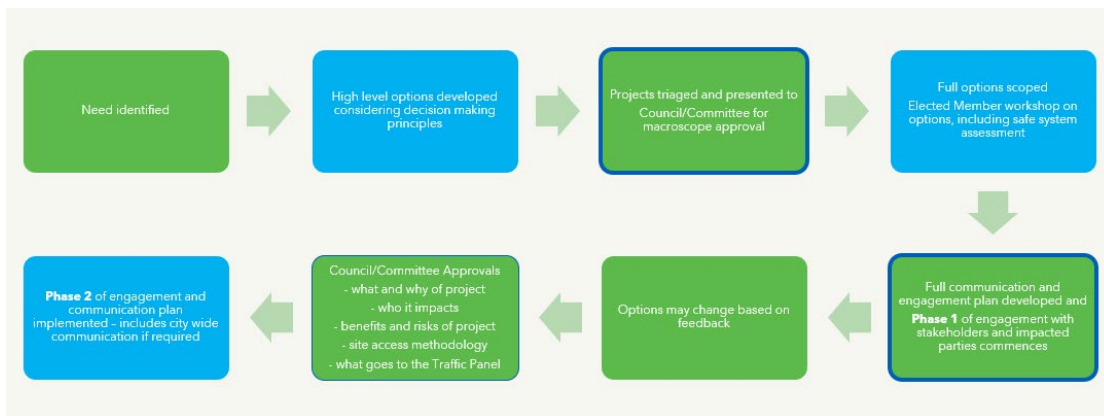
- At the 5 March 2024 Infrastructure and Transport Committee meeting it was resolved that staff work with the Mayor's Office to identify a principles-based approach for approvals and increased visibility of options of future transportation projects.

8. Staff presented to Members at the [10 April 2024 Information Session](#) on key considerations for supporting decision making as it relates to transport projects and the information that Members need to inform decision that are to be made.
9. Feedback from the session included:
- The need for stronger engagement and communication with the community;
 - What options have been considered for projects and what are the alternatives;
 - What is the full picture of the project and what are the opportunities, risks, consequences and impacts of decisions;
 - What data is available to support a decision;
 - Greenfield developments should be best practice; and
 - If it's a business as usual project i.e. renewals work – Just Do It.
10. A further session took place on [18 April 2024](#) where the above feedback was refined to:
- No matter the project or the treatment, and to make the best decision, the following will be applied:
- The problem is understood, and the proposed treatment supports safety, accessibility and is suitable for the area – this will also identify if the proposal is a 'Just Do It' project;
 - A list of options which include safety assessment is provided;
 - The options presented will include the full picture, risks and impacts of doing/not doing the project;
 - Data supports the options; and
 - Communication and engagement are timely, at the right level and includes the right people.
11. Transport projects will be triaged using a 'traffic light' system as follows in table below:

Colour Category	Project Level	Project Description
Green	Just Do It Projects	These projects could include renewal footpath/street upgrades, installing or renewing public transport infrastructure, refreshing road marking, technology installation or upgrades, budgeted business as usual works.
Amber	Improvement Projects	These could include, but aren't limited to, safety improvements, crossing improvements, intersection improvements, changes to road layouts.
Red	Major projects	these could include, but aren't limited to, major transport network upgrades, multiple treatments being applied in one project.

12. Projects that are assessed as 'Green' will follow a simple process for approval. However, project specific communications will be timely, at the right level and include the right people.
13. Projects that are assessed as 'Amber or Red' will go through the process below:
- Step One (*no change*): Need Identified – could be from safety data; community feedback; upgrades needed
 - Step Two (*new step*): High level options developed considering the decision making principles above.

- iii. Step Three (*refined step*): Projects triaged and presented to Council/Committee for macroscope approval.
- iv. Step Four (*new step*): Full options are scoped; Members are provided options through workshops; options include safe system assessments
- v. Step Five (*refined step*): Full communication and engagement plan development and **Phase 1** of the engagement with impacted parties and key stakeholders commences
- vi. Step Six (*no change*): Options may change based on feedback received
- vii. Step Seven (*refined step*): Council/Committee approvals which will include:
 - a. What the project is and why the project needs to be completed
 - b. Who is impacted by the project and what feedback has been received
 - c. What are the benefits and risks of the project
 - d. Once physical works commence, how might the site be managed for access
 - e. What parts of the projects will require approval from the Traffic Hearings Panel due to Bylaw changes
- viii. Step Eight (*new step*): **Phase 2** of engagement and communication plan is implemented, which may include city-wide communication if required.



- 14. For Amber and Red projects, Members will be provided with an independent safe system assessment. A 'do nothing' option will be available; this will also be rated using the independent safe system assessment.
- 15. A safe system assessment is a scoring system provided by NZ Transport Agency that is used to consider seven crash types, risk categories and the exposure, the likelihood and the severity associated with each crash type being:
 - i. Run-off-road
 - ii. Head-on
 - iii. Intersection
 - iv. Other
 - v. Pedestrian
 - vi. Cyclist
 - vii. Motorcyclist
- 16. Each of these areas are scored between 1 – 4 and are completed by an independent assessor.
- 17. The lower the score the better the safety rating – meaning that a score of zero or close to zero indicates a high level of alignment with the Safe System.
- 18. Further details of a safe system assessment can be found [here](#).

19. Following the information sessions, staff are recommending that the process framework above is implemented.
20. The Minor Improvements Report to the 2 May 2024 Infrastructure and Transport meeting. has been used to test the framework.
21. Staff also note that as the process is used, it will continue to be refined to ensure better outcomes for our community.

Financial Considerations - *Whaiwhakaaro Puutea*

22. There are no financial considerations associated with this report.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

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

Climate Change Impact Statement

23. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation or emissions assessment is required.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

24. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
25. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report. The recommendations set out in this report are consistent with that purpose.

Risks - *Tuuraru*

26. There are no known risks associated with the decisions required for this matter.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

27. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.
28. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Infrastructure and Transport Committee
Date: 02 May 2024
Author: Nicole Bradbury
Authoriser: Andrew Parsons
Position: Resource Recovery Strategic Manager
Position: General Manager Infrastructure and Assets
Report Name: 2024 - 2030 Waste Management and Minimisation Strategy/Plan - Te Mahere Whakataaharahara Para - deliberation and adoption

Report Status

Open

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on the submissions received and heard at the 21 March 2024 Regulatory and Hearings Committee meeting and seek approval of the proposed 2024 - 2030 Waste Management and Minimisation Strategy/Plan – Te Mahere Whakataaharahara Para (WMMP).

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) approves the 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (WMMP).

Executive Summary - *Whakaraapopototanga matua*

3. A Waste Management and Minimisation Plan is required under the Waste Management Act 2008 (WMA 2008) and sets out our strategy for managing and minimising waste in Hamilton, along with the actions that we need to take to make it possible. Plans are to be reviewed on a six-yearly cycle.
4. The Infrastructure and Transport Committee considered a report on the review of the Waste Management and Minimisation Plan (2018-2024) on [7 March 2023](#). The committee subsequently approved a draft Consultation Document and the [draft 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para](#) (WMMP) .
5. Public consultation occurred between 23 January and 23 February 2024.
6. There were two options proposed in the consultation document:
 - i) **Option One** – Amend the current Waste Plan
 - ii) **Option Two** – Retain the existing Waste Plan
7. During the consultation period 84 unique responses were received with 66 of the respondents (79%) were in support of Council’s proposal to amend the current plan (**Option One**). A copy of the written responses received are available [here](#).

8. Four submitters presented to the 21 March 2024 Regulatory and Hearings Committee meeting ([Agenda and Minutes](#)).
9. The action plan of the WMMP will be regularly reviewed throughout life of the policy and will be funded through a combination of Central Government Waste Levy and the Long Term or Annual Plan processes.
10. Under the WMA 2008, with a WMMP in place, Council will receive funds from the Central Government Waste Levy, which can be used to support the delivery of the WMMP actions. If the WMMP is not adopted, then this would have an impact on receiving these funds.
11. This report sets out the public consultation process that has been completed and summarises the submissions received – both written (via *Have our say*) and verbal (via presentation to the Regulatory and Hearings Committee).
12. Council recently received advice from the Ministry for the Environment regarding terminology and the use of the wording Strategy as opposed to Plan. The advice from the Ministry for the Environment is the wording Plan aligns with the exact wording in the Waste Minimisation Act. The document has been amended to reflect this advice, noting there is no significant impact on the WMMP.
13. As a result of the submissions two amendments are recommended to WMMP. They are as follows:
 - i. Change the word from 'toxic' to 'potent' when referring to methane in section 4.0.
 - ii. Add additional detail under *Focus Area Four* to include more specific actions around enabling the growth of an accessible and easy to use network of community resource recovery hubs.
14. Staff recommends the approval of the proposed 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (**Attachment 1**).
15. Staff considered the decision in this report a having medium significance and the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

16. The Waste Management Act 2008 (WMA 2008) requires that the Council adopts a Waste Management and Minimisation Plan every 6 years, the Council was adopted in April 2018.
17. The WMA 2008 outlines the process and content for the WMMP. It states that if a Council does not have a valid WMMP then they are not eligible for the waste levy funding from the Central Government.
18. The WMA 2008 also requires all Territorial Authorities to prepare a 'Waste Assessment' before reviewing their Waste Plan. The Hamilton City Council 2023 Waste Assessment was approved by the Infrastructure and Transport Committee August 2023 ([Agenda and Minutes](#)).
19. Council currently receives waste levy funding, of around \$2,000,000 each year. Waste levy funding is collected from landfill operators and is currently set at \$50 per tonne. This is then distributed across local authorities based on population size to support the implementation of the WMMP and actions. Due to the tonnage's received, this funding can be variable, however, it must be used only for waste minimisation actions outlined in the WMMP. This funding is at risk if the Council does not adopt a WMMP.
20. Staff initially drafted up the WMMP into a Strategy to align with other Council Strategies and terminology. Staff have since received advice from the Ministry for the Environment to keep with the wording 'Plan' as it aligns with the exact wording in the Waste Minimisation Act. To ensure no risk to the current Waste Levy funding, staff have changed the wording to 'Plan'.

21. The 9 November 2023 Infrastructure and Transport Committee meeting resolved:
- a) *receives the report,*
 - b) *approves the draft 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (WMMP),,*
 - c) *approves public consultation from 23 January 2024 to 23 February 2024 on the draft 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para; and*
 - d) *notes that public submissions will be presented to the Regulatory and Hearings Committee which is scheduled for 21 March 2024.*
22. The consultation document set out the two options of retaining the existing WMMP or amending the current, along with gaining feedback on the six proposed focus areas of the draft plan as shown below.

PUBLIC CONSULTATION FEEDBACK
Option One - Amend the current Waste Plan
How well do you think the Waste Management and Minimisation Plan meets the needs of:
<ul style="list-style-type: none"> i. Focus Area One: Organic Waste ii. Focus Area Two: Construction and demolition waste iii. Focus Area Three: Developing a circular economy iv. Focus Area Four: Recovering more form waste streams v. Focus Area Five: Changing ways of living vi. Focus Area: Six: Shaping national direction
Option Two - Retain the existing Waste Management and Minimisation Plan

23. This report sets out the public consultation process that has been completed and summarises the submissions received in response to the consultation, which took place between 23 January 2024 to 23 February 2024. It also provides information on the Hearings process and information sought by the Regulatory and Hearings Committee.

Discussion - *Matapaki*

Consultation and Engagement

24. The consultation document and draft 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (WMMP); formed the basis for the public consultation that was required to be undertaken in accordance with the Principles of Consultation set out in section 82 of the LGA 2002. A copy of the draft 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (WMMP) is included in this report (**Attachment 1**).
25. Public were invited to submit on the Statement of Proposal and WMMP Para.
26. Council sought community feedback on the following:
- a) How well do you think Council's waste strategy meets the needs of each of the proposed six areas?
 - b) Do you think these six key focus areas cover the work Council needs to do on waste management and minimisation?

27. The engagement campaign included meetings with Mana Whenua, Waikato-Tainui, Waipaa District Council, Waikato District Council and Waikato Regional Council. Communications included media releases, press advertising, social media promotion, provision of material at Council offices, Hamilton City Libraries and online via the Have your say feature. Staff attended community events, where hardcopy submission forms were made available to attendees.
28. A total of 84 unique responses were received between 23 January 2023 and 23 February 2024. Of the 84 unique responses 9 people wanted their submissions to be heard. The engagement and insights report is **Attachment 2** of this report.
29. Key stakeholders in the waste management space were consulted on the six focus areas in July 2023 and the feedback was used to inform future options of the WMMP. The feedback has been summarised in **Attachment 3** of this report.
30. Additionally, staff worked with Para Kore to engage with Maaori communities to seek feedback on the proposed WMMP. This targeted engagement had 102 participants across 12 methods of collecting feedback. The full report can be found in **Attachment 4**.
31. A community engagement tactics and insights report has been written outlining the tactics used to maximise engagement, the results of that engagement, the insights that came through the survey used, and demographic comparisons. The report can be found in **Attachment 5**.

Summary of Insights

32. Of the responses received, 79% or 66 out of 84, agreed with Councils' proposal to amend the current 2018-24 Waste Management and Minimisation Plan and to implement the six key focus areas as outlined in earlier in this report.
33. Themes that emerged from additional comments include:
 - i. support the WMMP (33 comments)
 - ii. regular household collections (11 comments)
 - iii. reduce landfill/waste to protect the environment (9 comments)
 - iv. Council could shoot for more ambitious targets (7 comments)
 - v. changing the WMMP will be costly on resources (5 comments)
 - vi. the WMMP is difficult to read or does not have obvious actions (5 comments)
 - vii. need to recycle soft plastics (5 comments)
34. Respondents were asked how well did the proposed WMMP meet the needs of each focus area. 21 respondents believed all six focus areas had the needs at least somewhat met by the WMMP, while 6 respondents believed all six focus areas needed more development.
35. Themes from general comments received were:
 - i. education will be crucial to the success of the WMMP (4 comments)
 - ii. the WMMP needs more concrete actions and practices, rather than plans (4 comments)
 - iii. general dissatisfaction with Councils' decision-making (3 comments)
 - iv. the WMMP is not ambitious enough – it should go further, be bolder (3 comments)
 - v. the WMMP looks good in theory, but it is hard to say if needs will be met until the plan is in action (3 comments)
 - vi. the WMMP should focus on waste reduction in suppliers/companies rather than individuals (3 comments)
 - vii. needs support/participation from everyone in the community (2 comments)
 - viii. could have a better detailed plan for waste management for businesses
 - ix. desire to see community resilience centres
 - x. should increase recognition of infrastructure investment as key to waste management
 - xi. should recognise schools as a key area for waste minimisation
 - xii. suggested implementing incentives/support for business with sustainable initiatives.

Hearings

36. 9 submitters indicated their desire to provide a verbal presentation supporting their written submissions. Of the n9, only 4 attended and presented to the Regulatory and Hearings Committee on 21 March 2024.
37. The majority of the verbal submissions were in support of the proposal to adopt the new plan.
38. The following is a summary of the themes of additional suggestions that were made and how these will be addressed:

Verbal submission suggestions	How will we address this?
The WMMP needs to be bolder and include more specific actions	Our action plan is in section 15 of the document. This will be a dynamic part of the strategy that will include more specific actions and be reviewed and reported on annually.
There should be increased focus and speed on the implementation of community led resource recovery centres. This included a call to ensure it is done in partnership with local community organisations and to leverage existing infrastructure where possible e.g. Community Houses.	Focus Area Four has the following action: <ul style="list-style-type: none"> i. Enable the growth of an accessible and easy to use network of community resource recovery hubs and circular projects for reusing, repairing, repurposing, recycling, the sharing economy and avoiding waste. The following detail will be added to the action: <ul style="list-style-type: none"> i. A minimum of three community resource recovery hubs to be supported within the duration of the strategy (funding dependent).
Have a strong ongoing focus on education that reaches a large cross section of our diverse community.	Under Focus Area Four we have numerous actions around education including: <ul style="list-style-type: none"> i. Review our current education and behaviour change activities and develop an accessible and effective programme that meets the needs of our diverse city and is delivered in collaboration with others. ii. Educate our community on the correct use of kerbside rubbish and recycling services' One of our Guiding Principles is 'Collective Action' and education will be delivered in collaboration with our community.
Waste reduction in the city needs to be as convenient and accessible as possible.	This has been addressed though: <p>Outcome One: "Low-waste solutions are easy and we are using them."</p> <p>Our Guiding Principle of "Inclusive and accessible – we make it easy for our diverse city to do the right thing. We provide equal opportunities for everyone to contribute to a low-waste city"</p> <p>Focus Area Four Action:</p> <ul style="list-style-type: none"> i. Enable the growth of an accessible and easy

	to use network of community resource recovery hubs and circular projects for reusing, repairing, repurposing, recycling, the sharing economy and avoiding waste. A minimum of three community resource recovery hubs to be supported (funding dependent).
Ensure a balance of incentives and disincentives to drive behaviour change eg charges and benefits	<p>The Waste Bylaw (2019) will be leveraged to drive behaviour change by:</p> <ul style="list-style-type: none"> i. requiring Site Waste Management Plans for construction developments ii. requiring event waste management plans for certain events <p>Council will continue to influence Central Government through the submissions process for initiatives that will incentivise or disincentivise behaviour change.</p> <p>Staff will continue to engage the community through events and other education opportunities.</p>

Options

39. There were two options proposed in the consultation document, this are listed below:

Option One – Amend the current WMMP

Option Two – Retain the existing WMMP

40. Staff recommends **Option One** as it allows for the current Waste Management and Minimisation Plan 2018 – 2024 to be amended and enhanced to incorporate the following:

Moving to a circular economy approach that supports the priorities of the waste hierarchy could include:

- i. *designing out waste during construction and development*
- ii. *influencing how we consume things (through behaviour change)*
- iii. *keeping products and materials in use through a local network of resource recovery centres*
- iv. *reusing or using recycled materials*
- v. *using more of our organic waste as a resource to support nature e.g. (composting food scraps to enrich soil)*

Financial Considerations - *Whaiwhakaaro Puutea*

41. The cost to complete the review and development of the draft Plan is approximately \$140,000. This cost includes the development of the Waste Assessment, staff time, consultants, consultation costs and design. The amount was budgeted for and approved in the 2021-31 Long Term Plan, which is offset by the waste levy funding received from the Ministry for the Environment.

42. The WMA 2008 requires a WMMP to be in place for councils to be eligible for the waste levy funding from Central Government. Council currently receives this funding, approximately \$2,000,000 each year, to support the implementation of the Waste Plan. This funding is at risk if the WMMP is not adopted.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

43. Staff confirm that staff recommendations comply with the Council's legal and policy requirements and consultation complies with section 82 of the LGA 2002 and the Waste Minimisation Act 2008.

Climate Change Impact Statement

44. Staff have assessed this option against the Climate Change Policy, for both emissions and climate change adaptations. Staff have determined no adaptation assessment or emissions assessment is required.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

45. The purpose of Local Government changed on the 14 May 2019 to include the promotion of social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
46. The subject matter of this report has been evaluated in terms of 'the 4 wellbeings' during the process of developing this report as outlined below.
47. The recommendations set out in this report are consistent with that purpose.

Social

48. Waste management and minimisation impacts all residents in our community. The WMMP focuses on avoidance, reduction, and minimisation of waste in our city.
49. The WMMP supports social wellbeing by ensuring that Hamilton has the infrastructure and services in place to manage waste and that Council is encouraging our community to rethink, reduce, reuse, recycle and recover waste.
50. The community will benefit from the outcomes of the WMMP:
- i. low-waste solutions are easy, and Council and the Hamilton community are using them;
 - ii. by working together, we are all sending less to landfill;
 - iii. our economy keeps resources in use for as long as possible.

Economic

51. The WMMP provides infrastructure solutions, education, support and waste services to guide the community on how to rethink, reduce, reuse, recycle and recover waste.
52. The minimisation of waste and the increase of resource recovery can provide long term cost savings by reducing the cost of resource inputs and waste outputs and therefore disposal costs.
53. As waste minimisation increases and the resource recovery industry grows, the development of commercial operations such as material recovery facilities, reuse shops and services to collect, sort, process and on sell recyclable or reused materials can occur.

Environmental

54. Waste in landfills make up approximately 3% of our total emissions. Absent the right policies and incentives in place, this is likely to increase.

55. The WMMP focuses on the hierarchy of how to rethink, reduce, reuse, recycle and recover waste, and a circular economy approach will support our emission reductions.
56. As our city grows, without right policies and incentives in place, the impact of waste to landfills is likely to increase. The review of the WMMP is timely and aligns with the New Zealand Waste Strategy and Councils' Te Pae Tawhiti o Kirikiriroa (Our Climate Future).

Cultural

57. Using Te Ao Maaori as a frame of reference is integral to the WMMP and aligns with our He Pou Manawa Ora – Pillars of Wellbeing Strategy.
58. Alignment to the pillars of He Pou Manawa Ora– Pillars of Wellbeing Strategy, the principles of Te Tiriti O Waitangi and Te Ture Whaimana will ensure that the outcomes of the WMMP are in partnership with Maaori and are inclusive for the wellbeing of all our people.
59. Engagement on the WMMP with Maaori communities by Para Kore on Councils' behalf through multiple ways of engaging, has provided a deeper perspective of Te Ao Maaori throughout the draft WMMP. This has helped guide and inform the outcomes and actions of the WMMP on its journey towards creating a more socially, economically and environmentally diverse city for future generations to be immensely proud of.

Risks - *Tuuraru*

60. To comply with the WMA 2008, Council must have a waste management and minimisation plan in place. The current WMMP is due to expire April 2024 (although an adoption date of May 2024 has been approved by Ministry for the Environment).
61. The WMMP includes substantial changes to waste minimisation in Hamilton. If the Infrastructure and Transport Committee, chooses not to approve the 2024 - 2030 WMMP, there would be a risk that our waste volumes would continue to increase and impact the wellbeing of our city.
62. If the WMMP is not approved, Council will not be eligible for the waste levy funding that is received from the Ministry for the Environment. The amount of this funding is approximately \$2,000,000 and funds Councils' waste minimisation activities.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

63. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a medium level of significance.
64. Community views and preferences are already known to the Council through:
 - i. early engagement with key stakeholders and Maaori communities have been held. This engagement has assisted in the development of the revised Plan.
 - ii. wider community views and preferences were gained through public consultation and hearings.
65. There is a statutory requirement to consult as per legislation outlined below: Section 44 of the WMA 2008 requires that when preparing, amending or revoking plans that the special consultative procedure set out in Section 83 of the Local Government Act 2002 must be used. This process is required for WMMP as well, in addition to the Waste Assessment.

Attachments - *Ngaa taapirihanga*

Attachment 1 - HCC Waste Management and Minimisation Plan – FINAL DRAFT

Attachment 2 - 2024 - WMMS - Engagement and Insights Report

Attachment 3 - WMMP Key Stakeholder feedback - Insights report

Attachment 4 - HCC WMMP Māori Engagement

Attachment 5 - 2024 - WMMS - Community engagement tactics and submissions insights

FINAL DRAFT

Waste Management and Minimisation Plan

Te Mahere Whakataaharahara Para

2024 - 2030



Hamilton
City Council
Te kaunihera o Kirikiriroa



Whakatauki (proverb)

Kei too mai te manawa tahi
ki a para kore ka mate te
manawa o Taiao.

Unless we take action to
minimise waste our
planet dies.

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1.0 Foreward

Our waste is increasing, and the impact of how we manage this will continue to grow unless we do something about it now.

Our 2023 Hamilton City Council Waste Assessment estimates the amount of waste we sent to landfill in Hamilton has increased by approximately 28.5% since 2017. If we don't take immediate action, the amount of waste will continue to increase as our population grows. Actions we can all take include simple measures like rethinking what we are about to purchase at the checkout, right through to how we recycle or dispose of items once they are at the end of their life. We can, and we should do better.

Our vision for the Waste Management and Minimisation Plan is Hamilton Kirikiriroa is leading the way towards a low-waste city. Our Plan outlines the direction for the next six years (2024-2030) and sets out how Council and the community can work together to minimise the impact of waste on our environment.

With Council only managing 13% of all Hamilton's waste, The Plan also includes a focus on working with businesses and industries so they can do more to to reduce what they send to landfill. Construction and demolition makes up for 50% of all landfill waste across New Zealand. This industry is committed to reducing waste and we are excited to work alongside them in this space.

Our Plan and the supporting waste assessment, tells the story of where we are now and the challenges we face both locally and nationally. It provides Council with the direction of where we want to be and how our attitudes towards waste need to change. It really is quite a simple story - if we reduce the amount of waste produced, the better it is now and for future generations.

This Plan aligns with other Hamilton City Council strategies, including He Pou Manawa Ora and our Climate Change Strategy. It reflects Te Ao Maaori and the principles of Te Tiriti o Waitangi and the relationship to our land.

As Deputy Mayor and Chair of the Infrastructure and Transport Committee, I am proud to have provided guidance and support in developing this Plan, along with the guidance and involvement of Elected Members. I also congratulate the staff involved in developing this Plan and for their ongoing dedication to achieving Council's purpose of improving the wellbeing of Hamiltonians.



Angela O'Leary,

**Deputy Mayor and Chair of the
Infrastructure and Transport Committee.**

2.0 Our plan

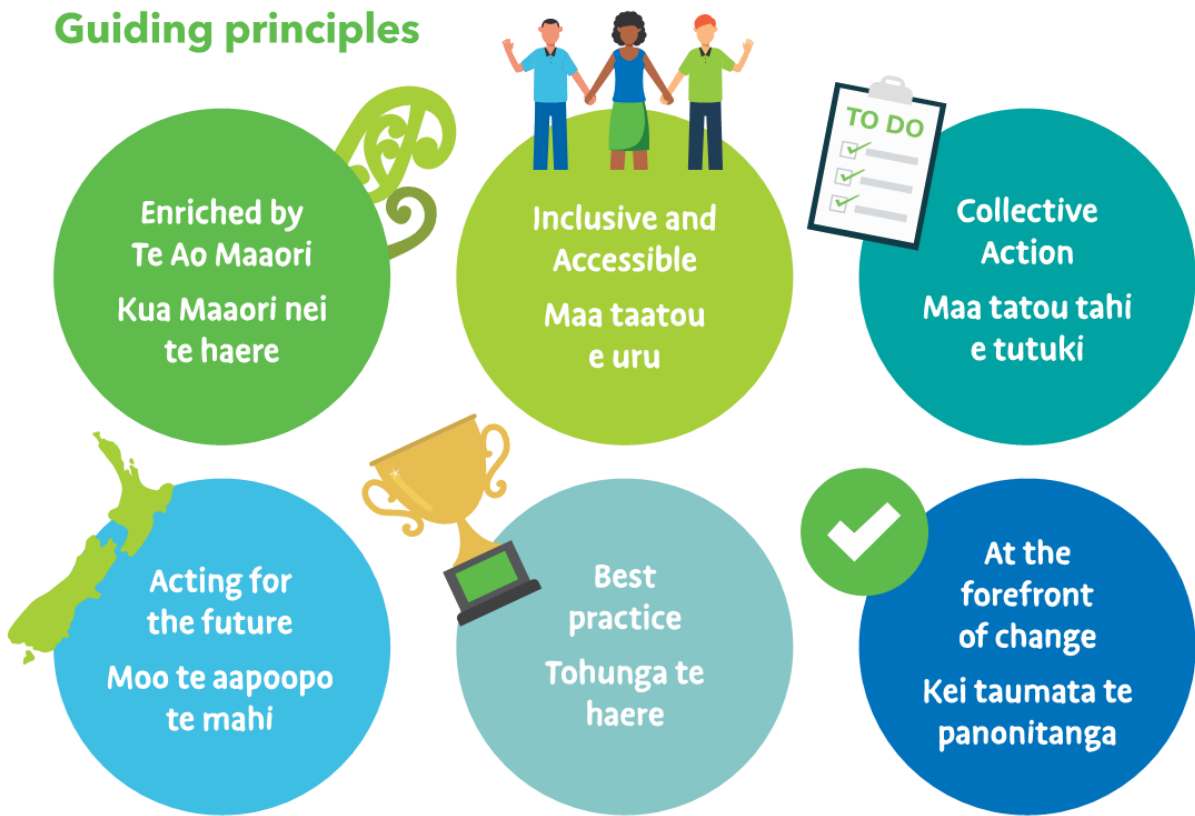
Our vision

“Hamilton Kirikiriroa is leading the way towards a low-waste city”

Kei taumata te ara para kore a Hamilton Kirikiriroa.



Guiding principles



Outcomes



Outcome one

Low-waste solutions are easy, and Council and the Hamilton community are using them.

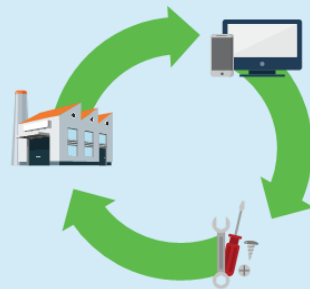
Mama te whakatika me te whakatutuki i te ara whakaitinga para kore.



Outcome two

By working together, we are all sending less to landfill.

Maa te mahinga tahi ka iti iho te unga ki ngaa ruapara.



Outcome Three

Our economy keeps resources in use for as long as possible.

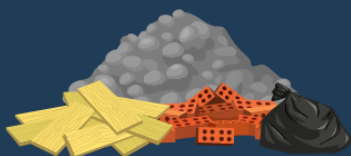
Ko te oohanga ka puumau i ngaa rauemi moo te waa roa.

Focus areas



Further reduce the amount of organic waste going to landfill

Ka iti iho te pararopi e haere ana ki te ruapara



Ongoing efforts to reduce construction and demolition waste

Ka ngana te whakaiti iho ngaa para hanganga me te turakanga



Support the move to a circular economy

Tautoko rawa te nekehanga oohanga huri haere



Recover more from waste streams

Ka whai ora tuaruatia te para



Adapt to changing lifestyles and ways of living

Ka uratau ki ngaa aahua noho o te waa



Shape national direction on waste and resource recovery

Ahungia te ara-aa-motu para kore



Regulatory and council management

Ture me te whakahaere-aa-kaunihera

3.0 Painting the picture

Our purpose is to improve the wellbeing of Hamiltonians. Effectively managing and minimising our waste is one of the things we must do to keep the city running the way it should. With people at the heart of everything we do, we also make choices about how to make Hamilton an even better place to be.

Shaping a green city

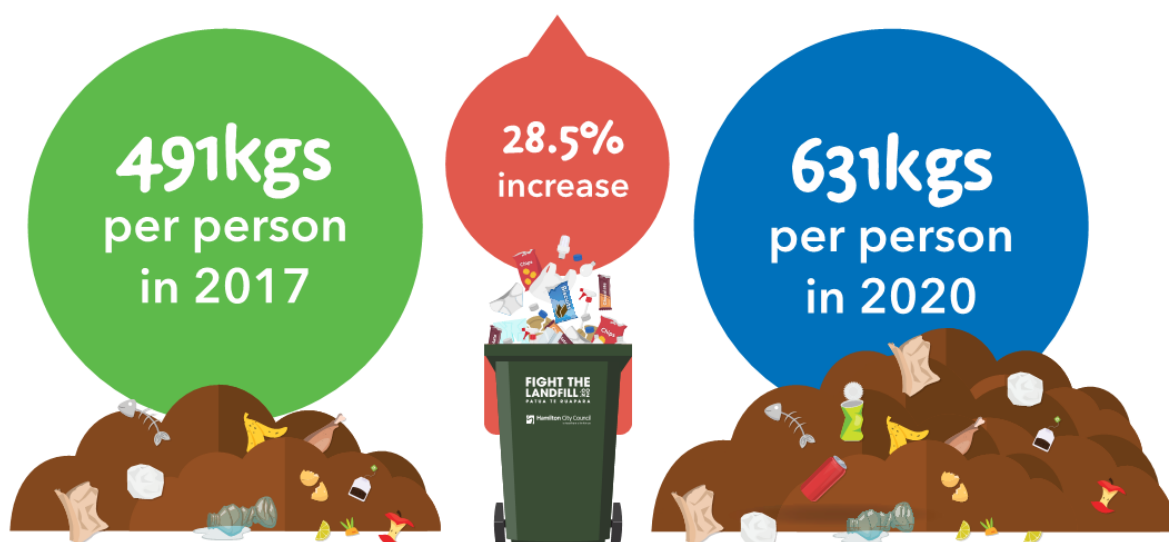
One of Council's five priorities¹ is to become a sustainable city by challenging the way we grow our city and how we live within our city. We love our environment and we're all committed to protecting it for future generations.

With a vision of 'Hamilton Kirikiriroa is leading the way towards a low-waste city', our Waste Management and Minimisation Plan Te Mahere Whakataaharahara Para 2024 - 2030 (The Plan) outlines the things we will do to shape a more sustainable future for our city.



4.0 Introduction

As a society, we are creating more waste than ever before. Between 2017 and 2020, we estimate the amount of waste Hamiltonians send to landfill has increased by approximately 28.5%.² If we don't take action we expect this amount of waste will only continue to increase as our population grows.



The challenges we are facing

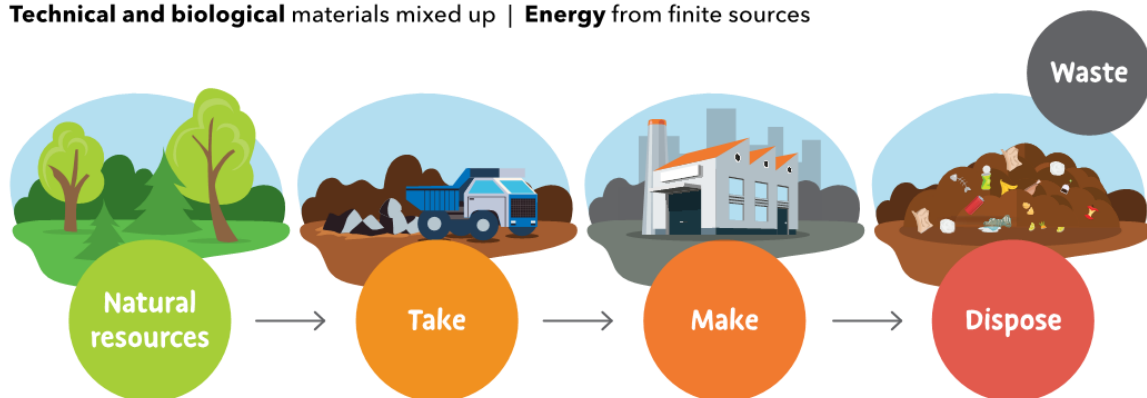
Our growing waste problem is a result of our disposable approach to the way we consume. This is often referred to as the 'linear economy' when we take finite natural resources, make them into something (which we tend to use for a short amount of time) and then dispose of it.

When we throw things away, the impact is not only what we see, but also all the resources and emissions that went into creating that item in the first place. It's estimated 45% of global greenhouse gas emissions come from the way we make and use things.³

When items make their way to a landfill, it's not only a huge waste of resources, but burying our waste in a big hole in the ground has ongoing environmental impacts and risks. When organic materials like food scraps, paper and wood breakdown in landfills, they create emissions, including methane, a potent greenhouse gas. In Hamilton 3% of our emissions come from landfills⁴ and this doesn't even include all of the emissions that went into making the things that we are throwing away. Keeping products and materials out of landfill, and in use for as long as possible, will reduce these emissions.

Linear economy

Technical and biological materials mixed up | **Energy** from finite sources



The opportunities we have

It doesn't make sense to continue using up our planet's limited resources and throwing them in a hole in the ground. We need to move to a circular economy where we rethink the way we consume and keep materials out of landfill, and in use, for longer.

Moving to a circular economy approach that supports the priorities of the waste hierarchy could include:

- designing out waste during construction and development
- influencing how we consume things (through behaviour change)
- keeping products and materials in use through a local network of resource recovery centres
- reusing or using recycled materials
- using more of our organic waste as a resource to support nature e.g. composting food scraps to enrich soil.

Circular economy

Energy from renewable sources



Our Plan

The Plan builds on our previous plan (Hamilton City Council Waste Minimisation and Management Plan 2018 – 2024). It sets out our strategy for managing and minimising waste in Hamilton, along with the actions that we need to take to make it possible.

Through our kerbside service, we directly manage less than 13%⁵ of the waste generated in Hamilton. We need to work together with various stakeholders including iwi, Mana Whenua, Mataawaka, community, business, manufacturers, and government to influence what happens with the rest of the waste.

Why do we need a plan?

Our purpose is 'to improve the wellbeing of Hamiltonians'. Our Plan helps deliver on this.

Our Plan sets our vision for Hamilton to lead the way towards a low-waste city and gives us a roadmap for what we need to do to get there. While it's the right thing to do, there are a few other reasons why we need a plan.

Our obligations: The Waste Minimisation Act 2008 places an obligation on all councils to promote effective and efficient waste management and minimisation within their district. It requires councils to prepare a Waste Management and Minimisation Plan and review it every six years.

Councils also have obligations under various acts, including the Health Act 1956, to ensure waste management and systems protect public health. A full list of relevant legislation is listed in the Waste Assessment 2023⁶.

Resourcing: The Waste Minimisation Plan ensures we will have the infrastructure and services in place to appropriately manage waste and support Hamilton to become a low-waste city, especially as our city grows.

The actions set out in The Plan will be included in the Long-Term Plan and Annual Plan processes to support the resourcing needed to deliver the Plan's outcomes.

What types of waste are included?

The Plan includes all solid waste and diverted material in the city, whether we manage them or not. Liquid and gas waste are not included, except where they interact with solid waste systems. This does not necessarily mean we are going to have direct involvement in the management of all waste. We have a responsibility to consider all waste in the city, and to suggest areas where other groups, such as businesses or households, could take action themselves.

What informs The Plan?

Our Plan is informed by a range of existing council strategies as well as local, national, and international data, knowledge, and best practice.

Plan map



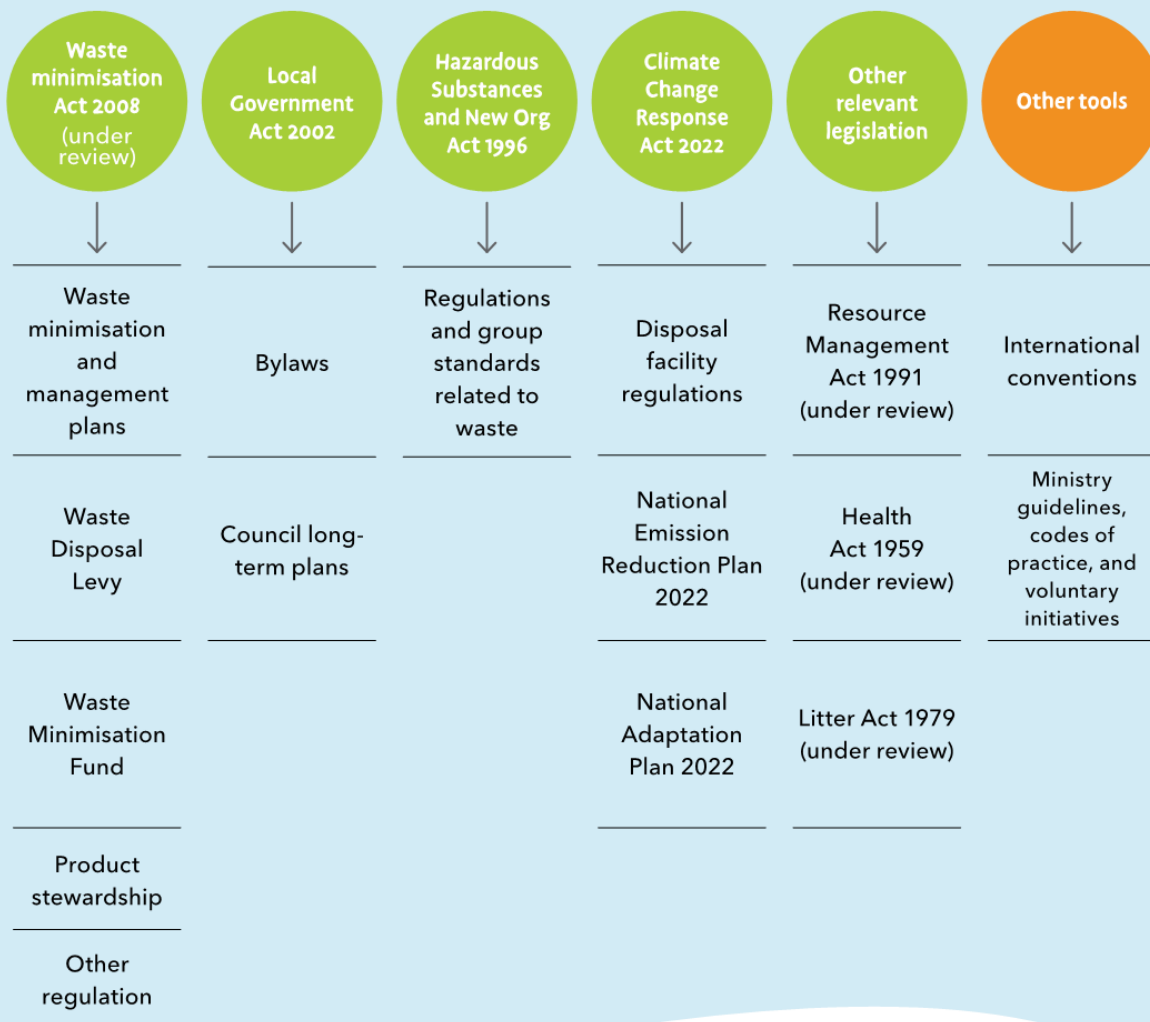
Waste hierarchy



- **Circular economy:** the principles of the circular economy (make - use - return - remake) influence the focus areas and actions in The Plan.
- **Existing Hamilton City Council strategies:** such as Our Climate Future - He Pou Manawa Ora, Access Hamilton- Ara Kootuitui Kirikiriroa and Hamilton Urban Growth Strategy.
- **National strategies:** The Aotearoa New Zealand Waste Strategy (Te rautaki para - Waste Strategy)⁹ has a vision of "by 2050, Aotearoa New Zealand is a low-emissions, low-waste society, built upon a circular economy." The Aotearoa New Zealand Waste Strategy details the goals, guiding principles and work priorities for achieving this vision. The key strategy priorities include:
 - diversion of organics away from landfill
 - reducing landfill emissions
 - lifting recycling rates
 - standardisation of kerbside collections
 - promoting a circular economy.

The Plan is influenced by the priorities of the Aotearoa New Zealand Waste Strategy as per section 44 of the Waste Minimisation Act 2008.

New Zealand Waste Strategy Legislative Framework



A range of other national, regional and local plans and strategies can be found in section 2 of the 2023 Waste Assessment¹⁰.

For more information

Further information on the development of Our Plan and updates on progress can be found at fightthelandfill.co.nz

5.0 Hamilton's waste situation

Our city's waste

We provide a kerbside recycling and rubbish collection service to Hamilton households. We estimate this makes up around 13%¹¹ of the waste generated in Hamilton.



Kerbside waste

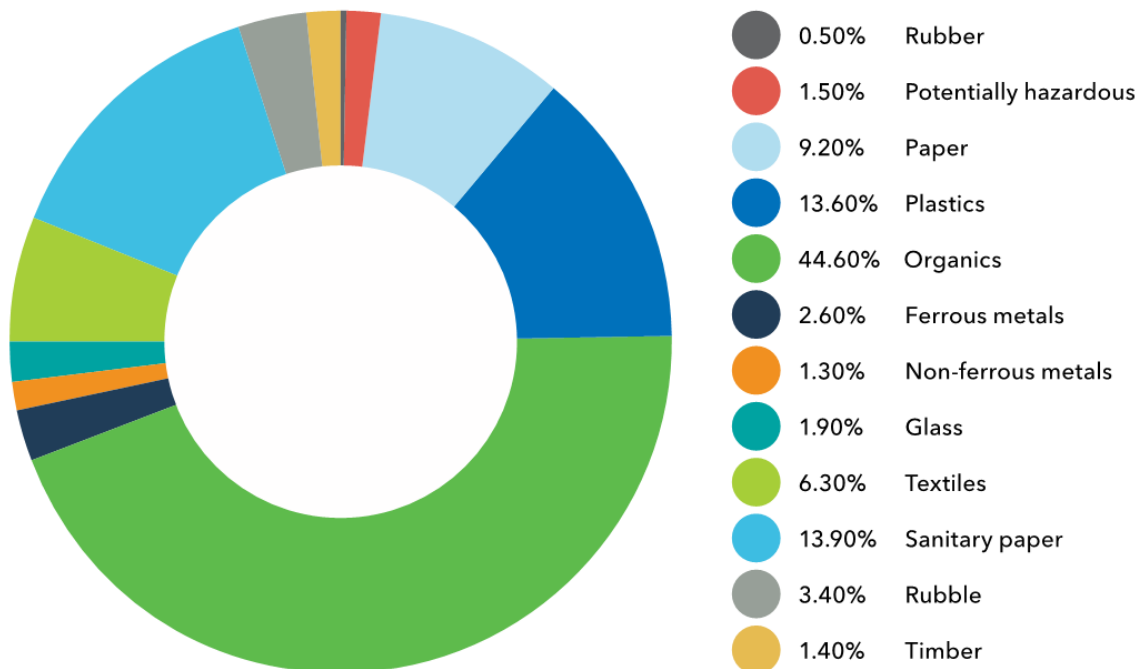
Total waste and recycling collected at kerbside.



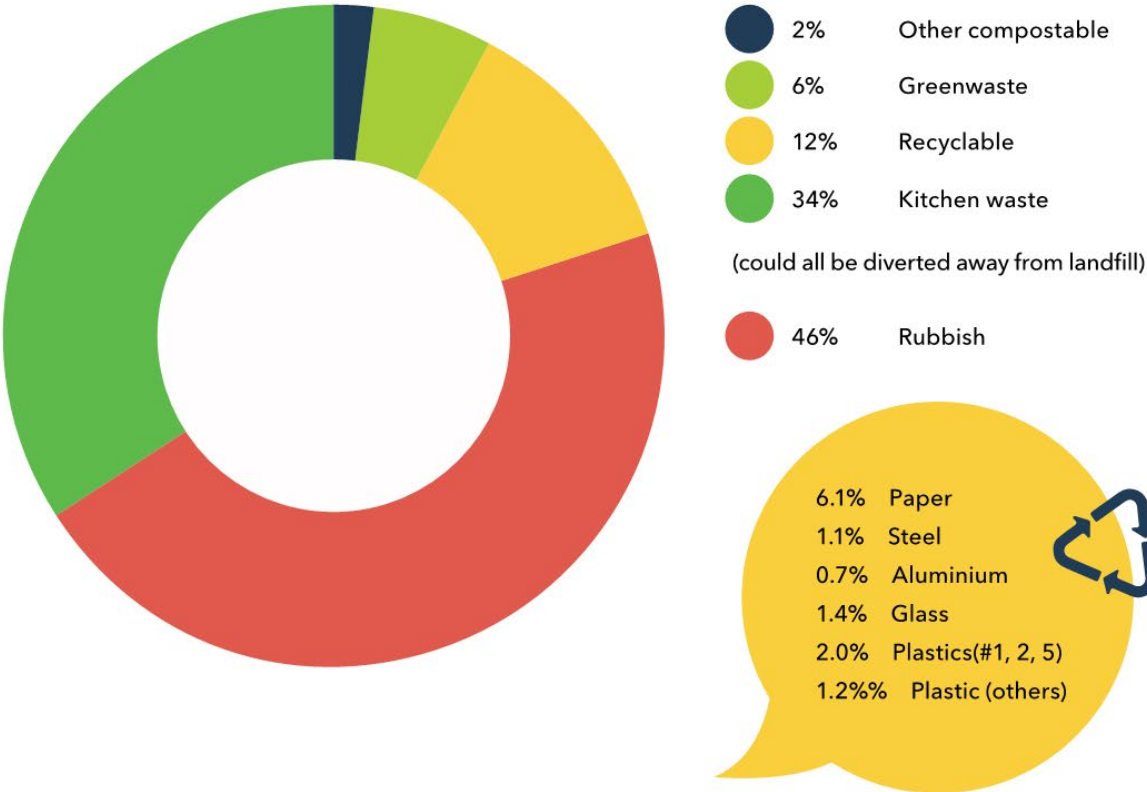
As part of the Waste Management and Minimisation Plan 2018 - 2024, we introduced a new kerbside service in 2020. It resulted in a decrease of around 40% in the amount of kerbside waste going landfill and a 67% increase in

recycling¹². This was a huge win, but we know 54% of what is still going in our red lidded kerbside rubbish bins doesn't need to be going to landfill.

Primary composition of Council's 120-litre rubbish wheelie bins - 2022¹³



Diversion potential of Council's 120-litre rubbish wheelie bins - 2022¹⁴



The big picture

It's difficult to estimate what's happening with the rest of Hamilton's waste. The majority of waste in Hamilton is managed privately or by commercial providers and we don't currently have data on these waste volumes. We can look to national data from the Ministry for the Environment, however,

the data is currently limited. The good news is this will change as the Aotearoa New Zealand Waste Strategy 2023 has identified data and licensing as a priority area.

In the meantime, we can only make estimates and assumptions based on the information that we do have.

What we know



Waste to landfill is increasing

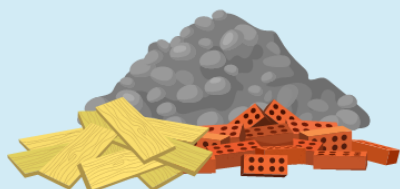
Since 2017 the amount of waste per person to Class-1 landfills in the Waikato has increased by approximately 28.5%*.¹⁵



Our population is growing

Which will increase waste and put pressure on our systems and infrastructure. Hamilton's population is projected to grow from 185,677 in 2024 to more than 203,421 in 2030 (9.6%).¹⁶

For more detailed data please refer to our 2023 Waste Assessment.



Construction and demolition waste is significant

Construction and demolition waste is recognised as the largest waste stream in New Zealand making up to 50% of waste that goes to landfill.¹⁷



We are exposed to an increasing number of extreme events

Unforeseen events, such as natural and human caused disasters and pandemics, apply a different pressure upon waste services and other inter-related services. They potentially create a significant volume of waste in a short time frame, which may be contaminated.¹⁹



Organic waste and food scraps are a big deal

More than 30 million kg of food scraps are sent to New Zealand landfills from houses and businesses every year. Food scraps produce around 22% of the emissions from municipal landfills as they decompose.¹⁸

6.0 Wellbeing and Waste

The Local Government Act 2002 states the core aim of local government is to advance the current and future social, economic, environmental, and cultural prosperity of communities.

In accordance with this, we characterise "wellbeing" as:



Focusing on effective waste management and minimisation can play a significant role in enhancing the well-being of our community.

Developing a network of resource recovery centres that focuses on reusing, repairing and repurposing, over sending things to landfill, can have a positive economic impact. The Emissions Reduction Plan

states "as an average across a range of studies, for every five jobs in landfilling, 15 to 20 jobs could be created in resource recovery".²⁰

As the Ministry for the Environment states 'Redistributing good quality, surplus food to those who need it can have a positive impact on food security and community resilience'.²¹

8.0 Our Plan

Our vision for the future

Hamilton
Kirikiriroa is
leading the way
towards a low-
waste city.



9.0 Our approach

We have three key elements that provide the foundation for the way we approach waste management and minimisation.



How will we work together?

To achieve the vision and outcomes of our Plan, we will work together with:



10 Guiding principles

These principles guide our actions and decision-making and have influenced the development of The Plan and actions.



Enriched by Te Ao Maaori: Kua Maaori nei te haere

Te Ao Maaori acknowledges the value and significance of Maaori culture and traditions. We use it to inform and enhance the work we do.



Inclusive and accessible: Maa taatou e uru

We make it easy for our diverse city to do the right thing. We provide equal opportunities for everyone to contribute to a low-waste city.



Collective action: Maa tatou tahi e tutuki

We work together with iwi, Mana Whenua, Mataawaka, community, business, government, and other key stakeholders to create change.



Acting for the future: Moo te aapoopo te mahi

We are innovative and take action for the long-term wellbeing of our people and planet.



Best practice: Tohunga te haere

We are guided by evidence, data and knowledge

At the forefront of change: Kei taumata te panonitanga

We lead by example and advocate for change. We are recognised as the go-to Council for action and expertise.



11 Te ao Maaori and Waste

Using Te Ao Maaori as a frame of reference is integral to The Waste Plan and aligns with our He Pou Manawa Ora - Pillars of Wellbeing Strategy²².

He Pou Manawa Ora outlines our vision for a city that celebrates its whole history, including its unique Maaori heritage. It ensures everyone has a voice in developing its future. The Strategy recognises Maaori as key partners in determining Hamilton's future and aims to achieve better outcomes for Maaori and all Hamiltonians. The four pillars or 'pou' are history, unity, prosperity and restoration.

Within Te Ao Maaori, the relationships between land and humans are inseparable through whakapapa. Whakapapa links people to all other living things, to the Earth, our mother Papatuaanuku and the sky, our father Ranginui. It traces the universe back to its origins, to te kore, the time of nothingness.

Whakapapa creates a deep responsibility towards and respect for the natural world. Kaitiakitanga (custodianship) is passed down through generations, and the relationship is reciprocal: you look after the land; the land looks after you.

From the perspective of Te Ao Maaori, all packaging, all materials, all waste has whakapapa to the natural world. Designing out waste and emissions by focusing on the highest parts of the waste hierarchy, will enable us to regenerate and restore Papatuaanuku and our relatives of the natural world, and ultimately ourselves.

Te Ao Maaori and the Principles of Te Tiriti O

All packaging, all materials, all waste has whakapapa to the natural world.

Waitangi / The Treaty of Waitangi (Partnership, Protection, Participation and Prosperity) will help guide The Strategy on its journey towards creating a more socially, economically and environmentally diverse city for future generations to be immensely proud of.

Read the complete He Pou Manawa Ora Strategy hamilton.govt.nz/hepoumanawaora



12 Our outcomes

<p>Outcome one</p> <p>Low-waste solutions are easy, and we are using them.</p> <p>Mama te whakatika me te whakatutuki i te ara whakaitinga para kore.</p> 	<p>We need to make it as simple as possible to find and use low-waste solutions within our city and our neighbourhoods.</p> <p>We have a diverse population with a huge range of cultures, economic means, and physical abilities. The way we live is also changing as housing intensification increases and more of us are living in the central city. We need to consider and meet the needs of our diverse city and provide equal opportunities for everyone to access and contribute to a low-waste city.</p>
<p>Outcome two</p> <p>By working together, we are sending less to landfill.</p> <p>Maa te mahinga tahi ka iti iho te unga ki ngaa ruapara.</p> 	<p>To achieve our vision of becoming a low-waste city we need collective action.</p> <p>Through the kerbside collection, we only directly manage around 13%²³ of the waste generated in Hamilton. We need to collaborate with iwi, Mana Whenua, Mataawaka, community, business, government, and other key stakeholders and collaborators to find and enhance ways to send less to landfill.</p> <p>There is already a significant amount of waste reduction knowledge and action happening within our city. By providing additional education, support and advocacy, we can enable our communities to do more.</p>
<p>Outcome three</p> <p>Our economy keeps resources in use for as long as possible.</p> <p>Ko te oohanga ka puumau i ngaa rauemi moo te waa roa.</p> 	<p>Prioritising circular economy outcomes within our city will keep resources in use, reduce waste to landfill, and enhance resilience.</p> <p>The circular economy is an economic system that focuses on keeping resources in use for as long as possible. It aims to realise the full value of resources and minimise waste. It can include approaches such as recycling, repairing, reusing, and re-manufacturing.</p> <p>Circular economy outcomes reduce waste and environmental impact, and with increasing resource scarcity, it can also create economic opportunities and increased resilience for our local communities and businesses.</p> <p>We will focus on building community and industry capability and supporting action around the circular economy, as well as focusing on our own organisation to make decisions that minimise waste and incorporate circular economy principles.</p>

13 Our focus areas

<p>Further reduce the amount of organic waste going to landfill Ka iti iho te pararopi e haere ana ki te ruapara</p>	<p>Globally an estimated one third of all the food we produce is lost or wasted. In New Zealand, organic waste makes up 4%²⁴ of our national emissions. There is a significant opportunity to increase awareness and expand initiatives to divert and reduce the amount of organic waste going to landfills in Hamilton.</p>
<p>Ongoing efforts to reduce construction and demolition waste Ka ngana te whakaiti iho ngaa para hanganga me te turakanga</p>	<p>Construction and demolition waste is estimated to be²⁵ the largest waste stream in New Zealand. An opportunity exists to continue supporting the construction and demolition industry to minimise waste from design through to construction.</p>
<p>Support the move to a circular economy Tautoko rawa te nekehanga oohanga huri haere</p>	<p>A circular economy, in which we keep resources in use for as long as possible is an alternative to the traditional linear economy. An opportunity exists to raise awareness and accelerate the implementation of circular principles and create Hamilton as a leader in this space.</p>
<p>Recover more from waste streams Ka whai ora tuaruatia te para</p>	<p>The waste hierarchy is a priority order of how to manage our waste. We need to continue our focus on increasing resource recovery by moving up the waste hierarchy.</p>
<p>Adapt to changing lifestyles and ways of living Ka urutau ki ngaa aahua noho o te waa</p>	<p>With disposable consumption habits and increasing housing intensification in Hamilton, we need to support the move to low-waste and low-carbon ways of living.</p>
<p>Shape national direction on waste and resource recovery Ahungia te ara-aa-motu para kore</p>	<p>We have the opportunity to help shape the future of resource recovery and waste in New Zealand.</p>
<p>Regulatory and council management Ture me te whakahaere-aa-kaunihera</p>	<p>Our staff will ensure we are meeting all of our waste management and minimisation obligations.</p>

14 How we will measure success

The Plan is focused on the waste hierarchy and reducing the amount of waste produced in our city.

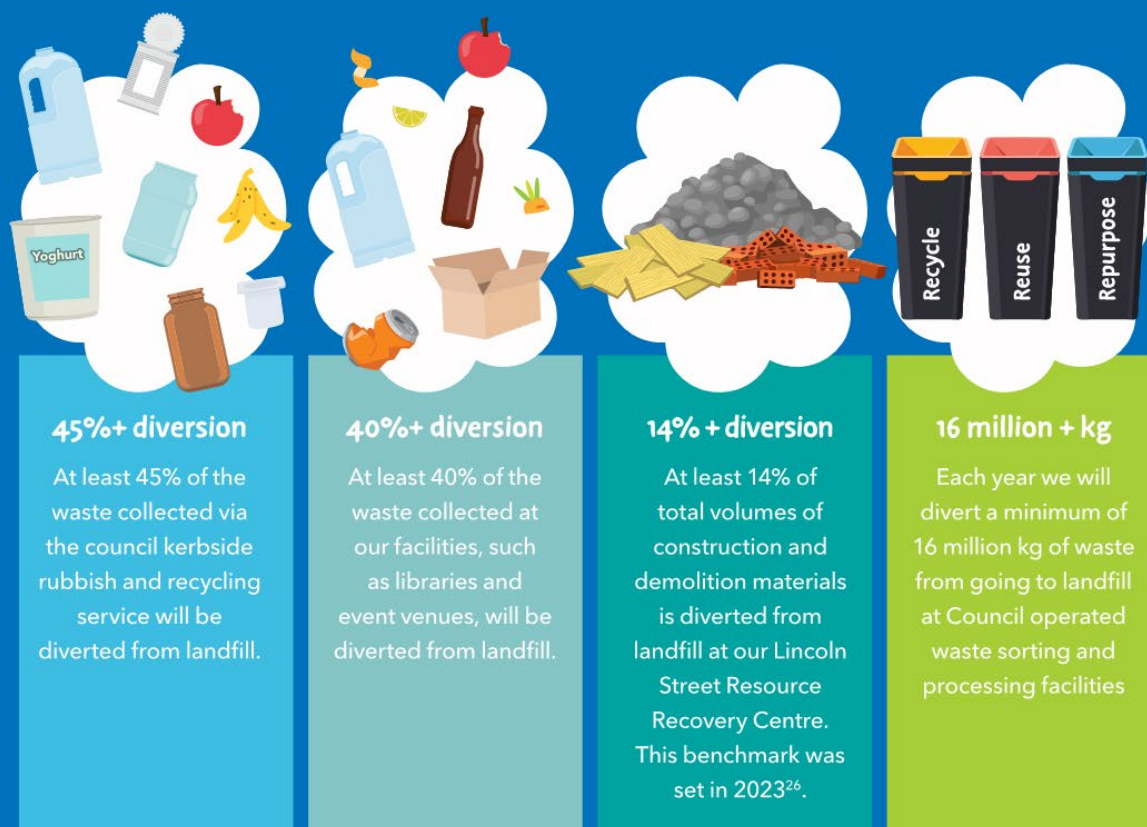
Ultimately our measure of success aligns with Our Climate Future Target of 'the quantity of material entering the waste stream is decreasing'. To measure the success of The Plan, we have set four key waste reduction targets for Hamilton to measure over the next six years.

These targets have been chosen because:

- they will help us understand how we are progressing towards our vision
- we have access to robust data to measure them
- they align with our overarching goals, strategies and obligations.



We will regularly monitor and report on our progress against these targets.



Measuring our action plan

Along with reporting on our four targets, we will also gather other sources of data and information to track the progress of our actions and identify further waste reduction opportunities.

Indicative measures for each of the actions are presented with the action plan on the following pages.

15 Our action plan

The detailed plan below, sets out all the actions we may take under each of the key focus areas. While the action plan forms part of The Plan, it is intended to be a living document that can be updated as required.²⁷

Indicative timeframes have been suggested in the action plan below. However, these will be influenced by the Ministry for the Environment and its timeframes.

If an action has been classified as 'ongoing' it means work is expected to continue beyond the lifetime of The Plan.

Focus area one

Further reduce the amount of organic waste going to landfill

Globally an estimated one third of all the food we produce is lost or wasted. In New Zealand organic waste makes up 4%²⁸ of our national emissions. There is a significant opportunity to increase

awareness and expand initiatives to divert and reduce the amount of organic waste going to landfills in Hamilton.



Reduce the amount of organic waste going to landfills in Hamilton.



What we will do

	Funding Source	Timeframe
1. Collaborating with businesses and organisations to reduce food waste by providing education, grants and other forms of support (min of one project per year).		
2. Enable community and local composting initiatives by providing education, grants and other forms of support. (minimum of one project per year).		
3. Implement and incentivise initiatives to encourage household food waste reduction, composting, and use of the kerbside food scraps service.		

Measuring success

Performance measure	Baseline data and source	How we will know we are successful
Diversion rate of food waste from landfill.	Kerbside food waste data. Source: Kerbside waste audit data, waste service provider data.	Year on year increase in kerbside food scraps diversion.

Key:  Waste levy  Ongoing  Years 1-3



Focus area two

Ongoing efforts to reduce construction and demolition waste

Construction and demolition is estimated to be the largest waste stream in New Zealand. An opportunity exists to continue supporting the











construction and demolition industry to minimise waste from design through to construction and end of life/deconstruction.



Construction and demolition is estimated to be the largest waste stream in New Zealand.



What we will do

	Funding Source	Timeframe
1. Continue to work internally and with industry to reduce construction and demolition waste through the supply chain, from design through to deconstruction (minimum of one project per year).	 	
2. Council educates on, and enforces, the existing Waste Management and Minimisation Bylaw (2019) to ensure site waste plans are implemented and reported on, and that waste reduction is a consideration of design.	 	
3. Increase construction and demolition waste recovery by completing a feasibility study to understand the flow of materials in the city and implement identified local opportunities and solutions.	  	

Measuring success

Performance measure	Baseline data and source	How we will measure success
Diversion rate of construction and demolition from landfill.	Lincoln Street Resource Recovery Centre construction and demolition waste data. Source: Waste service provider data, Waste audit data.	Year on year increase in construction and demolition waste diversion from Lincoln Street Resource Recovery Centre.

Key:



Waste levy



Ongoing



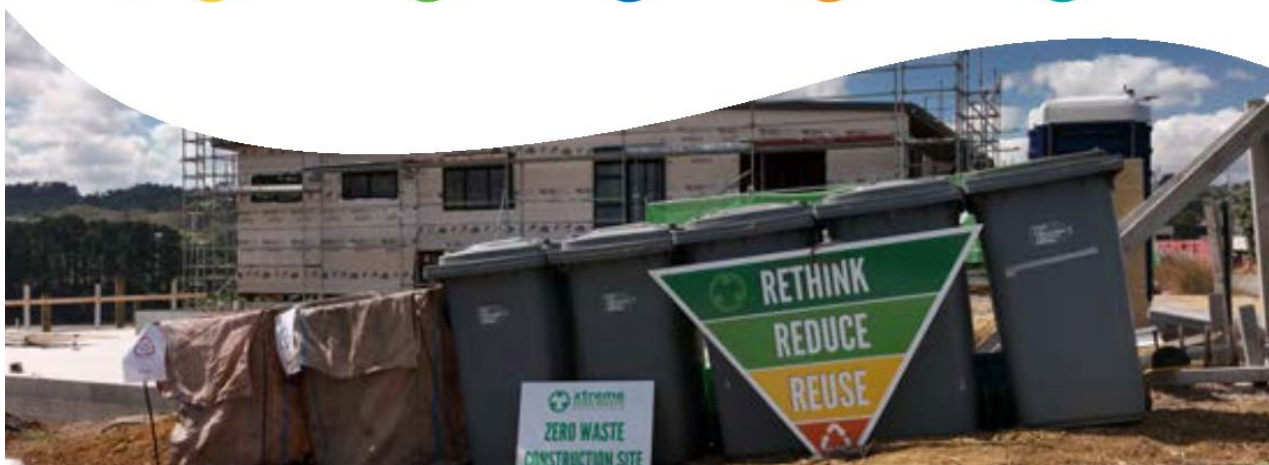
Years 1-3



Partnership



Rates

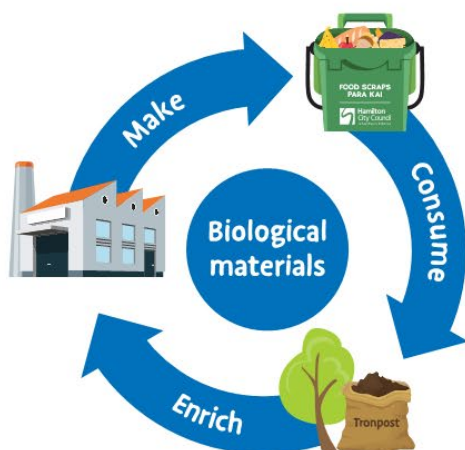


Focus area three

Support the move to a circular economy

A circular economy is an alternative to the traditional linear economy in which we keep resources in use for as long as possible. An opportunity exists to raise awareness and

accelerate the implementation of circular principles and create Hamilton as a leader in this space.



A circular economy is an alternative to the traditional linear economy in which we keep resources in use for as long as possible.



What we will do

	Funding Source	Timeframe
1. Develop a circular economy plan for Hamilton that maps material flows for the city, identifies best practice, engages local industry, identifies gaps, and builds capability.		
2. Provide grants, education or other kinds of support to foster circular economy innovation and initiatives (minimum of one project per year).		
3. Include waste reduction and circular economy priorities in Council procurement processes and contracts.	 	

Measuring success

Performance measure	Baseline data and source	How we will measure success
The quantity of material entering the waste stream is decreasing.	No baseline currently exists. This may change with proposed national licensing and data requirements.	Year on year decrease in the quantity of material entering the waste stream.





















Key:  Waste levy  Ongoing  Years 1-3  Years 3 - 6  Rates










Focus area four

Recover more from waste streams

The waste hierarchy is a priority order of how to manage our waste. We will continue our focus on increasing resource recovery by moving up the waste hierarchy.

		Funding Source	Timeframe
1.	Council engages and educates our people. We are role models to other organisations in reducing waste across our facilities and our council run events.		
2.	Enable the growth of an accessible and easy to use network of community resource recovery hubs and circular projects for reusing, repairing, repurposing, recycling, the sharing economy and avoiding waste.	  	
3.	Review our current education and behaviour change activities and develop an accessible and effective programme that meets the needs of our diverse city and is delivered in collaboration with others.		
4.	Educate our community on the correct use of kerbside rubbish and recycling services, including any national legislative requirements e.g. standardisation of accepted materials.	  	
5.	Support event organisers to implement waste reduction at events and waste plans (as required by the Waste Management and Minimisation Bylaw (2019)).	  	
6.	Effective management and increased diversion of targeted waste streams in Hamilton. E.g. hazardous waste, electronic waste, batteries, tyres, textile waste, medical waste, nappies, construction and demolition.		
7.	Continue with our current contestable Waste Minimisation Fund and investigate options to develop and enhance.		

Key:  Waste levy  Ongoing  Years 1-3  Years 1 - 6  Rates
 Partnerships  User pays

Measuring success

Performance measure	Baseline data and source	How we will measure success
Council facilities and council run event waste.	Council facilities and council run event waste data. Source: Waste service provider data.	Year on year increase in waste diversion from council facilities and events.
Effectiveness of our education programme.	Education room visitation numbers and follow up surveys. Source: Internal data capture sources, surveys.	Year on year increase of education visits. Year on year improvement of survey results.
Kerbside recycling contamination rates.	Number of kerbside recycling bins contaminated and the type of contamination. Source: Internal data capture sources.	Year on year decrease in contamination rates.
Community event waste.	No baseline currently exists. This will change as we begin to implement event waste plan requirements.	Year on year increase in the number of events submitting event waste plans. Year on year increase in diversion of event waste from landfill.
Contestable Waste Minimisation Fund accessibility.	Number and diversity of applications submitted. Source: Internal data capture sources.	Our Waste Minimisation Fund meets the needs of our community.













Focus area five

Adapt to changing lifestyles and ways of living

With our disposable and wasteful consumption habits and increasing housing intensification in Hamilton, we need to support the move to low-waste and low-carbon ways of living.

What we will do

		Funding Source	Timeframe
1.	Work within Council and with relevant developers, designers, planners and consultants to incorporate effective and efficient waste reduction approaches into the design, and use of commercial and residential developments.	  	
2.	Improve the accessibility of waste reduction options in the central city and areas of increased housing intensification.	 	
3.	Influence and empower Hamiltonians to understand the impacts of their disposable consumption and take responsibility for their choices.	 	

Measuring success

Performance measure	Baseline data and source	How we will measure success
Diversion rate of construction and demolition from landfill.	Lincoln Street Resource Recovery Centre construction and demolition waste data. Source: Waste service provider data, Waste audit data.	Year on year increase in construction and demolition waste diversion from the Lincoln Street Resource Recovery Centre.
Central city waste reduction options.	No baseline currently exists. Central City waste reduction audit. Source: Council Sustainable resource recovery team audit.	Year on year increase in the number of waste reduction options available in the central city.




Key:  Waste levy  Ongoing  Years 1-3  User pays  Rates

Focus area six

Shaping national direction on waste and resource recovery

Council has the opportunity to help shape the future of resource recovery and waste in New Zealand.

What we will do

	Funding Source	Timeframe
1. Advocate for and engage in national change that reduces waste and supports a circular economy. E.g. product stewardship and the Container Deposit Scheme.	 	
2. Consider and respond to Government legislative changes, guidelines or policies. This includes the outcome of the review of the Waste Minimisation Act 2008 and Litter Act 1979, and any relevant data and licensing requirements.	 	
3. Support relevant regional and national initiatives such as Love Food Hate Waste and Ministry for Environment Circular Construction Programme.	 	

Measuring success

Performance measure	Baseline data and source	How we will measure success
Respond to legislative requirements.	Central Government mandates.	We respond to relevant changes in legislation as required and on time.

Key:  Waste levy  Ongoing  Rates






Focus area seven

Regulatory and council management

Council staff will ensure that we are meeting all of our waste management and minimisation obligations.

What we will do

		Funding Source	Timeframe
1.	Investigate and implement the most relevant approach for disaster waste management in Hamilton.	 	
2.	Conduct kerbside rubbish and recycling audits and community surveys as required.	 	
3.	Review the Waste Management and Minimisation Plan 2024 - 2030.	 	
4.	Conduct a review of the current Waste Management and Minimisation Bylaw (2019) within the statutory time frame, to ensure it remains fit for purpose.	 	
5.	Monitor and report on our contracted waste services including rubbish and recycling collection data from the kerbside.	 	
6.	Undertake enforcement actions under the Waste Management and Minimisation Bylaw (2019) and other appropriate legislation as required.	 	
7.	Consider and respond to Government legislative changes associated with closed landfills.	 	
8.	Effectively manage illegal dumping and littering with education and enforcement.	 	
9.	Regularly review the effectiveness of waste related programmes including site waste plans and event waste plans.	 	

Measuring success

Performance measure	Baseline data and source	How we will measure success
Waste service provider key performance indicators.	Waste service provider contract key performance indicators measurements. Source: Waste Service Provider Contract Requirements.	Waste Service Provider consistently delivers on their key performance indicators.
Waste audits	Waste audit data. Source: Solid Waste Analysis Protocol data.	Waste audits carried out as required.
Illegal dumping	Reported instance of illegal dumping. Source: Internal data capture sources.	No year-on-year increase in the number of reported instances of illegal dumping.
Waste Management and Minimisation Bylaw (2019) requirements.	Number of site waste plans and event waste plans submitted. Source: Internal data capture sources.	Year on year increase in the number of projects meeting the Waste Management and Minimisation Bylaw (2019) requirements.

Key:  Waste levy  Ongoing  Rates  Years 3-6



16 How will we fund the action plan

We have a range of options available to fund the actions in The Plan. These include:



General rates

A rate that is paid by all ratepayers.



Targeted rates

A rate that is set to fund a particular activity or group of activities.

General and targeted rates are used for a range of waste management and minimisation services. The residential kerbside rubbish and recycling service is funded through general residential rates, as is the clearing of litter, illegal dumping and closed landfill management. Any changes to the services funded through general or targeted rates will happen through the Long-Term Plan planning process.



User pays charges

Paying for services you use, e.g. Lincoln Street Resource Recovery Centre gate fees.



National Waste Minimisation Fund

Ministry for the Environment also use levy money to fund projects through their contestable Waste Minimisation Fund. This is a national contestable fund anyone (who meet relevant criteria) can apply to. We could look to apply either separately, with other councils, or with another party.



Other external funding sources

We may also look to apply to other external funds where relevant. Examples could include the Climate Emergency Response Fund.



Waste Levy funding

We receive a share of national waste levy funds from the Ministry for the Environment. This levy has been through a series of changes and increases since July 2021 and details can be seen in the table below. This levy money must be applied to waste minimisation activities outlined in The Plan. Along with funding our action plan, this funding resources our people.

Timeline for the increase and expansion of the waste levy

Landfill Class	Waste Types	1 July 21	1 July 22	1 July 23	1 July 24
Municipal landfill (class 1).	Mixed municipal wastes from residential, commercial and industrial sources.	\$20	\$30	\$50	\$60
Construction and demolition fill (class 2).	Accepts solid waste from construction and demolition activities, including rubble, plasterboard, timber, and other materials.		\$20	\$20	\$30
Managed or controlled fill facility (class 3 and 4).	One or more of: <ul style="list-style-type: none"> contaminated but non-hazardous soils and other inert materials (e.g. rubble). soils and other inert materials. 	\$20	\$30	\$50	\$60



Private sector funding

The private sector may undertake to fund/supply certain waste minimisation activities, e.g. in order to look to generate income from the sale of recovered materials, etc. We may look to work with private sector service providers where this will assist in achieving the outcomes of The Plan.

The potential sources of funding for each of the actions are noted in the action plan (chapter 15). Budgets to deliver the activities set out in The Plan will be carefully developed through our Annual Plan and Long-Term Plan processes. The approach

taken will be to implement as many of the activities as possible while controlling costs and, where possible, taking advantage of cost savings and efficiencies.

17 Glossary of terms

Circular economy	A system where materials never become waste and nature is regenerated. In a circular economy, products and materials are kept in circulation through processes like maintenance, reuse, refurbishment, remanufacture, recycling, and composting. The circular economy tackles climate change and other global challenges, like biodiversity loss, waste, and pollution, by decoupling economic activity from the consumption of finite resources.
Composting	The activity of creating decaying organic matter from green and brown organic waste and/or food waste into compost (can be domestic or commercial).
Construction and demolition waste	Waste generated from any building work (including construction, renovation, repair or demolition), and includes, but is not limited to, concrete, plasterboard, insulation, nails, wood, steel, brick, paper, roofing materials, wool/textiles, cardboard, metals, plastic or glass. Also included is any waste originating from site preparation, such as dredging materials, tree stumps, asphalt and rubble.
Disaster waste	Any solid waste and debris generated as a result of, or in connection with, any significant storm or other severe weather occurrence, natural or human-made disaster, war, act of terrorism, or other similar occurrence or event.
Diverted material	Anything no longer required for its original purpose but for commercial or other waste minimisation activities, would be disposed of or discarded.
Electronic waste	Discarded electrical or electronic devices and equipment. Commonly referred to as e-waste.
Foods scraps	Parts of food items typically discarded rather than eaten, e.g. peels, cores, eggshells, bones, coffee grounds etc.
Food waste	Food not eaten. The causes of food waste are numerous and occur throughout the food system, during production, processing, distribution, retail and food service sales and consumption.
Hazardous waste	Waste with properties that make it dangerous or capable of having a harmful effect on human health or the environment.
Illegal dumping	The dumping of waste illegally instead of using an authorised method for example kerbside collection, appropriate disposal site or a landfill. Also known as fly tipping.
Litter	Includes any refuse, rubbish, animal remains, glass, metal, debris, dirt, stones, waste matter, or anything of a like nature.
Linear economy	Sometimes referred to as the take-make-waste economy, is a system where resources are extracted to make products that eventually end up as waste and are thrown away. Products and materials are generally not used to their full potential in a linear economy and, as the name suggests, always move in one direction – from raw material to waste. It is a polluting system that degrades natural systems and is the driver of global challenges, including climate change and biodiversity loss.

Medical waste	Waste generated as a result of any patient diagnosis, treatment and immunisation of both human beings and animals.
Organic	Anything derived from living matter, or food produced, or involving production without the use of chemical or other artificial chemicals.
Recycling	The reprocessing of waste or diverted material to produce new materials.
Reduction	The lessening of waste generation, including by using products more efficiently or by redesigning products.
Resource recovery	The extraction of materials or energy from waste or diverted material for further use or processing, and includes making waste or diverted material into compost.
Resource recovery centre	A resource recovery centre, or transfer station, is where waste is taken to be repurposed, reused, recovered, and recycled – all in the effort to reduce what is sent to landfill.
Reuse	The further use of waste or diverted material in its existing form, for the original purpose of the materials or products that constitute the waste or diverted materials, or for similar purpose.
Rubbish	Waste, with little other management options other than disposal to landfill.
Textile waste	The material that becomes unusable or worthless after the end of the production process of any textile product. It also includes textile waste generated by over consumption of clothing that end up in landfills.
Waste Waste stream	Means, according to the Waste Minimisation Act 2008: <ul style="list-style-type: none"> • anything disposed of or discarded • includes a type of waste that is defined by its composition or source (for example, organic waste, electronic waste, medical waste or construction and demolition waste) • to avoid doubt, includes any component or element of diverted material, if the component or element is disposed or discarded.
Waste assessment	A document required under the Waste Minimisation Act 2008, summarising the current situation of waste management in a locality, with facts and figures. A Waste Assessment must be completed whenever a waste management and minimisation plan is reviewed.
Waste diversion	Diverting waste from landfill and accessing the economic opportunity from the resource.
Waste hierarchy	A list of waste management options with decreasing priority, usually shown as 'reduce, reuse, recycle, recovery, treat, dispose'.
Waste minimisation	Means the reduction of waste and the reuse, recycling and recovery of waste and diverted material.
Waste service provider	Any service provider providing a service with regards to the treatment, separation, collection, removal, transportation, recycling and/or disposal of waste.

18 References and all footnotes

- 1 hamilton.govt.nz/your-council/news/community-environment/community-aspirations-guide-councils-long-term-plan
- 2 HCC Waste Assessment 2023
- 3 Fix the economy to fix climate change: the role of food and mobility ellenmacarthurfoundation.org/
- 4 hamilton.govt.nz/your-city/data-and-statistics/understanding-our-city/emissions-profile/
- 5 HCC Waste Assessment 2023
- 6 HCC Waste Assessment 2023
- 7 HCC Waste Assessment 2023
- 8 The Aotearoa New Zealand Waste Strategy Fig 2, page 15. environment.govt.nz/assets/publications/Te-rautaki-para-Waste-strategy.pdf
- 9 environment.govt.nz/publications/te-rautaki-para-waste-strategy/
- 10 HCC Waste Assessment 2023
- 11 Hamilton City Council Kerbside data, year ending June 2023.
- 12 HCC Waste Assessment 2023
- 13 Source: Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre, Waste Not Consulting, November 2022.
- 14 Source: Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre, Waste Not Consulting, November 2022.
- 15 Waste Assessment and Table 15 from the Wai BoP Regional Stocktake waikatoregion.govt.nz/assets/WRC/TR202211-Waikato-and-Bay-of-Plenty-region-waste-and-recycling-stocktake-2021.pdf
- 16 (Stats NZ Population Estimates and NIDEA High Population Projection)
- 17 environment.govt.nz/what-you-can-do/stories/saving-construction-waste/
- 18 Standard kerbside recycling part of new era for waste system | Beehive.govt.nz
- 19 environment.govt.nz/news/the-science-linking-extreme-weather-and-climate-change/
- 20 Aotearoa New Zealand's first emissions reduction plan environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf (Page 303)
- 21 Reducing food waste | Ministry for the Environment environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/
- 22 hamilton.govt.nz/strategies-plans-and-projects/strategies/he-pou-manawa-ora/
- 23 HCC Waste Assessment 2023
- 24 Reducing food waste | Ministry for the Environment environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/
- 25 environment.govt.nz/what-you-can-do/stories/saving-construction-waste/
- 26 Materials include wood; plasterboard; concrete; steel and cleanfill.
- 27 Under the WMA 2008, "waste action plans can be updated without triggering the need for a formal review of the Waste Strategy as long as the changes are not significant and do not alter the direction and intent of the WMMP")
- 28 Reducing food waste | Ministry for the Environment environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/

Acknowledgments

We are extremely grateful to have been able to look to various other strategies, plans and resources to inform and inspire the development of this Plan.

We would particularly like to acknowledge:

New Plymouth District Council - draft Waste Mangement and Minimisation Plan 2023

Waipā District Council - draft 2023 - 2039 Waste Mangement and Minimisation Plan

Tauranga City Council - Waste Mangement and Minimisation Plan 2022 - 2028

Morrison Low

Para Kore

Industry and community targeted stakeholders






Further information

Information on the development of The Waste Minimisation Plan, and updates on the implementation and other associated work, can be found at fightthelandfill.co.nz

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WASTE MINIMISATION AND MANAGEMENT STRATEGY: ENGAGEMENT AND INSIGHTS REPORT

Report prepared by:
Piper Shields, Research and Insights Advisor
Kylee Boswell, Communication and Engagement Advisor
March 2024.

Report reviewed by:
Lauradanna Radesic; Communication and Engagement Manager; Partnerships, Communication
and Maaori
March 2024.

EXECUTIVE SUMMARY

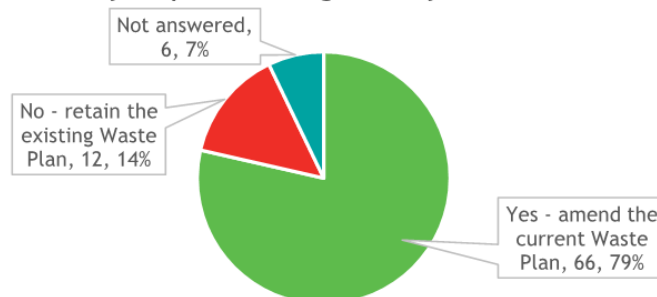
Council's Waste Minimisation and Management Plan (WMMP) sets out our approach for managing and minimising waste in Hamilton. Council is required to review our WMMP every six years. This consultation relates to the 2024-2030 WMMP, which is now considered a strategy and will be referred to as the Waste Minimisation and Management Strategy (WMMS). Part of this update involved creating six key focus areas for waste minimisation and management, which are:

- further reduce the amount of organic waste going to landfill
- ongoing efforts to reduce construction and demolition waste
- support the move to a circular economy
- recover more from waste streams
- adapt to changing lifestyles and ways of living
- shaping national direction on waste and resource recovery.

The community was invited to share their thoughts and feedback on the WMMS through an online Have Your Say survey. The survey was live from 23 January to 23 February and received 84 unique responses.

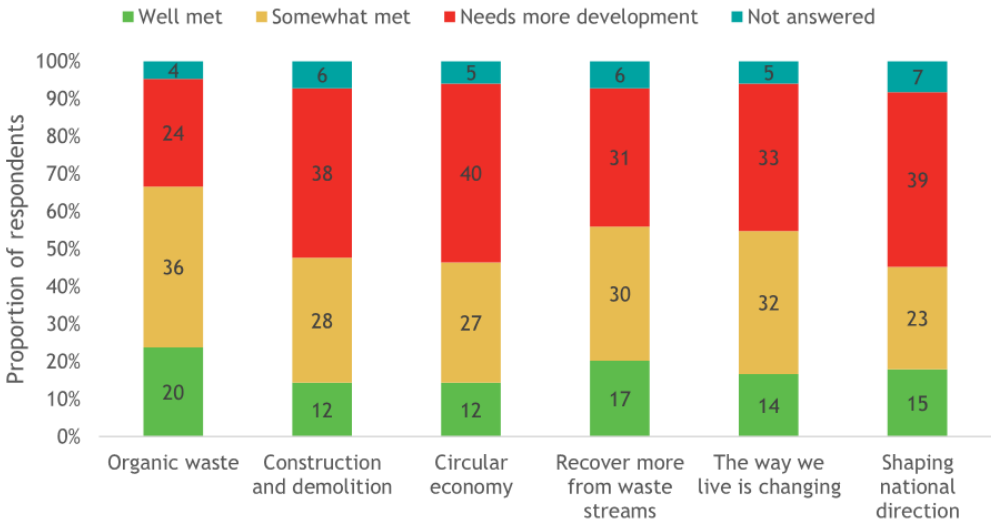
79% of respondents (66 responses of 84) agreed with Council's proposal to amend the current WMMP to implement six key focus areas.

Do you agree with our proposal to amend the current Waste Minimisation and Management Plan by implementing six key focus areas?



A quarter of respondents (25%, n = 21) believe the WMMS meets the needs of all six focus areas.

How well do you think The Strategy meets the needs of each of the proposed focus areas?



SUBMISSIONS INSIGHTS

INTRODUCTION

One of Council’s five priorities is to become a sustainable city by challenging the way we grow our city and how we live within our city. We love our environment and we’re all committed to protecting it for future generations. This vision is in part achieved through our Waste Minimisation and Management Plan (WMMP), which sets out our approach for managing and minimising waste in Hamilton, along with the actions to make that possible. Council is required to review our WMMP every six years. This consultation relates to the 2024-2030 WMMP, which is now a strategy and will be referred to as the Waste Minimisation and Management Strategy (WMMS). As a part of the updated WMMS, Council is proposing to introduce six focus areas of waste management and minimisation.

As a part of the review and refresh process, stakeholders in the waste management space were consulted on the six focus areas in July 2023.

The wider community was invited to share their thoughts and feedback on the WMMS through a survey. This survey was hosted online on Have Your Say; the community could also access the survey via hardcopies from local libraries and the Council building. We also visited community events, where we provided hardcopy submission forms to attendees.

We received a total of 85 responses to the survey. After condensing one duplicate response, we were left with a total of 84 unique responses. Of these, 82 responses were submitted online, and three were hardcopy submissions. Eight responses were submitted on behalf of an organisation.

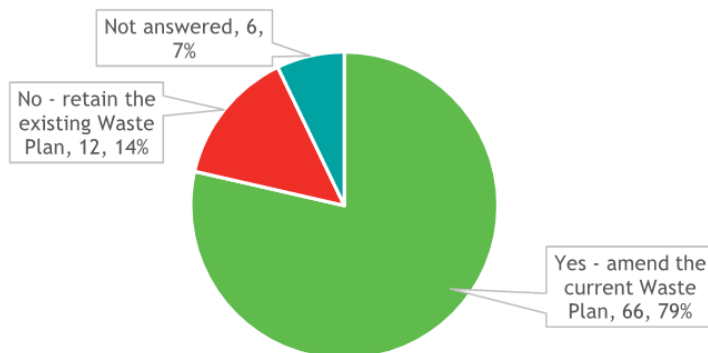
FEEDBACK THROUGH SUBMISSION FORMS (ONLINE & PAPER COPY)

Support for amending the current plan

We asked respondents if they agreed with Council’s proposal to amend the current Waste Management and Minimisation Plan 2018 - 2024 by implementing the six key focus areas. 79% of

respondents (66 out of 84) agreed with the proposal to amend the current WMMP. 14% (12 out of 85) preferred for Council to retain the existing WMMP.

Do you agree with our proposal to amend the current Waste Minimisation and Management Plan by implementing six key focus areas?



We then invited respondents to elaborate on their answers through free text comments. 68 respondents provided additional comments on their reasoning. The main themes that emerged from these comments were:

- Support for the plan (33 comments)
 - *"Adoption following a review seems like a sensible approach to take - we can always do more to make the best of our current waste management processes & systems."*
- Feedback relating to regular household collections (11 comments)
 - *"My main issue is that the number of items to be recycled have been reduced but the bin for rubbish remains the same size. The smaller size bin doesn't fit every household. There should be an option to purchase a bigger bin for some households."*
- There is a need to reduce landfill waste/protect the environment (nine comments)
 - *"It's really important to me that my rates money is spent in reducing waste and reducing the environmental impact of waste."*
- Council should shoot for more ambitious targets in our WMMS (seven comments)
 - *"I hold concern over the low target for building waste, having seen how much waste was generated in the house built next door late last year the packaging was horrendous."*
- Changing the plan will be costly on resources (six comments)
 - *"Hamilton City had got into a huge debt. At the present financial situation do not burden the people with proposals to amend current waste plan."*
- The strategy is difficult to read or does not have obvious actions (five comments)
 - *"There is a lot of 'create a plan' and 'provide support', with very little definitive action in the Plan. It is therefore very difficult to form an opinion."*
- Need to recycle soft plastics (five comments)
 - *"The only thing you can do is make it easier to recycle i.e. soft plastics should go in council bin not special trip to supermarkets."*

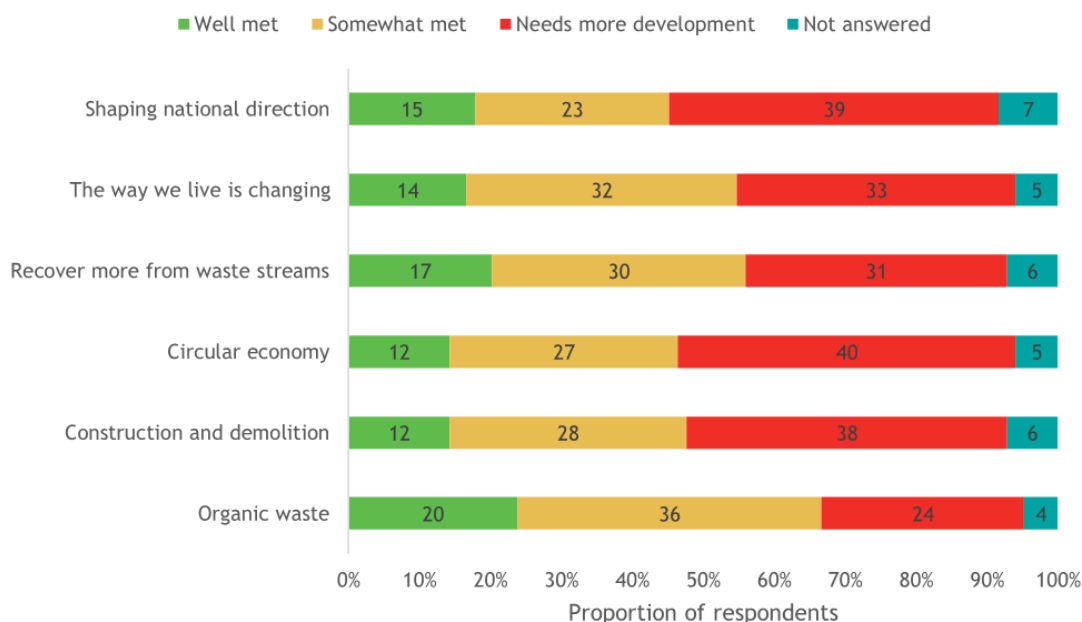
Feedback on the six key focus areas

As a part of the updated WMMS, Council is proposing to introduce six focus areas of waste management and minimisation:

- further reduce the amount of organic waste going to landfill
- ongoing efforts to reduce construction and demolition waste
- support the move to a circular economy
- recover more from waste streams
- adapt to changing lifestyles and ways of living
- shaping national direction on waste and resource recovery.

We asked respondents how well they think the proposed WMMS meets the needs of each focus area. 21 respondents believed all six focus areas had their needs at least somewhat met by the WMMS, while six respondents believed all six focus areas need more development.

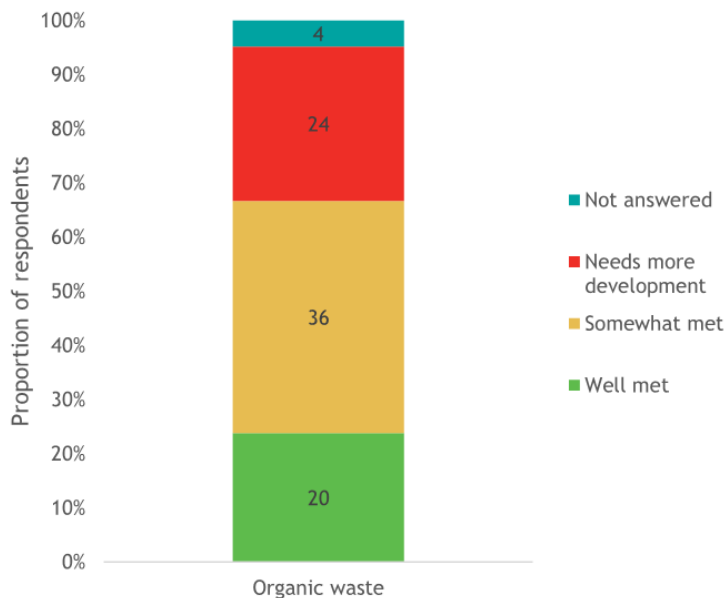
How well do you think The Strategy meets the needs of each of the proposed focus areas?



Organic waste

67% of respondents (n = 56) believed the WMMS at least somewhat meets the needs of organic waste. 29% (n = 24) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of organic waste?



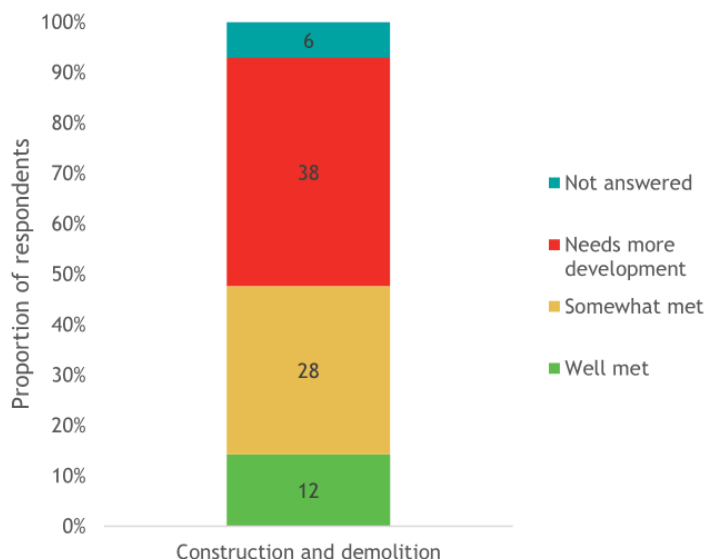
We invited respondents to elaborate on their answers in relation to the six key areas. 17 left comments relating to organic waste management. The themes from these comments were (comments occurred once unless specified):

- concern for cleanliness of food scrap bins (eight comments)
- supportive of food scrap bins (six comments)
- should provide larger food scrap bins (five comments)
- the strategy needs more focus on garden waste (four comments)
- should provide liners for scrap bins (four comments)
- the strategy in this area is easy to follow and simple to implement (two comments)
- add compost bins to schools
- create community gardens with compost bins/worm farms
- discount green waste removal
- educate the public on best practice for composting/organic waste management
- collect kerbside food scrap bins more frequently
- put pressure on food chains to clean up their organic waste.

Construction and demolition waste

48% of respondents (n = 40) believed the WMMS at least somewhat meets the needs of construction and demolition waste. 45% (n = 38) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of construction and demolition waste?



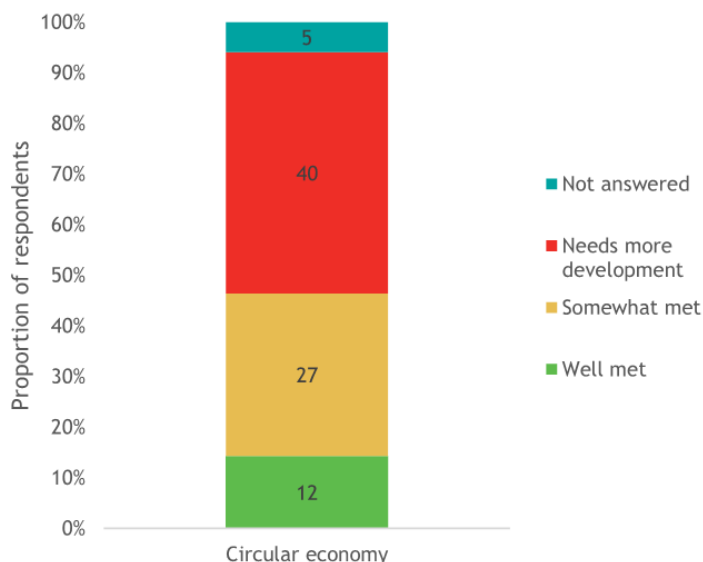
We invited respondents to elaborate on their answers in relation to the six key areas. 13 left comments relating to construction and demolition waste management. The themes from these comments were (comments occurred once unless specified):

- contract companies which prioritise reusing/recycling waste (three comments)
- incentivise construction using sustainable materials (three comments)
- support the deconstruction industry (two comments)
- should meet the needs of increased intensive building in the city (two comments)
- needs more focus on recovery of construction materials
- push for recycling construction waste
- restrict construction materials to only recyclable/compostable materials
- should make dumping construction waste free
- should make recycling easier for construction companies
- skip bin waste seems to never be sorted.

The circular economy

46% of respondents (n = 39) believed the WMMS meets the needs of fostering a circular economy.
48% (n = 40) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of developing a circular economy?



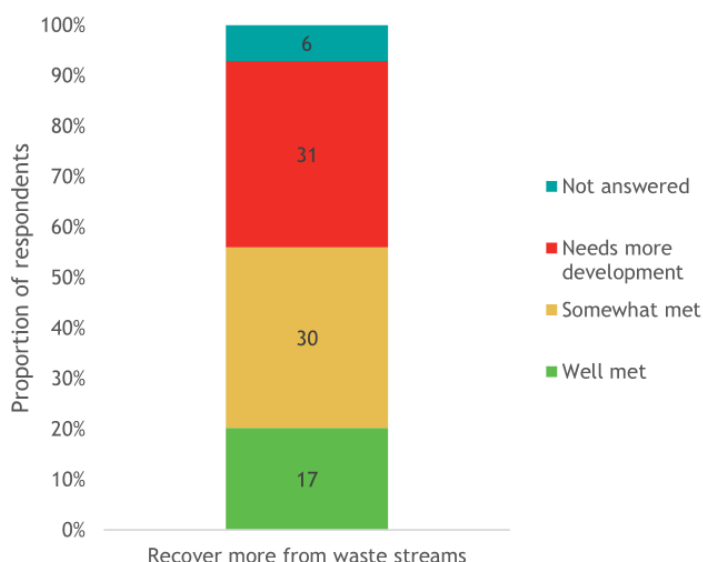
We invited respondents to elaborate on their answers in relation to the six key areas. 13 left comments relating to building a circular economy. The themes from these comments were (comments occurred once unless specified):

- pressure should be focused on manufacturers/producers (three comments)
- support for developing community resource recovery hubs (two comments)
- need to educate and encourage public on circular economies (two comments)
- ensure schools/workplaces have the tools and support to recycle correctly
- reduce rents/rates for shops which promote waste minimisation, e.g. refilleries
- rubbish could be used to generate power, i.e. through burning
- should have a more national focus
- support repair co-operatives
- the circular economy plan should be developed sooner
- the transfer station is not utilised enough.

Recovering more from waste streams

56% of respondents (n = 47) believed the WMMS at least somewhat meets the needs of recovering more from waste streams. 37% (n = 31) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of recovering more from waste streams?

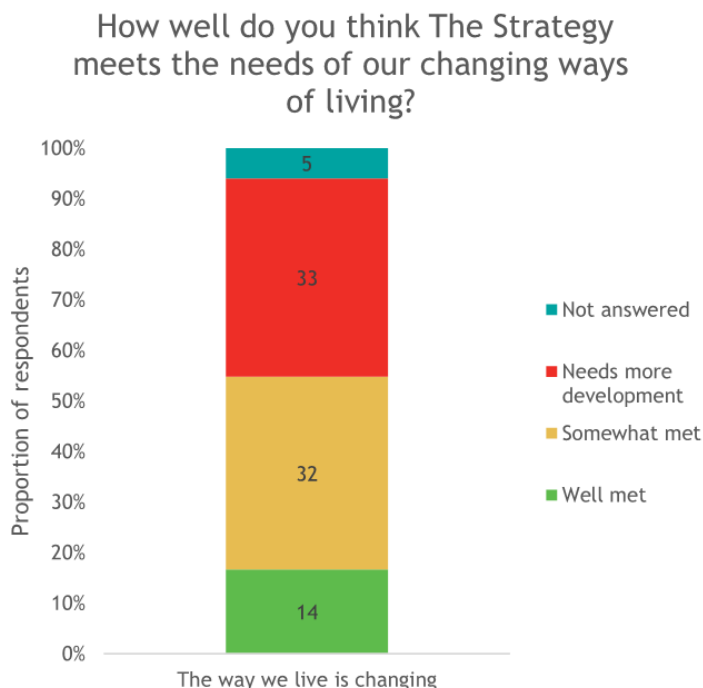


We invited respondents to elaborate on their answers in relation to the six key areas. 20 left comments relating to recovering more from waste streams. The themes from these comments were (comments occurred once unless specified):

- needs to be clearer communication/education about what can/cannot go in each bin (five comments)
- concern/disappointment with recycling plastic change to 1, 2 and 5 plastics only (four comments)
- implement more frequent inorganic collections, e.g. at end of university semesters (four comments)
- need education on recycling, e.g. risk of contamination (four comments)
- should be cheaper/more accessible to dispose of tricky items, e.g. e-waste, batteries, vapes (four comments)
- implement harsher penalties for incorrect waste sorting from households (three comments)
- focus on textile waste (two comments)
- ban all single use plastic
- implement kerbside soft plastic recycling
- incentivise recycling e.g. pay out for cans/bottles
- it is currently more inefficient/more expensive to mend than to replace, which increases waste
- push back on wasteful/excessive packaging
- recycling initiatives in general should be more supported and developed
- recycling is currently too complicated/restrictive.

Changing ways of living

55% of respondents (n = 46) believed the WMMS at least somewhat meets the needs of our changing ways of living. 39% (n = 33) believed the WMMS needs more development in this area.



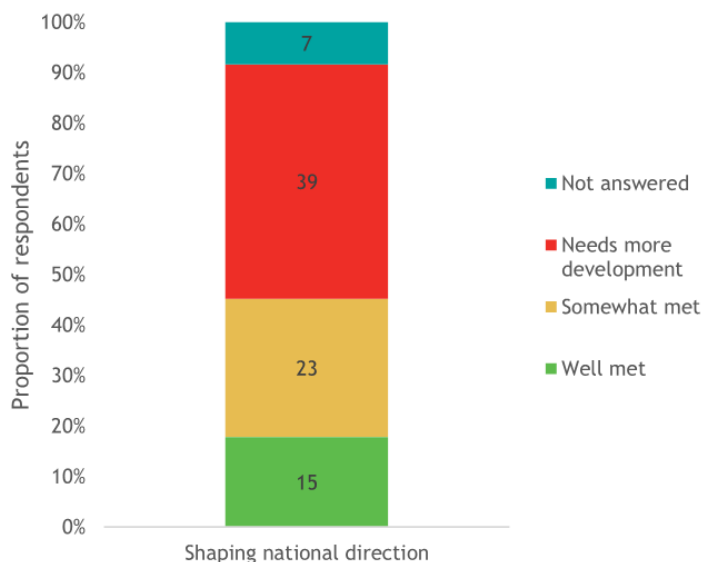
We invited respondents to elaborate on their answers in relation to the six key areas. 11 left comments relating to how our ways of living are changing. The themes from these comments were (comments occurred once unless specified):

- need to educate and encourage public (three comments)
- concern for effort/time required to sort/manage household waste (two comments)
- need more detail/focus on waste reduction for those living in apartments/intensive housing (two comments)
- increased apartment living/intensive housing without rubbish or recycling collection provided leads to unnecessary landfill waste (two comments)
- need more detail in measures of success for this focus area
- new residents from other regions may be unaware of rubbish collections standards/rules, so council should provide more education on this
- promote locally grown food
- provide communal collection facilities nearby apartments/intensive housing.

Shaping national direction

45% of respondents (n = 38) believed the WMMS at least somewhat meets the needs of shaping national direction. 46% (n = 39) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of shaping national direction?



We invited respondents to elaborate on their answers in relation to the six key areas. Six left comments relating to shaping national direction. The themes from these comments were (comments occurred once unless specified):

- need central government levy/blocks/bans for harmful waste (two comments)
- advocate for 'right to repair' legislation
- need to educate and encourage the public
- partner with other organisations to increase pressure on central government
- should be more consistency across councils.

Other feedback

23 respondents left general comments about the proposed WMMS, as opposed to touching on a specific key focus area. The themes from these comments were (comments occurred once unless specified):

- education will be crucial to the success of the WMMS (four comments)
- the strategy needs more concrete actions and practices, rather than plans (four comments)
- general dissatisfaction with council decision-making (three comments)
- the strategy is not ambitious enough – it should go further, be bolder (three comments)
- the strategy looks good in theory, but it is hard to say if needs will be met until the strategy is in action (three comments)
- the strategy should focus on waste reduction in suppliers/companies rather than individuals (three comments)
- needs support/participation from everyone in the community (two comments)
- could better detail plan for waste management for businesses
- desire to see community resilience centres
- should increase recognition of infrastructure investment as key to waste management

- should recognise schools as a key area for waste minimisation
- suggested implementing incentives/support for business with sustainable initiatives.

Six respondents left comments relating to red-lidded household kerbside collections bins. The themes from these comments were (comments occurred once unless specified):

- red-lidded bins should be collected more frequently, e.g., weekly (three comments)
- red-lidded bins should be larger to accommodate reduction in yellow bin acceptable waste (two comments)
- add an option for homeowners to purchase more red-lidded kerbside collections bins.

Demographic comparison of responses from individuals

Location

We had a low response rate from those living in East Area 4, which encapsulates Enderley, Fairfield and Fairview Downs. This group only contributed to 3% of responses, despite making up 10% of Hamilton's population (according to 2018 Census data).

Age group

We had a low representation from those under 30 years old (4% of responses, but 47% of Hamilton's population in the 2018 Census), and high representation from those over 50 years old (56% of responses, but 26% of Hamilton's population).

Ethnic group

The majority of respondents (72%) identified as NZ European.

Feedback from organisations

Organisation	Name of representative	Response ID	Summary of feedback
Hillcrest High School Community Childcare Centre	Tania Charteris-Bakker	ANON-7XXH-83FM-D	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • The draft is realistic and achievable • All six focus areas have their needs well met by the draft • Suggested community gardens and compost bins in schools as ways to combat organic waste
Hamilton Central Business Association	Vanessa Williams	ANON-7XXH-83FX-R	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • Support for the draft • Support for the guiding principles of the WMMS • Want more detail on waste management and minimisation for residential development/intensification zones • Want better details on business waste management • Uncertain if Hamilton is leading the way to being a low-waste city
Waikato Regional Council	Valerie Bianchi, Waste Prevention Advisor	BHLF-7XXH-83F3-K	<ul style="list-style-type: none"> • Waikato Regional Council (WRC) stated how they contribute to waste prevention through the

			<p>Waste Prevention Action Plan 2020-2025. There is clear alignment with this Action Plan and Council's WMMS.</p> <ul style="list-style-type: none"> • WRC are pleased to be identified as a key stakeholder in advancing Council's Strategy and look forward to identifying opportunities for collaboration. • WRC support Council targeting organic material and construction and demolition waste as these are two major categories of waste that will have a large impact if prevented or recovered. • WRC believe the strategy meets with the need in the proposed six areas, which should be monitored to track progress across the life of the strategy • WRC look forward to opportunities to work in partnership to contribute to the success of Council's Waste Management and Minimisation Strategy.
Waimarie: Hamilton East Community House	Jane Landman	ANON-7XXH-83TN-V	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • We feel more specific and diverse strategies need to be in place with funding assigned in reasonable amounts. • Ideas include levies on non-sustainable items, discounted rates for those recycling their own organic waste, a registry for composters to receive incentives, or reduced costs for those putting out bins once per month vs once per fortnight • Building and construction suggestions: Introduce high charges for those dumping building waste; incorporate recycling into building consents; deduct or refund fees for responsible waste management • Circular economy: ban plastic bottles outright; ban non-recyclable plastics; disincentivise plastic bottles as a giveaway at events; provide incentives • Recover more from waste streams: More drop-off places for soft plastic

			<p>recycling, e.g. community houses; discourage disposable nappies; workshops/more education; prizes for recycling bottles/cans; bring back glass bottle deposits; make battery disposal easier; make polystyrene disposal more accessible; incentivise food scrap bins; inorganic collections once per month; accept scrap metal for recycling</p> <ul style="list-style-type: none"> • Systems should cater better to students – perhaps partner with universities • Work to make recycling tyres more accessible
Rangatahi Voices	Stuti Patel	ANON-7XXH-83TZ-8	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • Supportive of six key focus areas • Organic waste and construction and demolition waste needs are well met • Provide schools and workspaces with support and resources necessary to correctly recycle • Importance of education in promoting waste management and minimisation • Support/incentivise businesses with sustainable practices • Utilise technology such as foodprint
Waikato Environment Centre Trust	Jo Wrigley	ANON-7XXH-83TE-K	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • Draft is an improvement on the previous WMMP • Provide option for larger scrap bin sizes • Support the deconstruction industry • Promote construction companies with sustainable practices • Advocate for long-lasting, recyclable products from manufacturers • Focus on reusing rather than recycling • Resource recovery centres should be prioritised • Suggest implementing community resilience centres
Xtreme Zero Waste Ltd	Michelle Howie	ANON-7XXH-83TS-1	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan

			<ul style="list-style-type: none"> • Believe waste volumes are more closely correlated with economic activity than population growth • Methane should not be labelled as toxic, but rather as a greenhouse gas • Support for diversion of organic waste • Important to understand why diversion of waste is low, and how to improve this • Support for Council's approach to reducing organic waste • Council should investigate ways to lower the price and price signalling of waste minimisation and management • Support for community resource recovery centres
Waikato Wellbeing Projects	Harvey Brookes	BHLF-7XXH-83T9-7	<ul style="list-style-type: none"> • Believe waste volumes are more closely correlated with economic activity than population growth • Methane should not be labelled as toxic, but rather as a greenhouse gas • Support for diversion of organic waste • Important to understand why diversion of waste is low, and how to improve this • Support for Council's approach to reducing organic waste • Council should investigate ways to lower the price and price signalling of waste minimisation and management • Support for community resource recovery centres

FEEDBACK FROM TARGETED ENGAGEMENT

Council requested Para Kore to engage with Maaori communities to seek feedback on the proposed WMMS. This targeted engagement had 102 participants across twelve methods of collecting feedback.

The most common themes from this targeted engagement were:

- stop at the plastic at source - get corporations on board
- go back to maara kai
- provide education, workshops, programmes
- make recycling easier to understand
- bigger bins
- less packaging

- don't waste food
- provide free reusables
- provide sorting bins for homes
- composting options needed.

FEEDBACK FROM SOCIAL MEDIA

In addition to analysing formal submissions to the consultation, we also analysed comments made on Hamilton City Council's Facebook post relating to the Waste Management and Minimisation Strategy.

Council made one post advertising the WMMS, on 26 January. This post received 61 comments, including three made by Hamilton City Council. Note that any Council comments/replies were exempt from analysis, and both comments and their replies were collated before analysis.

The most common themes in comments made by community members were:

- concerns or suggestions for red-lidded bins (10 comments)
- concerns or suggestions for recycling (10 comments)
- concern for rates rise/costs of implementation (eight comments)
- focus should be place on organisations or central government, rather than individuals (six comments)
- belief Council does not listen to community feedback (six comments).

ENGAGEMENT TACTICS

GOAL

- General buy-in from the community to help drive us towards our vision where waste minimisation and resource recovery are an integral part of our lifestyle and economy.

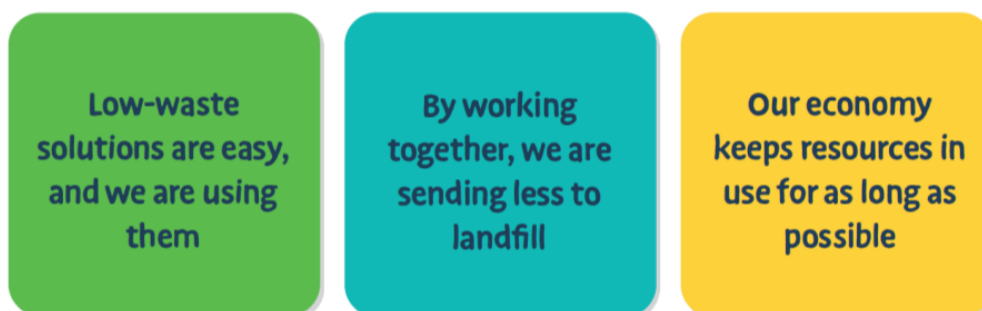
OBJECTIVES

- Raise awareness of the Waste Management and Minimisation Strategy, its purpose and value
- Allow the public to have their say on the strategy and topics relating to waste management and minimisation.
- Let our people know what's happening first to promote and encourage advocates/champions within our staff and elected members to share the message out in our community.
- Generate 250 responses to consultation

ENGAGEMENT OUTCOME

Hamilton City Council leads the way in waste minimisation, and as a result Hamiltonians are choosing to engage in waste minimisation activities and are empowered to see change in their communities. In turn we should start to see an increase in waste diversion.

The outcomes of the draft 2024-2030 WMMS are:



ENGAGEMENT CAMPAIGN REVIEW

Campaign tactics included:

- having hard copies of the consultation and Waste Management and Minimisation Strategy available at Customer Services and at libraries
- advertising of the consultation via posters at Customer Services and libraries
- promotion of the consultation via social media (paid posts via Meta) and Google advertising
- press adverts (placements in Hamilton Press and Chinese Weekly).
- advertising on rates notices to the west side of the city

ENGAGEMENT RESULTS

SUBMISSION FORM (ONLINE & PAPER COPY)

We received 85 responses – 82 of which were submitted online and three received in hardcopy format.

SOCIAL MEDIA

We ran a paid advertising campaign on Meta throughout the consultation period, which achieved the following results:

- 1544 link clicks
- 16,917 accounts reached
- 81,289 impressions
- Cost per click \$0.26

While we reached more accounts on Facebook, advertising on Instagram performed better overall with more click-throughs achieved.

GOOGLE ADVERTISING

Google advertising ran throughout the consultation period, with the following results achieved:

- 11,875 impressions
- 207 clicks
- Click through rate 1.74%
- Cost per click \$0.77



As you can see in this example, posted by [Jules Terpak](#) (and shared by [Matt Navarra](#)), TikTok is offering some creators “increased views” on content shot in landscape format.

As per TikTok:

“Landscape videos, where the width is greater than the height and are over 1 minute in length, are the only ones eligible to receive increased views.”

Any videos that meet the stated requirements will be boosted in the app for 72 hours, which could be a significant posting incentive for TikTok creators seeking more exposure in the app.

But it's an interesting switch in TikTok's traditional focus.



PRESS ADVERTISING

A press advert was placed in the Hamilton Press on 24 January 2024 with an anticipated weekly reach for the newspaper of 64,000.



We also advertising in the Chinese Weekly on 25 January (translated into Chinese) and had an ad in the Indian Weekender newsletter that is distributed to 10,000 subscribers.

RATES NOTICE

We had an opportunity to include an advert in the rates notices that were sent out to the western side of Hamilton in February, during the first week of consultation.

INSTALLMENT DUE DATES

1 31 August 2023

2 23 November 2023

3 22 February 2024

Are we on the right track to fight the landfill?
 Have your say on our Waste Management and Minimisation Strategy
 Te Rautaki Whakataaharahara Para until
23 February 2024.
 Read our strategy at
Hamilton.govt.nz/WMMS

ACCOUNT SUMMARY
 Balance on 1 July 2023
 Previous instalment(s)
 Rates penalties
 Remission of rates
 Payments received - before 17 January 2024
 This instalment
Amount due by 22 February 2024
 Amount required to settle rates in full
 GST content of this rates instalment
Any instalment amount not paid by the due date will incur

This is how rates are distributed to fund activities in the city. Find out more on the back of the rates notice.

WATER MANAGEMENT 30.6%	TRANSPORT 21.3%	VISITOR DESTINATIONS AND VENUES 15.5%	PARKS AND RECREATION 11.3%	COMMUNITY SERVICES 8.8%	SAFETY AND GROWTH 7.3%	RUBBISH RECY 3.0%

The percentages shown are for all city rates and are not specific to your property.

WEBSITE

We set up a dedicated webpage for the Waste Management and Minimisation Strategy on Council's website (hamilton.govt.nz/WMMS) which included background to the document and a high-level overview of its vision and outcomes, as well as links to the full WMMS, other related documents and the consultation page on the Have Your Say site. This was the website promoted across our advertising collateral.

Website analytics from this website during the consultation period are as follows:



0 2410E00

10

- 1502 views
- 1115 users
- 1.35 views per user
- 12s average engagement time

On the Have Your Say website, the following results were achieved:

- 1304 views overall across the entire waste management review section (e.g landing page, intro page)
- 687 views on the landing page
- 433 users
- 3.01 views per user

WHAT'S NEXT

Feedback will be presented at a Hamilton City Council Regulatory and Hearings Committee meeting in the first half of 2024. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a final decision.



WASTE MINIMISATION AND MANAGEMENT PLAN TARGETED STAKEHOLDER FEEDBACK: INSIGHTS REPORT

Report prepared by:
Piper Shields, Research and Insights Advisor
August, 2023.

Report reviewed by:
Tegan Andrews; Senior Research and Insights Advisor; Partnerships, Communication and Maaori
Dan Silverton; Communication & Engagement Manager; Partnerships, Communication and Maaori
August, 2023.

SUBMISSIONS INSIGHTS

Council is proposing to adopt a new Waste Minimisation and Management Plan (WMMP) in April 2024. This engagement was to gather feedback from key stakeholders on the future options Council is planning for the updated WMMP. The purpose of gathering the feedback is to validate that the future options that Council has proposed are relevant and meet the future needs of Hamilton. The identified stakeholders have relevant subject matter and may have insights or ideas that we could use to further enhance our future options.

There are six proposed key areas of focus for this updated WMMP, which were developed during a recent waste audit. These proposed areas of focus are:

- organic waste
- construction and demolition waste
- circular economy
- recover more from waste streams
- the way we live is changing
- shaping national direction on waste and resource recovery.

Iwi will also be consulted on the draft WMMP; however, this is being done through a third party and thus is excluded from this report.

We called 69 stakeholders across these six key areas of focus, to hear their thoughts and suggestions surrounding the draft WMMP. During this phone call, we provided stakeholders the current ideas for the draft WMMP and invited them to share any ideas of their own. 39 stakeholders provided their feedback on the draft ideas and gave suggestions.

FURTHER REDUCE THE AMOUNT OF ORGANIC WASTE GOING TO LANDFILL

Organic waste is the third largest waste stream in New Zealand and makes up 4% of our national emissions. There is a significant opportunity to increase awareness and expand initiatives to divert and reduce the amount of organic waste going to landfills in Hamilton.

We received suggestions and feedback on this key area from 13 stakeholders.

Draft Future Options for the WMMP	Council’s Draft Initiatives	Suggested Initiatives from Stakeholders
Collaborate with businesses and organisations to reduce their food waste.	Enable and educate on food waste avoidance, reduction, and reuse. Provide ongoing support for other relevant regional and national-level initiatives or legislative requirements as they are released by industry groups or the Ministry, e.g. Kai Commitment, Waikato Regional Council Circularising Organics Project.	Set up food and green waste disposal systems in schools and local businesses, such as composting in schools.
Collaborate with local developers to incorporate food waste reduction and composting solutions in multi-unit dwellings and other types of high-density housing.	Work with local developers to consider food waste reduction at the design phase of multi-unit dwellings and other high-density developments. Encourage developers to reduce food waste and low carbon living by implementing composting and food growing solutions for	Emphasise waste minimization at the design phase of projects.

	residents in multi-unit dwellings and other high density housing developments.	
Enable community composting projects (FOGO – food organics, green organics).	<p>Enable community and local composting projects through providing education and information as well as grants and other forms of support.</p> <p>Support organisations to implement community composting projects relevant to their communities e.g. Para Kore, K’aute Pasifika.</p> <p>Use the compost produced locally (e.g. in community gardens and other local projects) to increase local food resilience and reduce carbon by decreasing food miles and improving soil health.</p>	<p>Create and support community compost hubs.</p> <p>Increase the number and accessibility of scraps and compost bins within Hamilton’s communities.</p> <p>Helping community centres to compost food waste by supporting the purchase of compost bins or worm farms.</p>
Explore initiatives to encourage food waste reduction and composting at home.	<p>Continue to provide food waste education and support regional and national initiatives e.g. Love Food Hate Waste.</p> <p>Understand and incorporate tikanga and other cultural considerations into Council supported education and initiatives.</p> <p>Explore and consider supporting initiatives that get more people composting and growing their own produce to reduce waste and support low carbon living e.g. household chicken trial, worm farm/veggie growing pods.</p>	<p>Educate the community on the benefits and proper practice of organic waste disposal.</p> <p>Encourage Hamiltonians to source their food more locally/purchase food from local businesses.</p>
Provide a separate collection service for green waste.	Implement a separate service to collect green waste. Currently, private collections and the Hamilton Organic Centre are the only pathways available for those needing to dispose of excess green waste.	
Provide a Council funded subsidy to help collect household green waste.	Implement a Council funded subsidy to aid in the collection of household green waste.	

ONGOING EFFORTS TO REDUCE CONSTRUCTION AND DEMOLITION WASTE

Construction and demolition waste is the largest waste stream in New Zealand. An opportunity exists to continue supporting the construction and demolition industry to minimise waste from design through to construction.

We received suggestions and feedback on this key area from 10 stakeholders.

Draft Future Options for the	Council’s Draft Initiatives	Suggested Initiatives from
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WMMP		Stakeholders
Continue to collaborate with the construction and demolition industry to reduce their waste.	<p>Support and enable waste reduction with Hamilton's construction and demolition industry.</p> <p>Provide ongoing support for other relevant regional and national-level initiatives or legislative requirements as they are released by industry groups or the Ministry, e.g. MfE circular construction programme.</p>	<p>Focus on designing out waste, via increased product stewardship.</p> <p>Fund local waste reduction initiatives.</p> <p>Collaborate with other, smaller councils.</p> <p>Shift the culture when it comes to waste and waste management on construction sites.</p>
Council could implement construction and demolition waste reduction pilot projects to showcase the potential benefits and "walk the talk".	Consider including waste reduction and sustainability/emissions targets in relevant Council procurement processes and contracts. This could include the application of green star building practices.	<p>Require developers to provide recycling receipts as a part of their consent process.</p> <p>Enforce waste separation at construction sites.</p>
Consider enforcing the existing solid waste bylaw to ensure site waste plans are implemented and reported on.	<p>Increase bylaw enforcement - this will require increased resources for administration and management. This could include activating relevant processes to enforce bylaws and ensure compliance.</p> <p>Consider showcasing local examples and stories of site waste plan implementation to encourage uptake.</p>	Ban expanded polystyrene foam.
Investigate and support construction and demolition waste recovery options	<p>Understand the flow of construction and demolition waste within the city (including the Lincoln Street Resource Recovery Centre) to identify diversion and reduction opportunities.</p> <p>Support diversion opportunities at the Lincoln Street Resource Recovery Centre and other local opportunities.</p> <p>Monitor the end market of any diverted materials to ensure they have been reused/recovered as intended.</p> <p>Provide ongoing support for other relevant regional and national-level initiatives.</p>	<p>Make waste diversion options more accessible.</p> <p>Make waste/recycling stations more accessible.</p>

SUPPORT THE MOVE TO A CIRCULAR ECONOMY

A circular economy is an alternative to the traditional linear economy. In a circular economy, resources are kept and used for as long as possible. An opportunity exists to raise awareness and accelerate the implementation of circular principles and become a leader in this space.

We received suggestions and feedback on this key area from 16 stakeholders.

Draft Future Options for the WMMP	Council's Draft Initiatives	Suggested Initiatives from Stakeholders
Accelerate the transition to a circular economy in Hamilton.	<p>Support the increased awareness, capability and implementation of circular solutions in Hamilton.</p> <p>Learn about, share and promote circular insights, best practice and resources.</p> <p>Support education efforts on the circular economy, e.g. supporting local learning events, workshops, and learning incubators such as Circularity.</p> <p>Work with community partners to increase circular capability, perspectives and implementation.</p> <p>Provide grants or other kinds of support for fostering innovation and piloting initiatives supporting a circular economy.</p>	<p>Encourage people to replace day-to-day materials with reusable alternatives.</p> <p>Design out waste from the beginning of projects, i.e. less packaging waste. Increase product stewardship.</p> <p>Increase community awareness of, and education about, circular economies.</p> <p>Implement more community gardens.</p> <p>Support community-led initiatives.</p> <p>Increase the number of bulk-style supermarkets.</p> <p>Implement more behaviour-change focused initiatives.</p> <p>Support for the implementation of a container deposit scheme or container return scheme.</p>
Advocate for the circular economy and lead by example.	<p>Advocate for national circular economy programmes and projects.</p> <p>Encourage and support circular approaches to resource recovery in relevant procurement processes and contracts.</p>	<p>Introduction of mandatory product stewardship schemes for products, starting with those that can provide easy wins or have toxicity issues (such as e-waste and batteries, mattresses, tyres etc). It is essential that local authorities and communities play a role in the design and governance of these schemes.</p> <p>Advocate for central government to support the development of onshore processing capacity for plastics, paper/cardboard etc.</p>

RECOVER MORE FROM WASTE STREAMS

Recovering more from waste streams is the next step up in the waste hierarchy. The waste hierarchy is a strategic framework of waste management principles. The top of the hierarchy has the best ways to reduce waste (e.g. prevention, reduction, reusing) and the bottom of the hierarchy has the worst ways (e.g. disposal). More information about the waste hierarchy can be found [here](#). This proposed key area of focus is concerned with moving up this hierarchy, towards better methods of waste management. This involves moving from a disposal focus to a focus on recovering waste. Therefore, Hamilton needs to recover more from waste streams, to move up the waste hierarchy.

We received suggestions and feedback on this key area from 14 stakeholders.

Draft Future Options for the WMMP	Council's Draft Initiatives	Suggested Initiatives from Stakeholders
Lead by example - Council's own approach to waste diversion.	<p>Explore a more co-ordinated approach across various council-led business activities.</p> <p>Assess how waste is handled at Council offices and facilities and implementing initiatives to increase diversion from landfill.</p> <p>Incorporate waste reduction considerations and targets into Council procurement processes.</p> <p>Showcase the success of Council's own waste reduction journey to normalise it for others.</p>	
Support the growth of the resource recovery network in Hamilton.	<p>Explore collaborative solutions to resource recovery which are close to waste generators.</p> <p>Consider grants, capability building, or other kinds of support for expanding the resource recovery network in Hamilton.</p> <p>Support wider organic, construction and demolition diversion, as well as circular solutions.</p>	<p>Make packaging-free shopping more accessible.</p> <p>Implement recycling bins and food scrap bins into more public spaces (e.g. shopping centres).</p> <p>Pick up recycling from schools.</p> <p>Create more community-led resource recovery centres.</p>
Continue to provide public educational campaigns and initiatives.	<p>Continue to fund and resource waste education programmes encouraging waste minimisation behaviour.</p> <p>Investigate how council-led waste education could be streamlined and enhanced to increase reach and effectiveness.</p>	<p>Increase education on what kind of rubbish goes in which bin, what can be recycled, etc.</p> <p>Increase education about waste minimisation, and what happens to waste.</p> <p>Incentivise recycling/waste</p>

		recovery, particularly for small businesses. Raise the profile of sustainable shopping and its benefits.
Restrict/ban specific types of waste in kerbside rubbish wheelie bins.	Introduce a ban on miscategorised waste in kerbside bins.	
Increase diversion of various waste streams in Hamilton	Support relevant opportunities increasing diversion of materials e.g. hazardous waste, electronic waste, tyres, and textile waste.	Offer kerbside collection for soft plastic waste. Improve infrastructure to better manage, measure and divert waste.

THE WAY WE LIVE IS CHANGING

With a changing population and increased house intensification in Hamilton, we need to support the move to more sustainable and low carbon ways of living.

We received suggestions and feedback on this key area from 7 stakeholders.

Draft Future Options for the WMMP	Council's Draft Initiatives	Suggested Initiatives from Stakeholders
Explore and support localised resource recovery and circular initiatives supporting the principles of a 20minute city (a city where most of your needs can be reached within a 20 min walk, bike or public transport journey of your home).	Enable the establishment of localised community resource recovery hubs and circular projects in the community for reusing, repairing, repurposing, recycling, the sharing economy and avoiding waste.	Implement more community gardens. Support green spaces in Hamilton. Bring more community centres on board with circularising organics. Involve the community in the design/implementation of waste plans. Implement more community-based resource recovery centres.
Work with the design and construction industry to encourage the incorporation of waste reduction into the design and use of multi-unit dwellings and communities	Influence Council policy makers to support the implementation of changes which make it easy for designers, developers and others in the construction industry to incorporate waste reduction into their approach. Continue to incorporate waste reduction best practice into the Peacocke community.	Ensure waste reduction services are considered in new developments.
Improve the accessibility of	As the percentage of residents	Create a fully developed resource

waste reduction options in the CBD and areas of increased housing intensification.	<p>living in multi-unit dwellings and other high-density housing increases, Council could explore waste reduction options for these residents. Extend the existing kerbside collection to include CBD drop-off points.</p> <p>Support community resource recovery centres to service the CBD and high-density housing developments.</p> <p>Work with landlords and developers to incorporate waste reduction and diversion options for their tenants.</p>	<p>recovery network.</p> <p>Allocate resources higher up the waste hierarchy.</p>
Be able to respond to the needs of a changing population of Hamilton	Ensure waste services, education and solutions Council supports are reflective of, inclusive of, and accessible to the Hamilton community.	<p>Educate the community about reducing consumption.</p> <p>Create a fully developed resource recovery network.</p>
Investigate how to prepare for waste during a natural disaster	Investigate and implement the most relevant approach for disaster waste management in Hamilton.	

SHAPING NATIONAL DIRECTION ON WASTE AND RESOURCE RECOVERY

Council has the opportunity to help shape the future of resource recovery and waste in New Zealand.

We received suggestions and feedback on this key area from 11 stakeholders.

Draft Future Options for the WMMP	Council's Draft Initiatives	Suggested Initiatives from Stakeholders
Advocate for national change.	<p>Contribute to national and regional policy development, and advocate to ensure Council issues/opportunities are reflected in legislative changes.</p> <p>Council to respond to government submissions, participate in working groups and showcase Hamilton's examples.</p>	<p>Promote making reusable switches for day-to-day products.</p> <p>Encourage product stewardship from central government around packaging.</p> <p>Take action to prevent greenwashing.</p> <p>Encourage more central government bans, like the one against plastic bags.</p> <p>Advocate for right to repair legislation.</p> <p>Developing supportive policies and bylaws that help achieve zero waste.</p>
Support the implementation of any national policy, legislative,	Support the implementation of national resource recovery	

regional or other relevant initiatives within Hamilton.	initiatives in Hamilton.	
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OTHER FEEDBACK

We had several comments which did not cleanly fit into one of Council’s draft options for the WMMP. These suggestions include:

- link Hamilton’s resource recovery network with the other regional resource recovery networks
- develop the ‘soft’ infrastructure as well as the ‘hard’ infrastructure necessary to achieve Council’s goals. This is to say, the physical (‘hard’) aspects of infrastructure, such as roads and recycling plants, are important; however, the human (‘soft’) aspects of infrastructure, such as services, should also be considered and supported by Council
- consider Council’s own procurement processes and investigate ways to reduce waste internally
- provide clarity around the social, cultural, environmental and economic benefits of waste minimisation
- increase security for kerbside bins, such as having bins permanently named so they cannot be stolen.

WHAT’S NEXT

This feedback will inform the development of the draft WMMP for 2024-2030. From there, a full community consultation (using Special Consultative Procedures) on the draft WMMP will occur in 2024.



Proposal for Engagement with Māori communities on Hamilton City Council's Waste Minimisation Management Plan

Dear Nicole,

Thank you for considering our services for organising and facilitating three face-to-face consultation meetings and one online Zoom meeting **to engage with Māori communities to seek feedback on HCC's WMMP.**

We understand the importance of gathering feedback and insights from Māori communities. With our established relationships throughout Hamilton City with Māori communities we are confident in delivering a consultation process. The deliverables we seek to undertake are:

1. Hold three face to face meetings within Māori communities for Māori communities to give feedback on HCC's WMMP
2. Hold one on-line zoom meeting to engage with Māori communities to give feedback on HCC's WMMP
3. Collate info into a report by August 30th, summarising the feedback
4. Liase with HCC staff on 1-3

Outlined below is our proposal, including the services we will provide and the associated costs:

1. Face-to-Face Consultation Meetings

Logistics Arrangement: We will take care of securing suitable venues for the meetings, ensuring seating arrangements, and providing necessary equipment such as screens and projectors for presentations.

Catering Services: We will arrange for the provision of kai and any additional refreshments.

IT Requirements: We will handle the setup and technical support for the meeting, including the required audiovisual equipment.

Advertising and Marketing: We will promote the meetings to encourage participation and engagement from Māori communities.

Meeting Facilitation: Our facilitators will guide the discussions, encourage participation, and ensure that all voices are heard, fostering a productive and inclusive environment.

Data Analysis: Following the meetings, we will carefully analyse the collected data, extract key insights, and identify relevant patterns.

Report Writing: We will prepare a report summarising the consultation feedback.

2. Online Zoom Meeting

Zoom Meeting Organisation: We will handle the setup and logistics for the online Zoom meeting, ensuring smooth connectivity and providing technical support throughout the session.

Facilitation and Engagement: Our facilitators will utilise techniques to engage participants virtually, ensuring an inclusive and meaningful discussion.

Data Analysis: Similar to the face-to-face meetings, we will analyse the collected data from the online session, extracting valuable insights.

Report Writing: A separate section of the report will focus on the outcomes and findings from the online meeting, complementing the face-to-face consultation results.

3. Cost Breakdown

The total cost for the proposed services, inclusive of all expenses, but exclusive of GST is \$17,600. This cost includes personnel time for the project lead, administrative staff, and communication and marketing specialists, as well as venue rental, catering, IT equipment, koha and report writing.

Activity	Description	Cost
Project management Time	All administration, project planning, project management, evaluation, meeting and liasing with HCC.	\$3,800
Facilitator Time	Delivery of three face-to-face consultations (including travel time), and one Zoom meeting.	\$3,600
Administration time	Administration (quote, pre-contract costs, finance, mileage)	\$1,400
Kaiārahi Time	Report	\$1,500
Resources	Printing	\$400
Catering	Catering	\$5,000
Venue Hire/Koha	Venue Hire	\$900
Koha	For attendees (zero-waste pack/gift)	\$1,000
Total Cost of the project		\$17,600

Timeline:

We estimate that the entire process, from initial planning to the delivery of the final report, will be from July 1st - August 30th. This timeline allows for sufficient time to ensure a high-quality consultation process.

Ngakau Harris-Peke will be the lead for this project with support from Jacqui Forbes.

If you have any specific requirements or further questions, please do not hesitate to contact us. We look forward to the opportunity to work together and contribute to the development of a robust WMMP for HCC.

We will also of course maintain regular communication to mahi tahi on this project, address any concerns, and provide updates throughout the consultation process.

Thank you for considering our proposal.
Sincerely,

Ngakau Harris-Peke
Para Kore Marae Incorporated.



WASTE MINIMISATION AND MANAGEMENT STRATEGY: ENGAGEMENT AND INSIGHTS REPORT

Report prepared by:
Piper Shields, Research and Insights Advisor
Kylee Boswell, Communication and Engagement Advisor
March 2024.

Report reviewed by:
Lauradanna Radesic; Communication and Engagement Manager; Partnerships, Communication
and Maaori
March 2024.

EXECUTIVE SUMMARY

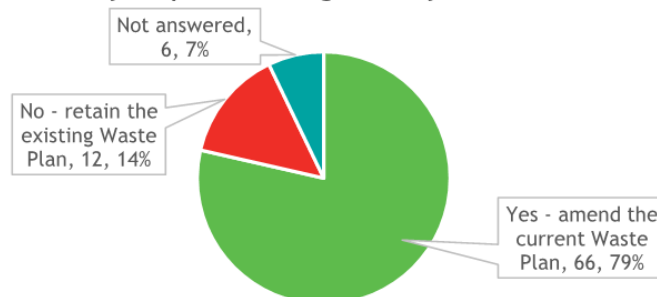
Council's Waste Minimisation and Management Plan (WMMP) sets out our approach for managing and minimising waste in Hamilton. Council is required to review our WMMP every six years. This consultation relates to the 2024-2030 WMMP, which is now considered a strategy and will be referred to as the Waste Minimisation and Management Strategy (WMMS). Part of this update involved creating six key focus areas for waste minimisation and management, which are:

- further reduce the amount of organic waste going to landfill
- ongoing efforts to reduce construction and demolition waste
- support the move to a circular economy
- recover more from waste streams
- adapt to changing lifestyles and ways of living
- shaping national direction on waste and resource recovery.

The community was invited to share their thoughts and feedback on the WMMS through an online Have Your Say survey. The survey was live from 23 January to 23 February and received 84 unique responses.

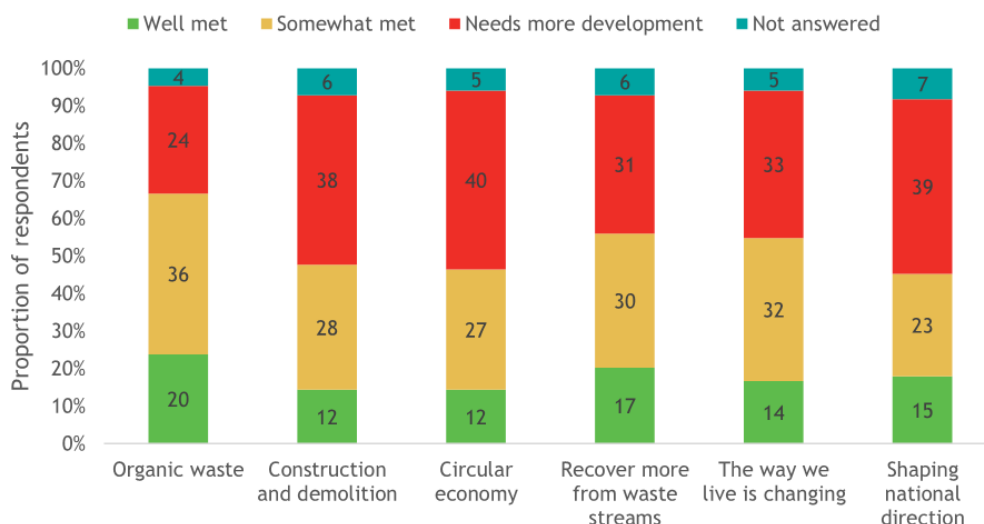
79% of respondents (66 responses of 84) agreed with Council's proposal to amend the current WMMP to implement six key focus areas.

Do you agree with our proposal to amend the current Waste Minimisation and Management Plan by implementing six key focus areas?



A quarter of respondents (25%, n = 21) believe the WMMS meets the needs of all six focus areas.

How well do you think The Strategy meets the needs of each of the proposed focus areas?



SUBMISSIONS INSIGHTS

INTRODUCTION

One of Council's five priorities is to become a sustainable city by challenging the way we grow our city and how we live within our city. We love our environment and we're all committed to protecting it for future generations. This vision is in part achieved through our Waste Minimisation and Management Plan (WMMP), which sets out our approach for managing and minimising waste in Hamilton, along with the actions to make that possible. Council is required to review our WMMP every six years. This consultation relates to the 2024-2030 WMMP, which is now a strategy and will be referred to as the Waste Minimisation and Management Strategy (WMMS). As a part of the updated WMMS, Council is proposing to introduce six focus areas of waste management and minimisation.

As a part of the review and refresh process, stakeholders in the waste management space were consulted on the six focus areas in July 2023.

The wider community was invited to share their thoughts and feedback on the WMMS through a survey. This survey was hosted online on Have Your Say; the community could also access the survey via hardcopies from local libraries and the Council building. We also visited community events, where we provided hardcopy submission forms to attendees.

We received a total of 85 responses to the survey. After condensing one duplicate response, we were left with a total of 84 unique responses. Of these, 82 responses were submitted online, and three were hardcopy submissions. Eight responses were submitted on behalf of an organisation.

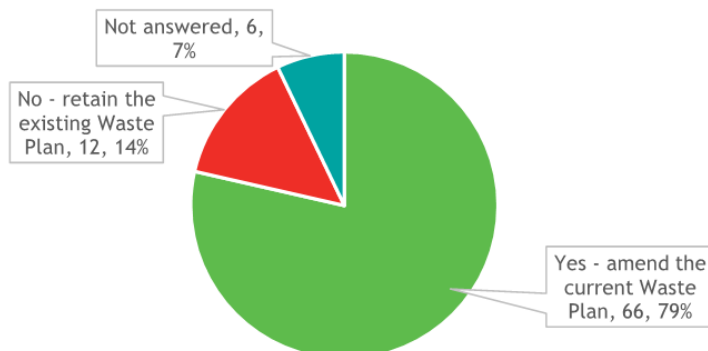
FEEDBACK THROUGH SUBMISSION FORMS (ONLINE & PAPER COPY)

Support for amending the current plan

We asked respondents if they agreed with Council's proposal to amend the current Waste Management and Minimisation Plan 2018 - 2024 by implementing the six key focus areas. 79% of

respondents (66 out of 84) agreed with the proposal to amend the current WMMP. 14% (12 out of 85) preferred for Council to retain the existing WMMP.

Do you agree with our proposal to amend the current Waste Minimisation and Management Plan by implementing six key focus areas?



We then invited respondents to elaborate on their answers through free text comments. 68 respondents provided additional comments on their reasoning. The main themes that emerged from these comments were:

- Support for the plan (33 comments)
 - *"Adoption following a review seems like a sensible approach to take - we can always do more to make the best of our current waste management processes & systems."*
- Feedback relating to regular household collections (11 comments)
 - *"My main issue is that the number of items to be recycled have been reduced but the bin for rubbish remains the same size. The smaller size bin doesn't fit every household. There should be an option to purchase a bigger bin for some households."*
- There is a need to reduce landfill waste/protect the environment (nine comments)
 - *"It's really important to me that my rates money is spent in reducing waste and reducing the environmental impact of waste."*
- Council should shoot for more ambitious targets in our WMMS (seven comments)
 - *"I hold concern over the low target for building waste, having seen how much waste was generated in the house built next door late last year the packaging was horrendous."*
- Changing the plan will be costly on resources (six comments)
 - *"Hamilton City had got into a huge debt. At the present financial situation do not burden the people with proposals to amend current waste plan."*
- The strategy is difficult to read or does not have obvious actions (five comments)
 - *"There is a lot of 'create a plan' and 'provide support', with very little definitive action in the Plan. It is therefore very difficult to form an opinion."*
- Need to recycle soft plastics (five comments)
 - *"The only thing you can do is make it easier to recycle i.e. soft plastics should go in council bin not special trip to supermarkets."*

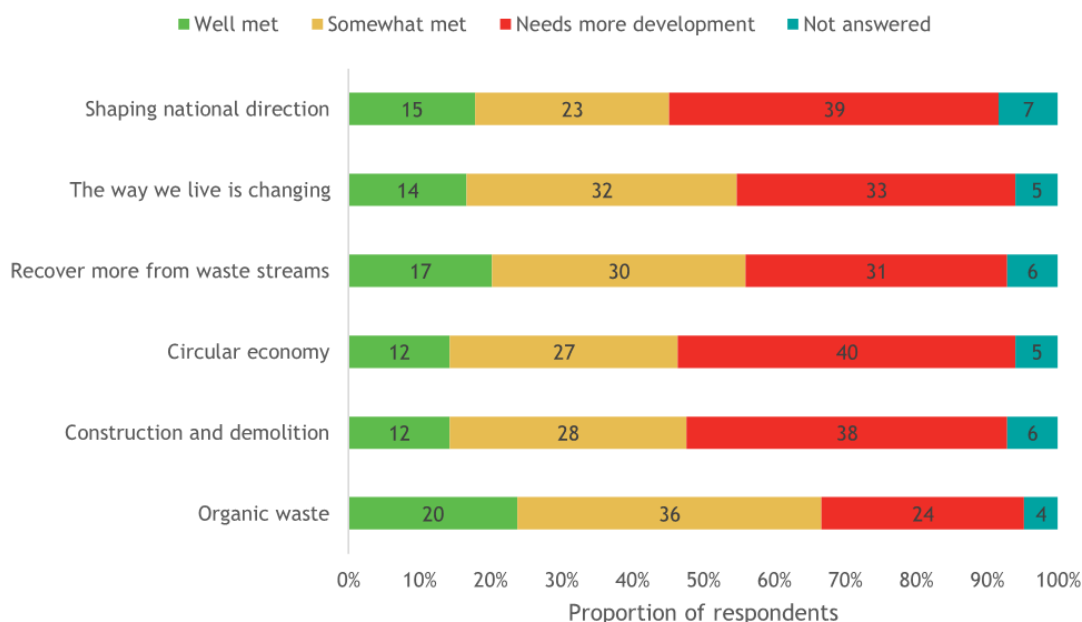
Feedback on the six key focus areas

As a part of the updated WMMS, Council is proposing to introduce six focus areas of waste management and minimisation:

- further reduce the amount of organic waste going to landfill
- ongoing efforts to reduce construction and demolition waste
- support the move to a circular economy
- recover more from waste streams
- adapt to changing lifestyles and ways of living
- shaping national direction on waste and resource recovery.

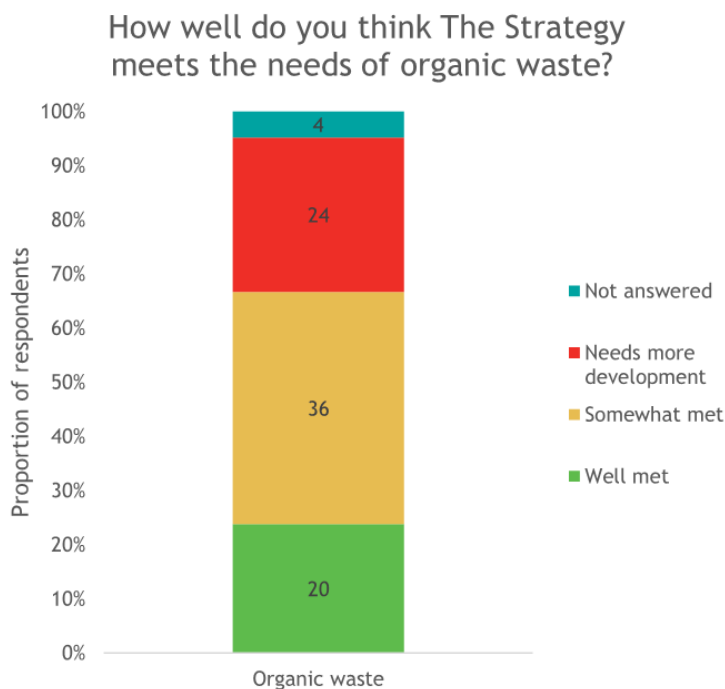
We asked respondents how well they think the proposed WMMS meets the needs of each focus area. 21 respondents believed all six focus areas had their needs at least somewhat met by the WMMS, while six respondents believed all six focus areas need more development.

How well do you think The Strategy meets the needs of each of the proposed focus areas?



Organic waste

67% of respondents (n = 56) believed the WMMS at least somewhat meets the needs of organic waste. 29% (n = 24) believed the WMMS needs more development in this area.



We invited respondents to elaborate on their answers in relation to the six key areas. 17 left comments relating to organic waste management. The themes from these comments were (comments occurred once unless specified):

- concern for cleanliness of food scrap bins (eight comments)
- supportive of food scrap bins (six comments)
- should provide larger food scrap bins (five comments)
- the strategy needs more focus on garden waste (four comments)
- should provide liners for scrap bins (four comments)
- the strategy in this area is easy to follow and simple to implement (two comments)
- add compost bins to schools
- create community gardens with compost bins/worm farms
- discount green waste removal
- educate the public on best practice for composting/organic waste management
- collect kerbside food scrap bins more frequently
- put pressure on food chains to clean up their organic waste.

Construction and demolition waste

48% of respondents (n = 40) believed the WMMS at least somewhat meets the needs of construction and demolition waste. 45% (n = 38) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of construction and demolition waste?



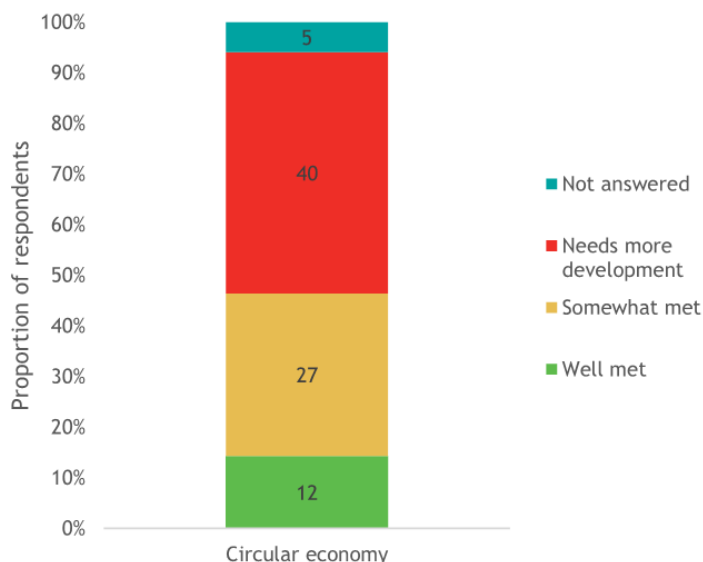
We invited respondents to elaborate on their answers in relation to the six key areas. 13 left comments relating to construction and demolition waste management. The themes from these comments were (comments occurred once unless specified):

- contract companies which prioritise reusing/recycling waste (three comments)
- incentivise construction using sustainable materials (three comments)
- support the deconstruction industry (two comments)
- should meet the needs of increased intensive building in the city (two comments)
- needs more focus on recovery of construction materials
- push for recycling construction waste
- restrict construction materials to only recyclable/compostable materials
- should make dumping construction waste free
- should make recycling easier for construction companies
- skip bin waste seems to never be sorted.

The circular economy

46% of respondents (n = 39) believed the WMMS meets the needs of fostering a circular economy.
48% (n = 40) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of developing a circular economy?



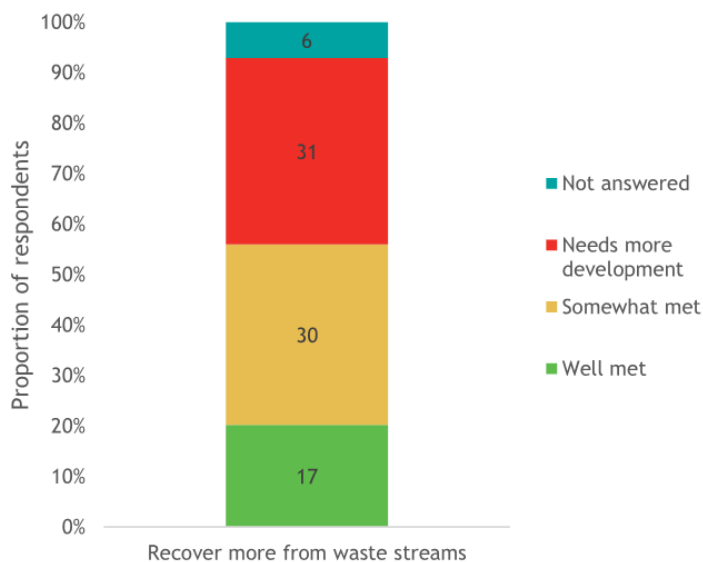
We invited respondents to elaborate on their answers in relation to the six key areas. 13 left comments relating to building a circular economy. The themes from these comments were (comments occurred once unless specified):

- pressure should be focused on manufacturers/producers (three comments)
- support for developing community resource recovery hubs (two comments)
- need to educate and encourage public on circular economies (two comments)
- ensure schools/workplaces have the tools and support to recycle correctly
- reduce rents/rates for shops which promote waste minimisation, e.g. refilleries
- rubbish could be used to generate power, i.e. through burning
- should have a more national focus
- support repair co-operatives
- the circular economy plan should be developed sooner
- the transfer station is not utilised enough.

Recovering more from waste streams

56% of respondents (n = 47) believed the WMMS at least somewhat meets the needs of recovering more from waste streams. 37% (n = 31) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of recovering more from waste streams?



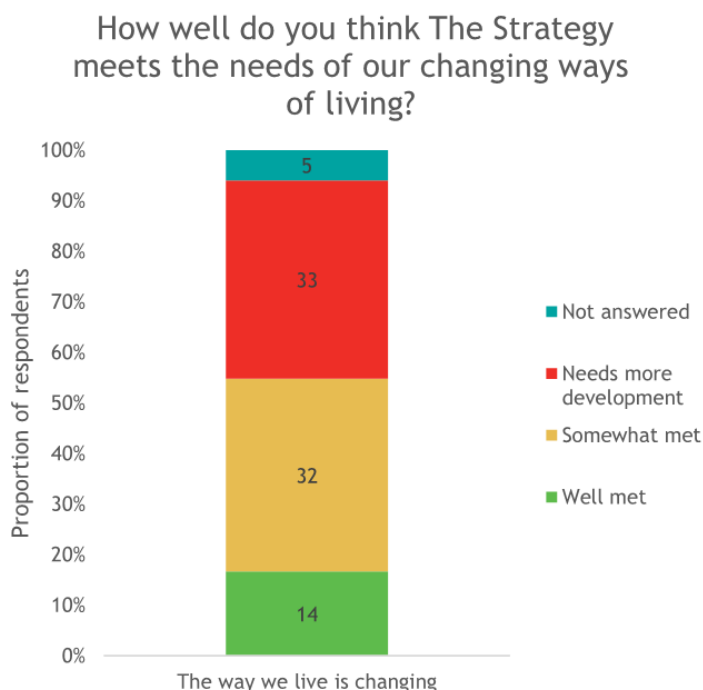
We invited respondents to elaborate on their answers in relation to the six key areas. 20 left comments relating to recovering more from waste streams. The themes from these comments were (comments occurred once unless specified):

- needs to be clearer communication/education about what can/cannot go in each bin (five comments)
- concern/disappointment with recycling plastic change to 1, 2 and 5 plastics only (four comments)
- implement more frequent inorganic collections, e.g. at end of university semesters (four comments)
- need education on recycling, e.g. risk of contamination (four comments)
- should be cheaper/more accessible to dispose of tricky items, e.g. e-waste, batteries, vapes (four comments)
- implement harsher penalties for incorrect waste sorting from households (three comments)
- focus on textile waste (two comments)
- ban all single use plastic
- implement kerbside soft plastic recycling
- incentivise recycling e.g. pay out for cans/bottles
- it is currently more inefficient/more expensive to mend than to replace, which increases waste
- push back on wasteful/excessive packaging
- recycling initiatives in general should be more supported and developed
- recycling is currently too complicated/restrictive.

Changing ways of living

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55% of respondents (n = 46) believed the WMMS at least somewhat meets the needs of our changing ways of living. 39% (n = 33) believed the WMMS needs more development in this area.



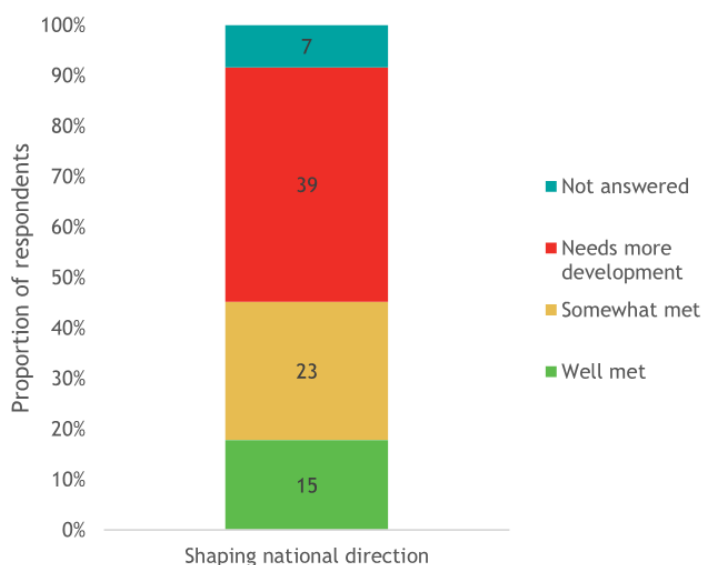
We invited respondents to elaborate on their answers in relation to the six key areas. 11 left comments relating to how our ways of living are changing. The themes from these comments were (comments occurred once unless specified):

- need to educate and encourage public (three comments)
- concern for effort/time required to sort/manage household waste (two comments)
- need more detail/focus on waste reduction for those living in apartments/intensive housing (two comments)
- increased apartment living/intensive housing without rubbish or recycling collection provided leads to unnecessary landfill waste (two comments)
- need more detail in measures of success for this focus area
- new residents from other regions may be unaware of rubbish collections standards/rules, so council should provide more education on this
- promote locally grown food
- provide communal collection facilities nearby apartments/intensive housing.

Shaping national direction

45% of respondents (n = 38) believed the WMMS at least somewhat meets the needs of shaping national direction. 46% (n = 39) believed the WMMS needs more development in this area.

How well do you think The Strategy meets the needs of shaping national direction?



We invited respondents to elaborate on their answers in relation to the six key areas. Six left comments relating to shaping national direction. The themes from these comments were (comments occurred once unless specified):

- need central government levy/blocks/bans for harmful waste (two comments)
- advocate for 'right to repair' legislation
- need to educate and encourage the public
- partner with other organisations to increase pressure on central government
- should be more consistency across councils.

Other feedback

23 respondents left general comments about the proposed WMMS, as opposed to touching on a specific key focus area. The themes from these comments were (comments occurred once unless specified):

- education will be crucial to the success of the WMMS (four comments)
- the strategy needs more concrete actions and practices, rather than plans (four comments)
- general dissatisfaction with council decision-making (three comments)
- the strategy is not ambitious enough – it should go further, be bolder (three comments)
- the strategy looks good in theory, but it is hard to say if needs will be met until the strategy is in action (three comments)
- the strategy should focus on waste reduction in suppliers/companies rather than individuals (three comments)
- needs support/participation from everyone in the community (two comments)
- could better detail plan for waste management for businesses
- desire to see community resilience centres
- should increase recognition of infrastructure investment as key to waste management

- should recognise schools as a key area for waste minimisation
- suggested implementing incentives/support for business with sustainable initiatives.

Six respondents left comments relating to red-lidded household kerbside collections bins. The themes from these comments were (comments occurred once unless specified):

- red-lidded bins should be collected more frequently, e.g., weekly (three comments)
- red-lidded bins should be larger to accommodate reduction in yellow bin acceptable waste (two comments)
- add an option for homeowners to purchase more red-lidded kerbside collections bins.

Demographic comparison of responses from individuals

Location

We had a low response rate from those living in East Area 4, which encapsulates Enderley, Fairfield and Fairview Downs. This group only contributed to 3% of responses, despite making up 10% of Hamilton's population (according to 2018 Census data).

Age group

We had a low representation from those under 30 years old (4% of responses, but 47% of Hamilton's population in the 2018 Census), and high representation from those over 50 years old (56% of responses, but 26% of Hamilton's population).

Ethnic group

The majority of respondents (72%) identified as NZ European.

Feedback from organisations

Organisation	Name of representative	Response ID	Summary of feedback
Hillcrest High School Community Childcare Centre	Tania Charteris-Bakker	ANON-7XXH-83FM-D	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • The draft is realistic and achievable • All six focus areas have their needs well met by the draft • Suggested community gardens and compost bins in schools as ways to combat organic waste
Hamilton Central Business Association	Vanessa Williams	ANON-7XXH-83FX-R	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • Support for the draft • Support for the guiding principles of the WMMS • Want more detail on waste management and minimisation for residential development/intensification zones • Want better details on business waste management • Uncertain if Hamilton is leading the way to being a low-waste city
Waikato Regional Council	Valerie Bianchi, Waste Prevention Advisor	BHLF-7XXH-83F3-K	<ul style="list-style-type: none"> • Waikato Regional Council (WRC) stated how they contribute to waste prevention through the

			<p>Waste Prevention Action Plan 2020-2025. There is clear alignment with this Action Plan and Council's WMMS.</p> <ul style="list-style-type: none"> • WRC are pleased to be identified as a key stakeholder in advancing Council's Strategy and look forward to identifying opportunities for collaboration. • WRC support Council targeting organic material and construction and demolition waste as these are two major categories of waste that will have a large impact if prevented or recovered. • WRC believe the strategy meets with the need in the proposed six areas, which should be monitored to track progress across the life of the strategy • WRC look forward to opportunities to work in partnership to contribute to the success of Council's Waste Management and Minimisation Strategy.
Waimarie: Hamilton East Community House	Jane Landman	ANON-7XXH-83TN-V	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • We feel more specific and diverse strategies need to be in place with funding assigned in reasonable amounts. • Ideas include levies on non-sustainable items, discounted rates for those recycling their own organic waste, a registry for composters to receive incentives, or reduced costs for those putting out bins once per month vs once per fortnight • Building and construction suggestions: Introduce high charges for those dumping building waste; incorporate recycling into building consents; deduct or refund fees for responsible waste management • Circular economy: ban plastic bottles outright; ban non-recyclable plastics; disincentivise plastic bottles as a giveaway at events; provide incentives • Recover more from waste streams: More drop-off places for soft plastic

			<p>recycling, e.g. community houses; discourage disposable nappies; workshops/more education; prizes for recycling bottles/cans; bring back glass bottle deposits; make battery disposal easier; make polystyrene disposal more accessible; incentivise food scrap bins; inorganic collections once per month; accept scrap metal for recycling</p> <ul style="list-style-type: none"> • Systems should cater better to students – perhaps partner with universities • Work to make recycling tyres more accessible
Rangatahi Voices	Stuti Patel	ANON-7XXH-83TZ-8	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • Supportive of six key focus areas • Organic waste and construction and demolition waste needs are well met • Provide schools and workspaces with support and resources necessary to correctly recycle • Importance of education in promoting waste management and minimisation • Support/incentivise businesses with sustainable practices • Utilise technology such as foodprint
Waikato Environment Centre Trust	Jo Wrigley	ANON-7XXH-83TE-K	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan • Draft is an improvement on the previous WMMP • Provide option for larger scrap bin sizes • Support the deconstruction industry • Promote construction companies with sustainable practices • Advocate for long-lasting, recyclable products from manufacturers • Focus on reusing rather than recycling • Resource recovery centres should be prioritised • Suggest implementing community resilience centres
Xtreme Zero Waste Ltd	Michelle Howie	ANON-7XXH-83TS-1	<ul style="list-style-type: none"> • Agree with the proposal to amend the current Waste Plan

			<ul style="list-style-type: none"> • Believe waste volumes are more closely correlated with economic activity than population growth • Methane should not be labelled as toxic, but rather as a greenhouse gas • Support for diversion of organic waste • Important to understand why diversion of waste is low, and how to improve this • Support for Council's approach to reducing organic waste • Council should investigate ways to lower the price and price signalling of waste minimisation and management • Support for community resource recovery centres
Waikato Wellbeing Projects	Harvey Brookes	BHLF-7XXH-83T9-7	<ul style="list-style-type: none"> • Believe waste volumes are more closely correlated with economic activity than population growth • Methane should not be labelled as toxic, but rather as a greenhouse gas • Support for diversion of organic waste • Important to understand why diversion of waste is low, and how to improve this • Support for Council's approach to reducing organic waste • Council should investigate ways to lower the price and price signalling of waste minimisation and management • Support for community resource recovery centres

FEEDBACK FROM TARGETED ENGAGEMENT

Council requested Para Kore to engage with Maaori communities to seek feedback on the proposed WMMS. This targeted engagement had 102 participants across twelve methods of collecting feedback.

The most common themes from this targeted engagement were:

- stop at the plastic at source - get corporations on board
- go back to maara kai
- provide education, workshops, programmes
- make recycling easier to understand
- bigger bins
- less packaging

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- don't waste food
- provide free reusables
- provide sorting bins for homes
- composting options needed.

FEEDBACK FROM SOCIAL MEDIA

In addition to analysing formal submissions to the consultation, we also analysed comments made on Hamilton City Council's Facebook post relating to the Waste Management and Minimisation Strategy.

Council made one post advertising the WMMS, on 26 January. This post received 61 comments, including three made by Hamilton City Council. Note that any Council comments/replies were exempt from analysis, and both comments and their replies were collated before analysis.

The most common themes in comments made by community members were:

- concerns or suggestions for red-lidded bins (10 comments)
- concerns or suggestions for recycling (10 comments)
- concern for rates rise/costs of implementation (eight comments)
- focus should be place on organisations or central government, rather than individuals (six comments)
- belief Council does not listen to community feedback (six comments).

ENGAGEMENT TACTICS

GOAL

- General buy-in from the community to help drive us towards our vision where waste minimisation and resource recovery are an integral part of our lifestyle and economy.

OBJECTIVES

- Raise awareness of the Waste Management and Minimisation Strategy, its purpose and value
- Allow the public to have their say on the strategy and topics relating to waste management and minimisation.
- Let our people know what's happening first to promote and encourage advocates/champions within our staff and elected members to share the message out in our community.
- Generate 250 responses to consultation

ENGAGEMENT OUTCOME

Hamilton City Council leads the way in waste minimisation, and as a result Hamiltonians are choosing to engage in waste minimisation activities and are empowered to see change in their communities. In turn we should start to see an increase in waste diversion.

The outcomes of the draft 2024-2030 WMMS are:



ENGAGEMENT CAMPAIGN REVIEW

Campaign tactics included:

- having hard copies of the consultation and Waste Management and Minimisation Strategy available at Customer Services and at libraries
- advertising of the consultation via posters at Customer Services and libraries
- promotion of the consultation via social media (paid posts via Meta) and Google advertising
- press adverts (placements in Hamilton Press and Chinese Weekly).
- advertising on rates notices to the west side of the city

ENGAGEMENT RESULTS

SUBMISSION FORM (ONLINE & PAPER COPY)

We received 85 responses – 82 of which were submitted online and three received in hardcopy format.

SOCIAL MEDIA

We ran a paid advertising campaign on Meta throughout the consultation period, which achieved the following results:

- 1544 link clicks
- 16,917 accounts reached
- 81,289 impressions
- Cost per click \$0.26

While we reached more accounts on Facebook, advertising on Instagram performed better overall with more click-throughs achieved.

GOOGLE ADVERTISING

Google advertising ran throughout the consultation period, with the following results achieved:

- 11,875 impressions
- 207 clicks
- Click through rate 1.74%
- Cost per click \$0.77



As you can see in this example, posted by [Jules Terpak](#) (and shared by [Matt Navarra](#)), TikTok is offering some creators “increased views” on content shot in landscape format.

As per TikTok:

“Landscape videos, where the width is greater than the height and are over 1 minute in length, are the only ones eligible to receive increased views.”

Any videos that meet the stated requirements will be boosted in the app for 72 hours, which could be a significant posting incentive for TikTok creators seeking more exposure in the app.

But it's an interesting switch in TikTok's traditional focus.



PRESS ADVERTISING

A press advert was placed in the Hamilton Press on 24 January 2024 with an anticipated weekly reach for the newspaper of 64,000.



We also advertising in the Chinese Weekly on 25 January (translated into Chinese) and had an ad in the Indian Weekender newsletter that is distributed to 10,000 subscribers.

RATES NOTICE

We had an opportunity to include an advert in the rates notices that were sent out to the western side of Hamilton in February, during the first week of consultation.

INSTALLMENT DUE DATES

1 31 August 2023

2 23 November 2023

3 22 February 2024

Are we on the right track to fight the landfill?

Have your say on our Waste Management and Minimisation Strategy Te Rautaki Whakataaharahara Para until 23 February 2024.

Read our strategy at [Hamilton.govt.nz/WMMS](https://hamilton.govt.nz/WMMS)

ACCOUNT SUMMARY

Balance on 1 July 2023
Previous instalment(s)
Rates penalties
Remission of rates
Payments received - before 17 January 2024
This instalment
Amount due by 22 February 2024
Amount required to settle rates in full
GST content of this rates instalment
<i>Any instalment amount not paid by the due date will incur</i>

This is how rates are distributed to fund activities in the city. Find out more on the back of th

WATER MANAGEMENT

30.6%

TRANSPORT

21.3%

VISITOR DESTINATIONS AND VENUES

15.5%

PARKS AND RECREATION

11.3%

COMMUNITY SERVICES

8.8%

SAFETY AND GROWTH

7.3%

RUBBISH RECYCLING


3%

The percentages shown are for all city rates and are not specific to your property.

WEBSITE

We set up a dedicated webpage for the Waste Management and Minimisation Strategy on Council's website (hamilton.govt.nz/WMMS) which included background to the document and a high-level overview of its vision and outcomes, as well as links to the full WMMS, other related documents and the consultation page on the Have Your Say site. This was the website promoted across our advertising collateral.

Website analytics from this website during the consultation period are as follows:



Hamilton City Council

Te kaunihera o Kirikiriroa

10

Infrastructure and Transport Committee Agenda 2 May 2024- OPEN

Page 194 of 291

- 1502 views
- 1115 users
- 1.35 views per user
- 12s average engagement time

On the Have Your Say website, the following results were achieved:

- 1304 views overall across the entire waste management review section (e.g landing page, intro page)
- 687 views on the landing page
- 433 users
- 3.01 views per user

WHAT'S NEXT

Feedback will be presented at a Hamilton City Council Regulatory and Hearings Committee meeting in the first half of 2024. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a final decision.

Council Report

Committee: Infrastructure and Transport Committee
Date: 02 May 2024
Author: Raewyn Simpson
Authoriser: Andrew Parsons
Position: Three Waters Policy & Planning Manager
Position: General Manager Infrastructure and Assets
Report Name: Water Supply Bylaw - Deliberations Report

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on proposed amendments to the Water Supply Bylaw 2013 following the Bylaw review and public consultation process.
2. To seek approval from the Infrastructure and Transport Committee to recommend to Council that a revised Water Supply Bylaw be adopted.

Staff Recommendation - *Tuutohu-aa-kaimahi* (Recommendation to the Council)

3. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) recommends Council adopts the revised Water Supply Bylaw (2024), effective from 1 November 2024; and
 - c) notes that:
 - i. as part of this review, Council determined on 21 September 2023 that a Water Supply Bylaw is the most appropriate mechanism for addressing issues relating to water Supply management in Hamilton;
 - ii. the Hamilton Water Supply Bylaw 2013 has been reviewed and consulted on as per the requirements of the Local Government Act 2002;
 - iii. the revised Water Supply Bylaw 2024 is the most appropriate form of the Bylaw, having regard to the issues identified in the review and consultation feedback; and
 - iv. the revised Water Supply Bylaw 2024 does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

Executive Summary - *Whakaraapopototanga matua*

4. The Council has legislative obligations under the Local Government Act 2002 (LGA), Resource Management Act 1991 (RMA), Waikato River Settlement Act 2010, Water Services Act 2021, and other legislation and regulations to ensure that water is managed in a way that promotes the protection of public health, the natural environment, and protects water assets from damage, misuse, or loss.

5. On the 21 September 2023, Council determined that the Water Supply Bylaw was the most appropriate mechanism for addressing issues relating to water supply management in Hamilton, and, under Section 83 of the Local Government Act 2002, approved consultation take place on the proposed Hamilton Water Supply Bylaw and associated Statement of Proposal. ([Agenda](#) , [Minutes](#))
6. The consultation period was open from 3 October 2023 to 6 November 2023. Consultation took place with a wide range of stakeholders, and included internal staff, iwi, the public, sub-regional councils, Waikato Regional Council and Fire and Emergency NZ (FENZ).
7. A total of 12 submissions were received, which are summarised from paragraph 29 to 36 below. Only one submitter (FENZ) wished to be heard at the Regulatory and Hearings Committee on 21 March 2024. FENZ subsequently removed their request to be heard based on further discussion, and a letter of support subject to proposed amendments was tabled at the hearing 21 March 2024([Agenda](#), [Minutes](#)).
8. This letter was discussed at the Regulatory and Hearings committee meeting. The Regulatory and Hearings Committee requested that staff further investigate and consider the matters raised related to the use of SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice.
9. Staff have responded to submissions, and matters raised by Elected Members following the hearing on 21 March 2024. Staff analysis and recommendations can be seen in **Attachment 3**.
10. These responses have been used to form the final draft of the reviewed Water Supply Bylaw, which can be found as **Attachment 1 and 2** to this report.
11. Staff recommend **Option 1** that a revised Water Supply Bylaw 2024 be adopted, as detailed later in the report below.
12. Staff consider the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

13. Hamilton City Council provides critical services through the provision of a water supply. The Bylaw provides clear guidelines on protection of the water supply network and gives Council the ability to manage and influence water use and efficiency.
14. The purposes of the current Water Supply Bylaw are:
 - i. protecting, promoting, and maintaining public health and safety;
 - ii. promoting the efficient use of water and protecting against waste or misuse of water from the water supply system;
 - iii. for the protection of the water supply and water supply system from pollution and contamination;
 - iv. manage and protect from damage, misuse, or loss of land, structures or infrastructure associated with the water supply system; and
 - v. preventing the unauthorised use of land, structure or infrastructure associated with the water supply system.
15. [Section 145](#) of the LGA empowers the Council to make Bylaws for one or more of the following purposes:
 - i. protecting the public from nuisance (s.145(a) LGA);
 - ii. protecting, promoting, and maintaining public health and safety (s.145(b) LGA); and
 - iii. minimising the potential for offensive behaviour in public places (s.145(c) LGA).
16. To this date, the Bylaw has been used effectively for the above purposes.

17. In accordance with Section 159 of the LGA the Bylaw is required to be reviewed every 10 years. The LGA states that reviews not completed within the timeframes will be given a two-year grace period before the Bylaw is revoked (s.160A, LGA). The Bylaw was last reviewed on 1 November 2013. If the review is not completed by 1 November 2025 the Bylaw will be automatically revoked.
18. Staff review of the Bylaw included early engagement with internal stakeholders, sub-regional partners, mana whenua and Waikato-Tainui. The purpose of this engagement was to determine what issues there were with the Bylaw, the significance of those issues, and options to resolve those issues.
19. Matters arising from staff review and early engagement resulted in proposed minor amendments to the Bylaw.
20. On the 21 September 2023, Council determined that the Water Supply Bylaw was the most appropriate mechanism for addressing issues relating to water supply management in Hamilton, and, under Section 83 of the Local Government Act 2002, approved consultation take place on the proposed Hamilton Water Supply Bylaw and associated Statement of Proposal (SOP). ([Agenda](#) , [Minutes](#)).
21. The proposal was to continue the Bylaw with minor changes. This was due to uncertainty relating to Affordable Waters Reform at the time, impending legislative deadline for the Bylaw review before the Bylaw was revoked, and the need to give customers certainty on water supply regulation.
22. The minor changes included:
 - i. Expanding the reference to the Vision and Strategy for the Waikato River to give clarity and provide its Te Reo term (Te Ture Whaimana o Te Awa o Waikato).
 - ii. Updating references to relevant statutory acts, regulations, codes, standards and rules, and adjustments to relevant clauses with those references.
 - iii. Addition of 'working day' definition to provide clarity for the customer and consistency with the Trade Waste & Wastewater Bylaw 2023.
 - iv. Reference the Three Waters Connection Policy being used for assessing connection applications and connection approval to be at the discretion of Council to strengthen the linkage between the Bylaw and Policy and provide clarity for the customer on assessment criteria.
 - v. Inclusion of new water quality protection measures, required by legislation, including the requirement for boundary containment devices and backflow devices to be registered with Council, and survey and test results to be available to Council on request.
 - vi. Correction to the definition of Premises, which is now defined by the Building Act 2004, instead of the Land Transfer Act 1952.
23. The SOP set out two options to consider: **Option 1** - to amend the current Bylaw with only minor changes, or **Option 2** - to retain the current Bylaw with no changes. The SOP also asked the public if there were topics or areas of interest relating to water supply that they sought a better understanding of.
24. The consultation period was open for 5 weeks from 3 October 2023 to 6 November 2023. A total of 12 responses were received during the consultation period. A full copy of the submissions is available [online](#).
25. On 21 March 2024, submitters were given the opportunity to speak to their submission to the Regulatory and Hearings Committee. [[Agenda](#), [Minutes](#)]

26. Only Fire Emergency New Zealand (FENZ) intended to present their submission. Written submission points relate to updating firefighting codes and standards, consideration of defining a new firefighting supply of water as a type of supply and being able to decline connection applications based on reduction in water supply volume and pressure.
27. A discussion before the hearing was held with FENZ to discuss the matters raised in their submission. Subsequent amendments were proposed to address some points. The FENZ request to be heard was subsequently withdrawn and a letter tabled in support of agreed proposed amendments. FENZ requested further discussion with Hamilton City Council Staff if amendments significantly changed. See **Attachment 5** for Letter tabled at Regulatory and Hearing Committee Meeting, 21 March 2024.

Discussion - *Matapaki*

Responses from public consultation

28. Of the 12 responses that were received, most responses (75%) favoured towards amending the Bylaw with only minor changes. Reasons given were that updating the Bylaw is important, water restrictions are needed, future costs can be reduced, and concern about three waters legislation impacts. All but one response was stated as personal views and not provided from a business-related organisation.
29. Only one (non-business related) respondent preferred that the current Bylaw be retained without changes.
30. Only one respondent wished to be heard at the Regulatory and Hearings Committee meeting 21 March 2024.
31. Comments on the Bylaw on social media related to cost and fluoride.
32. See **Attachment 4** for Community Engagement Tactics and Insights Report 2023.

Submissions

33. Three respondents are seeking a better understanding of obligations of the public and of the Council. The need for use of plain English was also raised by Elected Members at the Regulatory and Hearings Committee meeting 21 March 2024. Partial amendments have been made in response to this submission and feedback.
34. One respondent made a recommendation to update the definition of 'Working Day' to reference the Holiday Act 1983 and include Auckland Anniversary Day. Amendments to the Bylaw Working Day definition is proposed to align with the Local Government Act 2002.
35. Fire and Emergency New Zealand (FENZ) wrote a comprehensive submission. The feedback and suggestions were related to updating codes and standards, terms of reference, connections approval, directing readers to Fire Service Water Supplies Code of Practice, and adding Hyper Links.
36. Further detail is provided in the report for the 21 March 2024 Regulatory and Hearings Committee [[Agenda](#)], and the Community Engagement Tactics and Insights report. See **Attachment 4**.

Submissions analysis and Hearing

37. FENZ requested to be heard on their submission points. This request was withdrawn after amendments were discussed, and a letter provided in support of Bylaw subject to proposed amendments provided 19 March 2024. See **Attachment 5**.
38. The amendments related to assessing connection applications on the basis of fire water supply and the use of SNZ PAS 4509:2008 for fire protection systems.

39. The existing Bylaw states that it is the Customer's responsibility to ascertain if the on-demand supply provided for fire protection purposes is adequate for the intended purpose. To provide clarity, staff added that customers shall have firefighting water supply to meet the Code of Practice minimum requirements.
40. At the Regulatory and Hearings Committee held on 21 March 2024, further consideration regarding the use of the SNZ PAS 4509:2008 Code of Practice as a compliance document was requested by the Committee. The use of this code of practice has been reviewed resulting in further proposed amendments to relevant clauses being made.
41. Submission points, staff analysis and recommendations are listed in **Attachment 3, Table 1**. Matters raised by Elected Members at the Hearing, and recommendations are listed in **Attachment 3, Table 2**.
42. Recommended changes are included in the tracked change version of the Bylaw, **Attachment 1** to this report. A clean copy of the proposed amended Bylaw is in **Attachment 2**.

Options

43. Staff have assessed that there are three reasonable and viable options for the Infrastructure and Transport Committee to consider the issues to be managed and level of significance and wellbeing. The options are:

Option 1 (recommended)	Recommend to Council that a revised Hamilton Water Supply Bylaw 2024 be adopted.
Option 2	Continue with the current Hamilton Water Supply Bylaw 2013 until it is revoked in November 2025.
Option 3	Revoke the Water Supply Bylaw 2013.

44. **Options 1 and 2** were included as part of the SOP. Staff note that **Option 3** is also available to Council, however **Option 3** will likely result in Council failing to meet its obligations outlined in paragraph 5, and that cost recovery for water treatment, conveyance and treatment processes through the Bylaw would cease.
45. Based on the submissions received and the general support for amendment to the Bylaw with 'only minor' amendments staff recommend that the Infrastructure and Transport Committee approves **Option 1** to amend the Bylaw with those minor amendments listed in paragraph 23, and further amendments to address outcomes of engagement listed in **Attachment 3**. A tracked change version of the Bylaw with these changes is included as **Attachment 1**.

Financial Considerations - *Whaiwhakaaro Puutea*

46. The total cost to complete a review on the Bylaw, including the adoption of a revised Bylaw, and any potential costs arising from a review of educational material is approximately \$10,000 – \$15,000.
47. The review of the Bylaw is a planned operations activity funded in the approved 2021-31 Long-Term Plan.
48. The financial implications of **Option 1** are considered to be immaterial due to the recommended changes being limited to 'minor changes.'

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

49. Staff confirm that **Option 1** complies with the Council's legal and policy requirements.

50. Section 155(3) of the Local Government Act requires that Bylaws cannot be made which are inconsistent with the New Zealand Bill of Rights Act 1990. Staff can confirm that the revised Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
51. Current three waters legislative repeals do not impact on this Bylaw.
52. Staff also confirm that the draft Bylaw has been subject to a legal review, which has informed the proposed changes.

Climate Change Impact Statement

53. Staff have assessed this option and determined that no adaption assessment is required:
54. The impacts of climate change on water supply systems include those related to lower rainfall and increased temperature. Lower rainfall and higher temperatures can result in increased water usage.
55. Staff have assessed if the Bylaw review will worsen or improve the City's resilience to climate related hazards such as floods, drought, extreme weather events or increased city temperatures. As the proposed amendments are minor in nature, staff consider that there is no risk to climate impacts and that an adaptation assessment was not required. The Bylaw has provisions relating to water efficiency and waste minimisation. Bylaw review does not result in new infrastructure.
56. Staff have assessed this option and determined that it reduces greenhouse emissions.
57. This option was selected because the Bylaw seeks to improve efficiency and management of water. This means that emissions that are a result of treating more water are reduced.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

58. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future 'the 4 wellbeings'.
59. The subject matter of this report has been evaluated in terms of the '4 wellbeings' during the process of developing this report as outlined below.
60. The recommendations set out in this report are consistent with that purpose.

Social

61. Reviewing the Water Supply Bylaw is an opportunity to ensure Council best supports the Social Wellbeing of Hamiltonians by ensuring individuals, family, and whaanau have safe, healthy, and equitable access to water supply services.

Economic

62. Review of the Bylaw will provide opportunity for the community to provide feedback on fees and other costs that can be taken into consideration.
63. A revised Bylaw will continue to minimise the impacts on the water supply network, subsequently minimising reactive upkeep and maintenance costs.
64. It is not considered that the review of the Bylaw will be inconsistent or contrary to economic wellbeing outcomes.

Environmental

65. The review of the Bylaw will ensure the activities associated with the water supply network protect the Waikato River, cater to Hamilton's water supply needs, and encourage efficient use of water.

- 66. In addition, the review will also ensure that water supply infrastructure continues to operate as intended.
- 67. The review of the Bylaw will also allow for alignment in terms of the updates to Three Waters Management Plans and Connections Policy, Environmental Principles and Biodiversity Strategy.

Cultural

- 68. The Council is committed to working collaboratively with Waikato-Tainui and Te Haa a Whenua Kirikiriroa and Ngaati Wairere for matters relating to water, including Bylaw reviews and Policy setting and will seek to recognise Ture Whaimana o te Awa o Waikato through the review.
- 69. Staff discussed the prospect of proceeding with a review of the Bylaw with no or minor changes with Mana Whenua. No concerns were raised with this approach.
- 70. The proposed revised Bylaw further highlights the importance of Te Ture Whaimana o te Awa o Waikato (the Vision and Strategy of the Waikato River) and affirms its direction setting status to Bylaw users. The introduction of the Bylaw has a proposed amendment to provide more context on Te Ture Whaimana o te Awa o Waikato, and obligations of customers to enhance understanding.
- 71. An assessment of the Bylaw against Iwi Management Plans prepared by Waikato-Tainui, Ngaati Hauaa and Ngaati Tamainupoo has been undertaken by staff with particular focus on objectives, policy and methods related to water take and drinking water safety.
- 72. Tai Tumu Tai Pari Tai Ao (Waikato Iwi Management Plan) seeks that there is efficient use of water (to the extent water bodies are restored and protected, and there is enough water to provide for social, cultural, spiritual, environmental and economic health and wellbeing of Waikato-Tainui and the region) (Waikato-Tainui: Policy 19.4.4.1, Policy 19.4.4.2, Principle ix, Policy 19.4.4.3, Method 19.4.1.1 (d))
- 73. Te Rautaki Taamata Ao Turoa o Hauaa (Ngaati Hauaa Iwi Management Plan) seeks the restoration and protection of the mauri of freshwater and that water is plentiful, sustainability allocated and used efficiently and responsibly. (Ngaati Hauaa: Policy 11)
- 74. Ngaati Tamainupoo seeks that water allocation does not compromise the first obligation of Te Mana o Te Wai, which is the health and wellbeing of our freshwater bodies (7.3).
- 75. Staff consider that the revised proposed Bylaw is consistent with these Iwi Management Plans. The review of the Bylaw proposes recognition of the river, and continued regulation on matter relating to water sustainability.
- 76. Staff have an ongoing relationship with Mana Whenua and Waikato-Tainui on matters relating to water supply and to understand and work collaboratively around the best practice management of water.

Risks - *Tuuraru*

- 77. In continuing to have the Bylaw, Council will minimise compliance and reputation risk.
- 78. If the staff recommendation is not approved the Bylaw will be revoked on 1 November 2025 as per legislative requirements ([s160A, LGA](#)).
- 79. Without the Bylaw it will be difficult to impose restrictions to enable protection of public health and effectively manage water supply in Hamilton. In continuing to have the Bylaw Council will minimise compliance and reputational risk.
- 80. Unmanaged risk can lead to non-compliance with relevant legislation and may result in enforcement action on Council (including prosecution).

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

81. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of the matter(s) in this report.
82. There is a statutory requirement to consult as per legislation outlined below.
83. The LGA requires the Council to consult the public whether continuing the existing Bylaw without amendment (s160(3)(b), the LGA) or amending, revoking or replacing the Bylaw (ss160(3)(a) and 156(1), the LGA).
84. The legislative requirement to consult on the proposed changes to the Bylaw provided an opportunity for the Council to engage the community on how the existing Bylaw is working and to consider feedback.
85. Staff have undertaken internal stakeholder review, and early engagement with external stakeholders to determine the effectiveness of the existing Bylaw and to identify any issues that could be managed through a revised Bylaw. External stakeholders included Mana Whenua, Waikato-Tainui, Waipaa District Council, Waikato District Council and Waikato Regional Council.
86. Staff invited the public and stakeholders to provide formal feedback through the public consultation from 3 October to 6 November 2023 so that their views can be captured on the proposed Bylaw. This consultation has been undertaken in accordance with the Special Consultative Procedure as per staff's approved recommendation on the 15 December 2022.
87. No submitters spoke to their submission.
88. The community engagement tactics and insights report can be found as **Attachment 4**.
89. Staff also initiated early engagement with Mana Whenua and Waikato Tainui in 2023 to identify any matters of concern that could be addressed in a Bylaw review.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton Water Supply Bylaw 2013 (amended 2024) (Tracked Changes)

Attachment 2 - Hamilton Water Supply Bylaw 2013 (amended 2024) (Clean Copy)

Attachment 3 - Summary of Response to Submitters and Elected Members

Attachment 4 - Community Engagement Tactics and Insights Report 2023

Attachment 5 - Letter: Received from Fire & Emergency New Zealand 19 March 2024

HAMILTON CITY COUNCIL
BYLAWS

Approved By: Council	Date Adopted : 26 September 2013
Date In Force: 1 November 2013	Reviewed: 16 May 2023
Version History: Amendments adopted by resolution of Council on xx xxx xxxx, and come into force on xx xxx 2024	Next review date: xx xxx 2034

HAMILTON CITY WATER SUPPLY BYLAW 2013
(amended 2024)

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BYLAWS

Hamilton City Council, in exercise of its powers and authorities conferred on it under the Local Government Act 2002 and the Health Act 1956 and any subsequent amendments to the Acts and all other relevant powers, makes the following bylaw.

1. INTRODUCTION

- 1.1. Hamilton City Council is required by regional and national authorities to manage freshwater resources, including how much water it takes from the Waikato River.
- 1.2. ~~In addition,~~ Council has a duty under s17 of the Waikato River Settlement Act 2010, to have particular regard to [Te Ture Whaimana o Te Awa o Waikato](#) (the Vision and Strategy for the Waikato River) [where the vision is “for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come”.](#)
- ~~1.1.1.3.~~ The amount of water that regional users can take from the Waikato River is nearing the River’s allocation limits. To manage the demand for water use in the region the Waikato Regional Council issues ‘water take’ resource consents. Hamilton City’s resource consent to take and use water requires the City to ensure that the water it has been allocated is efficiently and effectively used.
- ~~1.2.1.4.~~ [Hamilton Council must ensure that the City’s water supply network can continue to deliver safe and reliable water. This means that persons who wish to connect to the Council’s network to use water must obtain all necessary approvals, notify Council of incidents, maintain private systems, abide by consents and agreements and safety measures such as black flow requirements, and use water efficiently.](#)
- ~~1.3.1.5.~~ [As part of the operation of the Water activity by Hamilton City Council the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice \(currently SNZ PAS 4509:2008\) is a document that is taken into consideration. This code of practice was developed to provide direction on what constitutes a sufficient supply of water for firefighting in urban fire districts and is not intended to provide specifications for water supply required for effective operation of fire protection systems. It is intended that the code of practice will form the basis of a partnership between the New Zealand Fire Service, territorial authorities, water supply authorities and developers so that the code may be used as a basis for territorial authority and water supply authority \(WSA\) conditions of supply. This code of practice is published under section 30\(3\) of the Fire Service Act 1975.](#)
- 1.1. This Water Supply Bylaw provides rules for managing the City’s water demand and aims to ensure that activities do not adversely affect water supply, water quality, our water supply infrastructure and compliance with the city’s water take consent.

(Advice Note: the above introduction does not form part of this bylaw and is intended to be read as an introductory note)

2. SHORT TITLE, COMMENCEMENT AND APPLICATION

- 2.1. The bylaw shall be known as the “Hamilton City Water Supply Bylaw 2013 (amended 2024)”.
- 2.2. The bylaw shall apply to the Hamilton City Council District.
- 2.3. The bylaw ~~shall~~ came into force on [1 November 2013. Amendments adopted by resolution of Council on XX XXXX 2024.](#)
- 2.4. Any person being supplied with water, or who has made application to be supplied with water, by the Council, is deemed to accept the terms and conditions contained in this Bylaw, and any subsequent amendments.
- 2.5. This Bylaw and its terms and conditions shall come into effect on the date notified by the Council, for Customers receiving a supply at that time, and at the date of receipt of supply for Customers connected after that time.

HAMILTON CITY COUNCIL BYLAWS

3. REVOCATION OF EXISTING BYLAW

- 3.1. The Hamilton City Water Supply Bylaw 2008 is revoked from the day the new bylaw comes into force.

4. SCOPE

- 4.1. This bylaw shall apply within the boundaries of the Hamilton City Council pursuant to the Local Government Act 2002 and any land, building, work, or property under the control of the Council.

5. PURPOSE

- 5.1. The purposes of this bylaw are:
- (a) protecting, promoting, and maintaining public health and safety;
 - (b) promoting the efficient use of water and protecting against waste or misuse of water from the water supply system;
 - (c) for the protection of the water supply and water supply system from pollution and contamination;
 - (d) manage and protect from damage, misuse, or loss of land, structures or infrastructure associated with the water supply system; and
 - (e) preventing the unauthorised use of land, structure or infrastructure associated with the water supply system.

6. COMPLIANCE WITH OTHER ACTS AND CODES

- 6.1. This Bylaw is made under the authority of the Local Government Act 2002 and the Health Act 1956 for the supply of water to its Customers in its capacity as a Water Supply Authority. The supply and sale of water by the Council is subject to:

6.1.1. Statutory Acts and Regulation

- (a) Building Act 2004
- (b) [Fire and Emergency New Zealand Act 2017](#) ~~Fire Services Act 1975~~
- (c) Health Act 1956
- (d) Local Government Act 2002
- (e) Local Government (Rating) Act 2002
- (f) Resource Management Act 1991
- (g) ~~Health (Drinking Water) Amendment Act 2007~~ [Taumata Arowai—the Water Services Regulator Act 2020](#)
- (h) Health (Fluoridation of Drinking Water) Amendment Act 2021
- (i) [Water Services Act 2021](#)
- (j) [Water Services \(Drinking Water Standards for New Zealand\) Regulations 2022](#)

6.1.2. Relevant Codes and Standards

- (a) Compliance Document (New Zealand Building Code)
- (b) ~~Drinking Water Standards for New Zealand 2005 (revised 2008)~~ [Drinking Water Quality Assurance Rules 2022](#)
- (c) BS EN ISO 4064-1:2017 ~~BS EN 14154-3:2005~~ Water meters: Test methods and Equipment
- (d) SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice
- (e) ~~National Environmental Standards for Sources of Human Drinking Water, 2008~~
- (f) [CoLAB Regional Infrastructure Technical Specifications \(RITS\)](#) ~~Hamilton City Council Development Manual/Infrastructure Technical Specifications~~

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- (g) NZS 4503:2005 Hand Operated fire-fighting Equipment
- (h) [NZS 4517:2010 Fire sprinkler systems for houses](#)
- ~~(j)(i)~~ [Water New Zealand Boundary Backflow Prevention for Drinking Water Supplies 2019](#) Backflow Prevention for Drinking Water Suppliers Code of Practice 2006, Water New Zealand
- ~~(k)(i)~~ [Water New Zealand Good Practice Guide - Water Metering of Customers on Reticulated Supplies 2017](#) Water Meter Code of Practice 2003, Water New Zealand
- ~~(j)(k)~~ Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations ~~2008~~ 2007
- ~~(m)(l)~~ OIML R49: Water meters intended for the metering of cold potable water and hot water. Part 1: Metrological and technical requirements; Part 2: Test methods and Part 3: Test report format.

7. INTERPRETATIONS

- 7.1. When interpreting this Bylaw use the definitions set out in section 8 unless the context requires otherwise. Where references are made to a repealed enactment read that as a reference to its replacement.
- 7.2. For the purpose of this Bylaw, the word ‘shall’ refers to practices that are mandatory for compliance with this Bylaw, while the word ‘should’ refers to practices that are advised or recommended.

8. DEFINITIONS

- 8.1. In this bylaw except where inconsistent with the context:

Approved	Approved in writing by the Council, either by resolution of the Council or by any authorised officer of the Council.
Air gap	A vertical air gap between the outlet of the water supply fitting which fills a storage tank, and the highest overflow water level of that storage tank.

HAMILTON CITY COUNCIL BYLAWS

Item 9

Attachment 1

Authorised agent	Any person authorised or appointed by Council.
Authorised officer	Any officer of the Council, or other person authorised under the Local Government Act 2002 section 177 and authorised by the Council to administer and enforce its Bylaws.
Auxiliary supply	Any water supply, other than the Council's system, on or available to a customer system. These auxiliary waters may include water from another provider's public potable water supply or any natural source(s) such as a well, rainwater, spring, river, stream, or used waters (e.g. grey water) or industrial fluids.
Backflow	The unplanned reversal of flow of water or mixtures of water and contaminants into the water supply system.
Backflow device	Backflow device or air gap that is designed to prevent the return of flow into the Council's water supply system. These devices can include non-return valves, reduce pressure zone devices and double check valves.
Boundary	Legal boundary of the premises receiving a supply of water.
Connection	The valve, meter and associated fitting installed and maintained by the Council at a location convenient to the Council including the service pipe, or at the supply pipe or at the point of supply.
Council	Hamilton City Council or any officer authorised to exercise the authority of the Council.
Customer	A person who uses, or has obtained the right to use or direct the manner of use, water supplied by the Council.
Development Contribution	As defined in the Local Government Act 2002 and the relevant Hamilton City Council Development Contributions Policy.
Domestic purpose	Water taken and used for the purpose of for human drinking and sanitation needs and for individual household use which includes: <ol style="list-style-type: none"> i. Washing down a vehicle; ii. Garden watering by hand using a hand held device; iii. Garden watering by any portable sprinkler device.
Extraordinary supply	A category of On Demand supply used for extraordinary use including all purposes for which water is supplied other than ordinary supply and which may be subject to specific conditions and limitations.
Extraordinary use	Extraordinary use is subject to water alert and emergency provisions and includes but not limited to: <ol style="list-style-type: none"> i. Domestic - spa or swimming pool in excess of 6m³, and fixed garden irrigations systems; ii. Commercial and Business; iii. Industrial; iv. Agricultural; v. Horticultural; vi. Viticultural; vii. Lifestyle blocks (rural supplies, peri-urban or small rural residential); viii. Fire protection systems other than sprinkler systems installed to comply with NZS 4517; ix. Out of District Supply; x. Temporary supply; xi. Water carriers; xii. Auxiliary supply.

HAMILTON CITY COUNCIL
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Fees and charges	The fees and charges for water supply set by the Council.
Fire main supply	A category of supply from pipe work installed for the purpose of fire protection.
FW2	Fire Water Classification number 2
FW3	Fire Water Classification number 3
Individual Customer Agreement	An agreement between Council and a Customer that outlines both parties rights and responsibilities for the supply and use of water.
Industrial activity	Any industrial activity and includes: <ul style="list-style-type: none">a) All types of processing, manufacturing, bulk storage, warehousing, service and repair activities.b) Laboratories and research facilities.c) Trade and industry facilities, being premises accommodating specialised education and training facilities where groups of people are given trade or industry tuition and training on a formal basis.
Level of service	The measurable performance standards on the basis of which the Council undertakes to supply water to its customers.
NZS	‘New Zealand Standard’.
On demand supply	A supply which is available on demand directly from the point of supply, subject to the agreed level of service.
Ordinary supply	A category of ‘on demand’ supply used solely for domestic purposes.
Owner	The person or entity having legal ownership of the premises receiving a supply of water from the Council.
Occupier	The person or legal entity having a legal right to occupy, use all or part of the premises receiving a supply of water from the Council that includes a tenant, lessee, licensee, manager, foreperson or any other person acting in the general management of any premises.
Permit	A permit or written authority issued by an authorised officer.
Person	An individual, corporation sole or a body of persons whether corporate or otherwise.
Point of supply	The point on the water pipe leading from the water main or supply pipe to the premises, which marks the boundary of responsibility between the customer and the Council.
Potable water	Water that does not contain or exhibit any determinants to any extent that exceeds the maximum acceptable values (other than aesthetic guideline values) specified in the New Zealand Drinking Water Standards applicable at the time.

HAMILTON CITY COUNCIL BYLAWS

Item 9

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Premises	<p>The physical location to which a water supply is provided and includes:</p> <ul style="list-style-type: none"> a) A property or allotment which is held under a separate certificate of title or for which a separate certificate of title may be issued; or b) A building or part of a building that has been defined as an individual unit by a cross-lease, unit title or company lease; or c) Land held in public ownership (e.g. reserve) for a particular purpose. <p>Allotment means the same as defined in section 10 of the Building Act 2004 the Land Transfer Act 1952.</p>
Prescribed charges	<p>Charges applicable at the time of connection and may include:</p> <ul style="list-style-type: none"> a) Payment to the Council for the physical works required to provide the connection; and/or b) A development contribution charge determined in accordance with the Local Government Act 2002; and/or c) A financial contribution charge determined in accordance with the Resource Management Act 1991; and/or d) Bacteriological and chemical testing as per Drinking Water Standards New Zealand to ensure a connection is safe. e) Individual agreement charges. f) Capital contribution charge determined by any Annual Plan process. g) Any other charges which may be lawfully charged by the Council in respect of the supply of water.
Public notice	<p>A notice published in:</p> <ul style="list-style-type: none"> a) One or more daily newspapers circulated in the region or district of the Council; or b) One or more other newspapers that have at least an equivalent circulation in that region or district to the daily newspapers circulating in that region or district. <p>Includes any other public notice that the Council thinks desirable in the circumstances including social media and the internet.</p>
Regional Infrastructure Technical Specifications	<p>A means of compliance document that refers to standards and specifications, and sets out how to design water supply, wastewater, stormwater and landscaping infrastructure, and construct transportation, in participating councils' areas. Otherwise known as RITS.</p>
Restricted flow supply	<p>A type of water supply connection where water is supplied through a flow control device, and storage is provided by the customer to cater for their demand fluctuations.</p>
Restrictor	<p>A flow control device fitted to the service pipe to limit the flow rate of water to a customer's premises as determined by Council.</p>
Rural water supply area	<p>An area formally designated by the Council as an area serviced by a reticulated water supply system that is intended to supply water for specified purposes via restricted flow supplies and/or on demand supplies but not necessarily with a firefighting capability.</p>

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Service pipe	The section of water pipe between a water main and the point of supply.
Service valve	The valve at the customer end of a service pipe used to control and/or isolate the supply.
Special circumstances	<p>The circumstances that may lead Council to install a meter on the supply to an "Ordinary Domestic Use". This includes, but is not limited to:</p> <ul style="list-style-type: none"> a) Known leaks that remain unrepaired; b) Where excessive usage is being investigated; c) Where water is being wasted; d) Where property specific research of water usage is required.
Storage tank	Any tank having a free water surface to which water is supplied across an air gap separation/and or backflow protection.
Supply pipe	The section of pipe between the point of supply and the customer's premises through which water is conveyed to the premises.
Urban water supply area	An area formally designated by the Council as an area serviced by an 'on demand' reticulated water supply system with a firefighting capability.
Water alert level	Classification system used for applying water conservation restrictions.
Water carrier	Any individual drinking-water carrier or company registered with the Ministry of Health as a recognised carrier of drinking water.
Water supply system	All those components of the network between the point of abstraction from the natural environment to the point of supply. This includes but is not limited to: catchments, wells, infiltration galleries, intake structures, open raw water storage ponds/lakes, reservoirs, rising and falling mains, treatment plants, treated water reservoirs, trunk mains, service mains, rider mains, pump stations and pumps, valves, hydrants, scour lines, service pipes (including fire mains), boundary assemblies, meters, and tobies.
Water unit	The basis of measurement for a restricted water supply as determined by the Council.
Working Day	<p>means a day of the week other than—</p> <ul style="list-style-type: none"> (a) a Saturday, a Sunday, Waitangi Day, Good Friday, Easter Monday, Anzac Day, the Sovereign's birthday, Te Rā Aro ki a Matariki/Matariki Observance Day, and Labour Day; (b) if Waitangi Day or Anzac Day falls on a Saturday or a Sunday, the following Monday; and (c) the day observed in the appropriate area as the anniversary of the province of which the area forms a part; and (d) a day in the period commencing with 20 December in any year and ending with 10 January in the following year. (e) any changes to a named public holiday listed in the Holidays Act 2003 <p>(a) A Saturday, a Sunday, Waitangi Day, Good Friday, Easter Monday, Anzac Day, the Sovereign's birthday, Te Rā Aro ki a Matariki/Matariki Observance Day and Labour Day, and</p> <p>(b) Where a public holiday falls on a weekend day and the public holiday is observed on the next available working weekday, the day on which the public</p>

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~~holiday is observed, and~~

~~(c) A day in the period commencing with the 25th day of December in a year and ending with the 2nd day of January in the following year.~~

9. PROTECTION OF WATER SUPPLY SYSTEM

9.1. Water supply system

9.1.1. General

- (a) Any person who owns or occupies premises in the District must ensure that water is used and maintained in a manner that no public health hazard or public health nuisance occurs that could affect the public water supply.

9.1.2. No person to connect to, or interfere with a water supply system

- (a) Except as set out in 9.1.1, 9.1.3 and 9.1.4, no person shall connect to, or interfere with, any part of the water supply system without first obtaining a permit to do so from Council and only in accordance with the terms of that permit.

9.1.3. Access to system

- (a) No person other than the Council and its authorised agent and permit holders shall have access to any part of the water supply system, except to connect to the point of supply, and to operate the service valve.

9.1.4. Fire hydrants

- (a) Only the attending Fire Service/s [Fire and Emergency New Zealand personnel](#) shall gain access to and draw water from fire hydrants for the purpose of fighting fires, training and testing.

9.1.5. Other users

- (a) The right to gain access to, and draw water from the public water supply system for uses other than firefighting (for example, flow testing or pipe flushing) shall be restricted to:
 - i. The Council or its authorised agents
 - ii. Permit holders
- (b) Permit holders shall only draw water in accordance with the terms and conditions of a written permit issued by the council.

9.1.6. Unauthorised access

- (a) Without prejudice to any other remedies available, the Council may seize and impound any equipment used by an unauthorised person to gain access to, or draw water from the water system, and may assess and recover the value of water drawn and any other associated costs.
- (b) Where the water supply system becomes contaminated due to unauthorised access, Council may recover cost of remediation of contamination.
- (c) Any person causing damage to a Council water supply system during 9.1.6 unauthorised access shall be liable for the cost of repair and any other costs the Council incurs as a result of the incident.

9.1.7. Working around buried services

- (a) No person shall carry out any excavation without first reviewing Council's records of the location of its services.
- (b) No person shall excavate in the vicinity of Council's services unless at least five working days notice has been given to the authorised officer of the intention to do so and then only in accordance with any terms and conditions imposed by Council.
- (c) Council may in its absolute discretion mark out to within ± 0.5 m on the ground the location of its services and nominate in writing any restrictions on the work it considers necessary to protect the integrity of the water supply system. The Council shall charge for this service.

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- (d) The Council may require the independent supervision of works.
- (e) Every person excavating or working around Council's buried water supply services shall take due care to ensure that the excavation or work is carried out in a manner that does not damage and/or compromise the integrity of the water supply system and in a manner that doesn't risk public safety.
- (f) Every person who fails to reinstate excavation work in accordance with Council specifications shall be liable for the costs incurred by the Council in completing such work.
- (g) Any damage which occurs to Council services shall be reported to the Council immediately. The person causing the damage shall be liable for the cost of repair and any other costs that Council incurs as a result of the damage.

Advice Note (this note does not form part of the bylaw) – All excavation and trenching work carried out within the road corridor must be carried out in accordance with the National Code of Practice for Utility Operator's Access to the Transport Corridor.

9.2. Spillage and adverse events

- 9.2.1. In the event of any adverse event, which may compromise potable water or the water supply system, the person responsible for the event shall advise the Council immediately. This requirement shall be in addition to those other notification procedures which are required for other authorities.
- 9.2.2. Where the customer of a premise allows or permits any item or items that may potentially contaminate or leach into the water supply or accumulate on any premises contained within the catchment, the Council may request the owner, occupier, or both, to remove the item or items.
- 9.2.3. If the item(s) are not removed within the period specified, Council or its authorised agents may remove the items and recover the costs of doing so from the owner or occupier, or both.

10. CONDITIONS OF SUPPLY

10.1. Application for supply

- 10.1.1. Any person wishing to:
 - (a) establish a point of supply,
 - (b) seek a change in the level of service,
 - (c) change the use of an existing supply,
 - (d) make a change to backflow requirements,
 - (e) increase use to greater than 15 cubic metres per day, or
 - (f) use water for any purpose other than ordinary supply,
 shall make a written application to Council.
- 10.1.2. Every application for a supply of water shall be made in writing to the Council on the prescribed forms and accompanied by the prescribed charges, including any applicable development contributions as per Council's Development Contributions Policy. The Customer shall provide all the details required by the Council.
- 10.1.3. Where the Customer is not the owner of the premises seeking supply, the Customer must produce written evidence of their authority to act on behalf of the owner of the premises for which the supply is sought.
- 10.1.4. On receipt of an application for supply the Council shall, after consideration of the matters stated in clauses 10.7 and 10.8, either:
 - (a) Approve the application as determined by council.
 - (b) Refuse the application and notify the Customer of the decision giving the reasons for refusal.
- 10.1.5. Notwithstanding the provisions of this bylaw, Council will assess any application made in accordance with clause 10.1.1 against the provisions of the Three any Waters Connection Policy in place and will,

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[in its sole discretion, determine whether to grant a connection approval.](#)

- 10.1.6. Council may require a Customer to enter into an Individual Customer Agreement and supply and implement a Water Conservation and Demand Management Plan based on the Customer's water demand requirements.
- 10.1.7. A permit may be issued subject to terms, conditions and restrictions as the authorising officer may specify, including but not limited to the following:
- (a) the property or person to which the permit relates;
 - (b) the size of all pipes, fittings and any other equipment up to the point of supply;
 - (c) the duration of time for which the permit is valid; and
 - (d) such other conditions or restrictions as the Council authorised officer may impose.

10.2. Application lapse

- 10.2.1. An approved application for supply which has not been actioned within twelve months of the date of application will lapse unless a time extension has been received in writing from the applicant and approved by the Council. Any further fees and charges shall be at the discretion of the Council.

10.3. Services and supply

- 10.3.1. Council will determine the sizes of all pipes, fittings, and any other equipment, up to the point of supply.
- 10.3.2. Council or authorised agent shall supply and install the service pipe up to the point of supply at the Customer's cost.
- 10.3.3. No water shall be drawn through a new connection before the Council has deemed the connection to meet the requirements of the Drinking-Water Standards for New Zealand and Council has provided approval.
- 10.3.4. No water shall be drawn through a new connection before Council has deemed the connection to be suitable for use.
- 10.3.5. Council may require the Customer to meet all associated costs of the provision of a new connection including any upgrade to infrastructure needed to provide the service.
- 10.3.6. All new connection to water supply systems in the rural areas shall be metered and supply restricted unless specifically authorised by written agreement.

10.4. Change of Use

- 10.4.1. If a Customer seeks change to:
- (a) the level of service; or
 - (b) the end use of water supplied to the premises; or
 - (c) supply type from an ordinary to an extraordinary type or vice versa; or
 - (d) physical location or size.
- 10.4.2. A new application for supply must be submitted by the Customer to the Council. Any new application for supply under this clause shall be considered as if it is an initial application pursuant to clause 10.7 of this Bylaw.

10.5. Point of supply

10.5.1. Responsibility for maintenance

- (a) The Council shall own and maintain the service pipe and fittings up to the point of supply. The Customer shall own and maintain the supply pipe and fittings beyond the point of supply.

Advice Note (This note does not form part of the bylaw): The Council gives no guarantee regarding the serviceability of the valve located on the service pipe. Where there is no Customer stopcock, or where maintenance is required between the service valve and the Customer stopcock, the Customer may use the service valve to isolate the supply. The Council reserves the right to charge for

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maintenance for this valve if damaged by such Customer use.

10.5.2. Single ownership

- (a) For individual customers the point of supply shall be located as shown in Schedule 1 or as close as possible to Schedule 1 where fences, walls, or other permanent structures may make it difficult to locate it at the required position. Other positions shall require specific approval from Council.
- (b) For each individual Customer there shall only be one point of supply, unless otherwise approved in writing by the Council.
- (c) For individual Customers, the point of supply shall be located as close as practicable to the location shown in Schedule 1: Example 1.

10.5.3. Multiple ownership

- (a) Where premises, and or land, are held in multiple ownership, the point of supply shall be as follows:
 - i. For Company Share/Block Scheme (Body Corporate) – as for single ownership
 - ii. For Leasehold/Tenancy in Common share (Cross Lease), Strata Title, Unit Title (Body Corporate) and any other form of multiple ownership – each Customer shall have an individual supply with the point of supply determined by Schedule 1: Example 2 & 3 or as otherwise agreed in writing by Council.
 - iii. For a multiple ownership supply which was in existence prior to the coming into effect of this Bylaw, the point of supply shall be the arrangement existing at that time, or as determined by agreement with the Council for any individual case.

10.5.4. Location

- (a) For each individual Customer there shall be only one point of supply, unless otherwise approved.
- (b) For both ordinary and extraordinary supply customers, the point of supply shall be located outside the boundary of the premises in the position approved by the Council.
- (c) Existing points of supply may be located either inside or outside the property boundary. The Council may relocate the point of supply when deemed appropriate or on request from the Customer, subject to approval and charges.
- (d) The relocation of the point of supply and pipework and fittings from the new point of supply to the existing customer supply pipe shall be the responsibility of the Council for 6 months from the time of relocation.

10.6. Access to, and about the ‘Point of supply’

10.6.1. Rights of access

- (a) Where the point of supply is on private property, the Customer shall allow the Council unrestricted access to, and about the point of supply between 7:30 am and 6:00 pm on any day for:
 - i. meter reading, without notice being given; or
 - ii. checking, testing and maintenance work with advance notice being given where practicable to do so.
- (b) For works outside these hours (such as for nighttime leak detection) the Council shall give written notice to the Customer 48 hours prior to the entry onto the property.
- (c) Where access is not made available for any of the above times and a return visit is required by the Council, a fee may be charged in accordance with Council approved fees and charges schedule.
- (d) The Council may enter occupied land or buildings without giving prior notice if there is a sudden emergency causing or likely to cause:
 - i. loss of life or injury to a person; or
 - ii. damage to property; or
 - iii. damage to the environment or there is danger to any works or adjoining the property.

10.6.2. Maintenance of access

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- (a) The Customer shall maintain the area in and around the point of supply keeping it free of soil, growth, or other matter or obstruction which prevents, or hinders access to the point of supply.

10.7. Types of supply

10.7.1. General

The water supplied by Council shall be classified as either 'on demand' or 'restricted flow' and the use of water from the supply shall be either 'ordinary' or 'extraordinary'.

10.7.2. On demand supply

- (a) All premises lying within the urban water supply area shall be entitled to an ordinary supply of water subject to the following conditions:
- The restriction of its use pursuant to clause 10.11.
 - Payment of the prescribed charges in respect of supply with Council reserving the right in "special circumstances" to install an approved water meter; or install a flow restrictor.
 - Any other conditions imposed by Council.

Advice Note: (this note does not form part of the bylaw) for use from a fire protection system to NZS 4517 (currently 4517:2010 Fire sprinkler systems for houses) to be classified as an ordinary use, the Customer should comply with the conditions set under (section relating to fire protection – connection application 10.13)

10.7.3. Restricted Flow Supply

- (a) Restricted flow supply shall only be available to premises within a designated area or under special conditions set by Council, including for the purposes of:
- Rural supply within district.
 - Out of district supply.
 - Water demand management or any breach of the bylaw (including for drought, misuse and non-remedy of water leaks).
 - Properties subject to restriction under section 69ZH (Duty to provide information to territorial authority) of Health Act 1956.
- (b) The water supply shall be restricted so as to deliver the number of allocated water units at a steady flow rate through a water meter.
- (c) The council shall charge for the restricted flow supply by either:
- A targeted rate; or
 - Volume passing through a meter.

10.7.4. It is the Customer's responsibility to provide water storage for their needs.

10.7.5. No connection shall be made to the supply pipe between the point of supply and the storage tank.

10.7.6. All restricted supply storage tanks must incorporate 'air gap' separation.

10.7.7. Ordinary Supply

- (a) Ordinary Supply shall only be used for domestic purposes.
- (b) With the exclusion of water used for human drinking water and sanitation needs, Ordinary Supply shall be subject to the demand management provisions of subsections 10.11. Ordinary Supply includes:
- Washing down a vehicle;
 - Garden watering by hand using a hand held device;

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- iii. Garden watering by any portable sprinkler device.

10.7.8. Extraordinary Supply

- (a) The Council shall be under no obligation to provide an extraordinary supply of water (see also the provisions of 10.10, 10.11 and 10.13.3)
- (b) Extraordinary Supply shall require written authorisation by Council.
- (c) Extraordinary supply connection may be metered under clause 10.8.3 and the Customer may be charged as per Council water supply fees and charges as determined by Council from time to time.

10.8. **Metering**

- 10.8.1. All commercial, non-residential and industrial uses and extraordinary supply shall be metered unless Council determines that metering is not required under clause 10.8.3.
- 10.8.2. Council shall approve the number of meters per property and their location.
- 10.8.3. Council may:
 - (a) implement metering in any part, or all of the District; or
 - (b) fit a meter and charge accordingly when it considers water use is in breach of this bylaw as per section 11.
 - (c) fit a meter at the Customer's request.
- 10.8.4. The Customer shall pay for the meter and its installation.
- 10.8.5. Where, in addition to the Council water supply connections, the owner or occupier of the premises has an auxiliary supply, they shall provide the Council with all particulars of the water source reasonably available to the owner or occupier in order to protect the public supply.

Advice Note (this note does not form part of the bylaw): Where the extraordinary supply is used for fire protection only, the supply shall not normally be metered.

10.9. **Meters and flow restrictors**

10.9.1. Installation

- (a) Where on demand supplies are required to be metered, meters and restrictors for restricted flow supplies, shall be supplied, installed and maintained by the Council, and shall remain the property of the Council. Customers shall pay for the meter and its installation.
- (b) Where the water supply is to have a flow restriction, this shall be applied as per 10.7.3.

10.9.2. Location

- (a) Meters and restrictors shall be located in a position where they are readily accessible for reading and maintenance, and if practicable, immediately on the Council side of the point of supply. If this is not possible then meters and restrictors shall be located as close as practicable to the point of supply.

10.9.3. Accuracy

- (a) Meters shall be tested as and when required by the Council.
- (b) Flow restrictors shall be accurate to within $\pm 10\%$ of their rated capacity (the stipulated accuracy).
- (c) Any Customer who disputes the accuracy of a meter or restrictor may apply to the Council for it to be tested. Where a test has been conducted within six months of the request for testing, Council has discretion as to whether a further test will be carried out. If the test shows non-compliance with the stipulated accuracy, the Customer shall not be charged for the test. If the test shows compliance with the stipulated accuracy, the Customer shall pay a fee in accordance with the council's current fees and charges schedule. A copy of independent certification of the test result shall be made available to the Customer on request.

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10.9.4. Adjustment

- (a) If, after being tested, any meter is found to register a greater or lesser consumption than the quantity of water actually passed through such a meter, the Council shall make an adjustment in accordance with the results shown by such tests. This adjustment shall be backdated for a period at the discretion of the Council but not exceeding 12 months, and the Customer shall pay a greater or lesser amount according to such an adjustment.
- (b) Where a meter is under-reading by more than 20% or the meter has stopped, the Council reserves the right to charge for the amount of water assessed as having been used over the past billing period, taking into account any seasonal variations in demand.
- (c) Where a meter is over-reading, the Council shall make appropriate adjustments to the Customer's account based on a period of similar use and backdated to when it is agreed the over-reading is likely to have occurred.

10.9.5. Estimating consumption

- (a) Where a Customer disputes the amount of the estimate, they must advise the Council that the estimate is disputed in writing within 15 working days of being advised of the estimate. The Council will then review the estimate and determine whether the estimate is to be varied or whether the estimate is to be confirmed.
- (b) If any meter is broken, unreadable or to be removed, the Council shall estimate the consumption for the period since the previous reading of such meter, (based on the average of the previous four billing periods charged to the Customer) and the amount payable to the Customer shall be the amount of that estimate. Provided that, when by reason of a large variation of consumption due to seasonal or other causes, the average of the previous four billing periods would be an unreasonable estimate of the consumption, the Council may take into consideration other evidence for the purpose of arriving at a reasonable estimate, and the Customer shall pay according to such an estimate.
- (c) The Customer shall be liable for the cost of water which passes through the meter regardless of whether this is used, or is the result of leakage.
- (d) Where the seal or dial of a meter is broken, the Council may declare the reading void and estimate consumption in accordance with clause 10.9.5 (b).
- (e) Where the Customer concerned is a not-for-profit organisation, and if metering indicated a significant increase in consumption not dating back more than 12 months, which is established as being caused by a previous unknown leak, Council may estimate consumption as provided for above, providing that the Customer repairs the leak with due diligence.
- (f) Where an unauthorised connection has been made to the Council's water supply system, council shall estimate and charge for the water consumption for the period when the connection was made. The Council shall use the uniform charge for water on a pro rata basis to make the estimation.
- (g) Where a meter has been installed without approval, the meter reading shall be used as the basis for the estimation provided it complies with Council's standards for meters and installations. The full consumption registered on the meter shall be payable by the current owner of the property. Estimating and charging for water will be in addition to other legal actions that Council decides to take for breaches of this bylaw or other acts and regulations.

10.9.6. Incorrect accounts

- (a) When a situation occurs, other than as provided for in 10.9.5, where the recorded consumption does not accurately represent the actual consumption in respect of premises, the account shall be adjusted using the best information available to the Council. Such situations include, but are not limited to, misreading of the meter, errors in data processing, meters assigned to the wrong account, and unauthorised supplies.
- (b) Where an adjustment is required, in favour of the council or the Customer, this shall not be backdated more than 12 months from the date the error was detected.

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10.9.7. Unread Meters

- (a) Where a meter has remained unread for whatever reason, Council may charge for all water registered on the meter or shown since the previous reading.

10.10. **Levels of Service and Continuity of Supply**

10.10.1. Council shall provide water in accordance with Schedule 2.

10.10.2. Due to practical and physical limitations the Council cannot guarantee an uninterrupted or constant supply of water in all circumstances, nor the continuous maintenance of any particular pressure, but shall aim to meet the continuity of supply levels of 10.10, subject to the exemptions contained in 10.11.3 and 10.11.4.

10.10.3. Where planned works of a permanent or temporary nature, which will affect an existing supply, the Council shall consult with, or inform or give notice to all known Customers likely to be substantially affected.

10.10.4. If a Customer has a particular requirement for an uninterrupted or increased level of service (flow, pressure or quality), it will be the responsibility of that Customer to notify Council and provide any necessary storage, back up facilities or equipment necessary for the provision of that level of service. Examples of such requirements may include Customers using water for renal dialyses, for people who are immune compromised, or for certain industrial or agricultural purposes.

10.10.5. Council shall consider the potential for a new or upsized water connection to compromise its ability to maintain levels of service in relation to the water supply at the time of a new application. This includes but is not limited to the volume and pressure required for firefighting, compliance with Regional Infrastructure Technical specifications, drinking water regulations and Three Waters Connection Policy.

Advice Note: Refer to SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice for acceptable volume and pressure levels for fire supply for firefighting.

10.11. **Demand Management**

10.11.1. The Customer shall comply with any water restrictions put in place by the Council. Any restrictions on supply shall be advised by public notice. When such restrictions apply the Council shall take all practicable steps to ensure that an adequate supply for human drinking water or sanitation is provided to each point of supply.

10.11.2. Where required by rules in a District Plan, owners must maintain devices that have been installed for the purposes of water demand management and in accordance with an associated integrated catchment management plan.

10.11.3. Water Alert and Emergency restrictions

- (a) Natural hazards (such as floods, droughts or earthquakes), events or accidents which result in disruptions to the supply of water, shall be deemed an emergency and shall be exempted from the levels of service requirements (10.10).
- (b) During a water alert and/or emergency the Council may restrict or prohibit the use of water for any specified purpose, for any specified period, and for any or all of its Customers. Such restrictions shall be advised by public notice.
- (c) The Council may, after serving notice and taking all practicable steps to contact a Customer, restrict and or meter the supply to reduce unnecessary and unauthorised water use and loss.

10.11.4. Maintenance and repair

- (a) Council shall make every reasonable attempt to notify the Customer of a scheduled maintenance shutdown of the supply before the work commences. Where immediate action is required and notification is not practical, the Council may shut down the supply without notice.

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- (b) Where a Customer has assets restricting the maintenance of a Council water supply system, Council shall not be responsible for damage as a result of any scheduled or emergency maintenance shutdown.
- (c) It is the responsibility of the Customer to maintain all supply pipes and water assets within their property in a serviceable and safe condition.
- (d) If Council exercises its right under clause 10.17.3 of this Bylaw to repair private water assets then Council may charge and recover all costs associated with such repair work from the Customer, the Owner or the Occupier.

10.12. Liability

- 10.12.1. The Council shall make every reasonable attempt to meet the level of service requirements of 10.10, but shall not be liable for any loss, damage or inconvenience which the Customer (or any person using the supply) may sustain as a result of a reduced levels of service in, or interruptions to, the water supply.

10.13. Fire Protection Connection

10.13.1. Connection Application

- (a) Where an unmetered fire main exists then an annual fee will be charged for the provision and maintenance of the connection.
- (b) Any proposed connection for fire protection shall be the subject of a specific application made to the Council for approval. Any such connection shall be subject to the terms and conditions specified by the Council.

10.13.2. Supply

- (a) Council shall provide water supply for fire protection in accordance with Schedule 2.
- (b) Where a Customer requires a specific flow and pressure for internal fire systems, this shall be provided by the Customer within their own system.

10.13.3. Design

- (a) (a) It shall be the Customer's responsibility to ascertain and monitor whether the on-demand supply provided for fire protection purposes is adequate for the intended purpose. [Council's standard design meets FW2 firefighting requirements at the street boundary for residential areas and provides for FW3 for other zones. Some specific areas may require a higher level of service and design solutions. If additional firefighting coverage is required, on-lot mitigations will need to be designed to meet the minimum requirements of SNZ PAS 4509 set out in Table 1 and Table 2.](#) Access to the mains for testing purposes, in order to determine the adequateness of the supply, will require the prior written approval of the Council.

[Advice Note: Refer to Regional Infrastructure Technical Specifications, and SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice as a means of compliance for acceptable solutions. It should not be assumed that current pressure and flow will be available in the future when designing private fire services as these are likely to reduce in the future due to demand in growth and pressure management.](#)

10.13.4. Fire protection connection metering

- (a) Where the supply of water to any premises is metered the Council may allow the supply of water for the purposes of firefighting to be made in a manner which bypasses the meter, provided that:
 - i. The drawing of water is possible only in connection with the sounding of an automatic fire alarm or the automatic notification of the fire brigade; or
 - ii. A Council approved backflow device has been fitted on the meter bypass.

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- (b) Any ~~unmetered~~ connection provided to supply water to a fire protection system shall not be used for any purpose other than firefighting and testing of the fire protection system unless the fire protection system is installed in accordance with NZS 4517.

Advice note: The current Code of Practice is NZS PAS 4517: 2010 Fire sprinkler system for houses.

- (c) Where a fire connection has been installed or located so that it is likely or possible that water may be drawn from it by any person for purposes other than firefighting, the Council shall require the supply to be metered and have the appropriate backflow prevention device at the Customer's expense.

10.13.5. Fire Hose Reels

- (a) ~~Where the supply of water to any premises is metered, fire hose reels shall be connected only to the metered supply, not to the fire protection connection.~~ The water supply to fire hose reels shall comply with the requirements of NZS 4503 and have the appropriate backflow prevention device.

Advice note: The current Code of Practice is NZS 4503:2005 Hand Operated Firefighting Equipment

10.13.6. Charges

Water used for the purpose of extinguishing fires shall be supplied free of charge. Where the fire protection connection is metered and water has been used for firefighting purposes, upon request, the Council shall estimate the quantity of water so used, and credit to the Customer's account an amount based on such an estimate.

10.13.7. Ongoing Testing and Monitoring

Customers intending to test fire protection systems in a manner that requires a draw-off of more than 1 cubic metre of water shall obtain the approval of the Council prior to commencement of testing. The quantity of water used for routine flushing and flow testing may be assessed and charged for by the Council.

10.14. **Backflow Prevention**

10.14.1. Backflow prevention is for the purpose of protecting the Council's public reticulated water supply.

10.14.2. All connections within Hamilton City shall comply with Compliance Document for New Zealand Building Code Clause G12 – Water Supplies- to assess compliance for backflow protection.

10.14.3. Customer Responsibility

- (a) It is the Customer's responsibility under the Health Act 1956 and the Building Act 2004 to take all necessary measures on the Customer's side of the point of supply based on the level of risk or type of activity being carried out on the property to prevent water or any other substances from flowing back into the Council water supply system.
- (b) Where a water supply is used by multiple users (e.g. a block of shops) the property owner and/or body corporate is responsible for ensuring the appropriate Backflow prevention device is in place and is approved by Council. The Customer shall provide to Council, on request, any information about any activities carried out on their premises which may contribute to the risk of backflow.
- (c) The Customer shall notify the Council in writing if a change of use or a change of activity occurs that changes the risk of backflow. Council may require a reassessment of the risk of backflow at the premises at the Customer's cost.
- (d) Any Customer with a restricted water supply shall ensure that an approved backflow prevention device is in place and maintained at all times. Any Customer shall ensure that every pipe supplying water to a premise not covered by the Building Act 2004, e.g. to a water trough for animals or for horticultural water supplies, shall be fitted with approved backflow prevention devices and comply with the relevant sections of the Health (Drinking Water) Amendment Act 2007.
- (e) Ordinary and Extraordinary supply to premises that incorporate systems on the premise that elevate their risk, for example – sewer pump stations, septic tanks, submerged irrigation systems and alternative water supplies shall require a Council approved Backflow prevention device.

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Attachment 1

10.14.4. Back Flow Risk Assessment

- (a) Any property that is deemed to require backflow prevention is required to have a risk assessment and a risk category assigned by Council. Risk categories shall be aligned to the hazard classification of the Building Act 2004. The Customer shall have containment at the boundary appropriate to their level of risk as determined by a Council approved backflow surveyor. Boundary containment device selection, design and installation must be approved by Council.
- (b) No backflow device shall be bypassed unless the bypass is also fitted with a backflow device appropriate for the same hazard rating and approved by Council.
- (c) All premises containing backflow protection must be resurveyed at a minimum of 5 yearly intervals by a Council approved backflow surveyor to confirm the risk profile has not changed. Backflow resurveying shall be at the Customer's expense.
- (d) Council may install a backflow protection device at the boundary of any premises that the Council considers to be a backflow risk to the Council water supply. The cost of installing and maintaining such a device will be recovered by the Council from the Customer where the device is installed.

10.14.5. Backflow protection device maintenance and testing

- (a) All backflow devices and registered air gaps shall be included in the property's compliance schedule and be maintained, fully functional and tested annually. The provision, installation, maintenance per manufacturer's recommendation and testing of devices by a Council approved Independently Qualified Person will be at the property owners' expense.
- (b) Backflow prevention device shall be installed on the Customer's property and as close as practicable to the boundary ensuring no other connection can be installed upstream.
- (c) Fire protection systems that include appropriate backflow prevention measures are not required to have additional backflow prevention, except in cases where the system is supplied by a non-potable source, storage tank, or fire pump that operates at a pressure in excess of Council's normal operating pressure.
- (d) Private Fire hydrants shall have appropriate devices fitted to prevent backflow.

10.14.6. Unmanaged risk

- (a) Notwithstanding clause 10.14.3 Council (consistent with the Health (Drinking Water) Amendment Act 2007) shall fit a backflow prevention device on the Council side of the point of supply where the Customer cannot demonstrate that the risk of backflow is adequately managed. The cost of installing, maintaining and testing such a device may be recovered by the Council from the owner of the property where the device is installed.

10.15. Council equipment and inspection

10.15.1. Care of water supply system

- (a) The Customer shall not damage any part of the water supply system. The Council reserves the right to recover the cost of such damage from the owner or occupier of the property receiving the supply, or both, including reinstatement and any contamination remediation from the responsible person(s), party or owner.

10.15.2. Inspection

- (a) Subject to the provisions of the Local Government Act 2002, the Customer shall allow the Council, with or without equipment, access to any part of the premises for the purposes of determining compliance with this Bylaw.

10.16. Plumbing system

- (a) The Customer's plumbing system shall be designed, installed and maintained, both in its component parts and its entirety, to ensure it complies with the Building Act 2004 and the New Zealand Building Code and is compatible with the water supply service as listed in Schedule 2.

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- (b) Quick-closing valves, pumps, hydraulically driven equipment or any other equipment which may cause pressure surges or fluctuations to be transmitted within the water supply system, or compromise the ability of the Council to maintain its stated levels of service, shall not be used on any piping beyond the point of supply. In special circumstances such equipment may be approved by the Council.

10.17. Prevention of water loss and wastage

10.17.1. Customers, Owners and Occupiers shall not:

- (a) Allow water to run to waste from any pipe, tap, or other fitting.
 - (b) Allow leaks to continue unchecked or unrepaired or allow the unattended operation of hoses.
 - (c) Allow the condition of the plumbing and connections within any premises to deteriorate to the point where leakage or wastage occurs or contamination of water supply occurs or is likely to occur.
- 10.17.2. Customer, Owner and Occupier shall be jointly and severally liable for any costs associated with the repair of any Council asset resulting from an unrepaired water leak from a premise.
- 10.17.3. Where a Customer, Owner or Occupier ignores advice from the Council to repair an on-going leak, the Council may repair the leak and charge all associated costs to the Customer, Owner or Occupier.
- 10.17.4. The Council provides water for consumptive use, not as an energy source.
- 10.17.5. The Customer shall not use water or water pressure directly from the supply, for driving lifts, machinery, educators, generators, or any other similar device, unless specifically approved by the Council.
- 10.17.6. The Customer shall not use water for a single pass cooling system or to dilute trade waste prior to disposal, unless specifically approved.

10.18. Payment

- 10.18.1. The Customer shall be liable to pay for the supply of water and related services
- 10.18.2. The Council may recover all unpaid water charges in respect of the supply of water as prescribed in the Local Government (Rating) Act 2002 from the owner of a premises, the occupier of a premises, or both.

10.19. Transfer of rights and responsibilities

- 10.19.1. The Customer shall not transfer to any other party the rights and responsibilities set out in this Bylaw.
- 10.19.2. A supply pipe shall serve only one on site Customer, and shall not be extended by a hose or any other pipe beyond that Customer's premises.
- 10.19.3. In particular, and not in limitation of the above, any water which the Customer draws from the Council supply shall not be provided to any other party without prior approval of the Council.
- 10.19.4. Individual Customer agreements shall not be transferred unless approval by a Council Authorised officer has been obtained in writing.

10.20. Change of ownership

- 10.20.1. Upon receipt of notification of a change of ownership of premises the Council will record the new owner as being the Customer at that premises. Where premises are metered the outgoing Customer shall give the Council two (2) working day's notice to arrange a final meter reading.
- 10.20.2. The owner of the premises at the time of the consumption is responsible for any water charges.
- 10.20.3. The Council reserves the right to reassess the conditions of supply when a change of ownership occurs.

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10.21. Disconnection at the Customer's request

10.21.1. The Customer shall give three (3) working day's notice in writing to the Authorised Officer of the requirement for disconnection of the supply. Disconnection shall be at the Customer's cost.

11. BREACHES

11.1.1. Every person breaches this Bylaw and commits an offence who:

- (a) Does, permits, or allows anything to be done, which is contrary to this Bylaw or any part of it; or
- (b) Fails to do or perform any act, or thing, that he or she is required to do by this Bylaw, within the time and in the manner required by this Bylaw or any part of it; or
- (c) Commits any other breaches of the terms and conditions of this Bylaw; or
- (d) Does anything which this Bylaw prohibits; or
- (e) Fails to comply with any notice given to him or her under this Bylaw or any part of it or any condition that is part of any notice granted by the Council; or
- (f) Obstructs or hinders any Council officer or other Council appointed person in performing any duty or in exercising any power under this Bylaw;
- (g) Tampers with their connection or any restrictor, or draws water from a connection or restrictor that has been tampered with;
- (h) Tampers or interferes with Council equipment or water supply system either directly or indirectly;
- (i) Accesses and withdraws water from a fire hydrant without prior approval from Council;
- (j) Accesses the water supply system without Council's approval; and
- (k) Provides an incorrect application for supply which fundamentally affects the conditions of supply.

11.1.2. In the event of a breach of any provision of this bylaw, the Council shall serve notice on the Customer advising the nature of the breach, the steps to be taken, and required timeframe to remedy the breach to the satisfaction of the Council beyond timeframe indicated. If the Customer persists with the breach the Council reserves the right to:

- (a) Reduce the flow rate of water to the Customer without notice. Reinstatement of full supply shall be re-established only after the Customer completes payment of the appropriate fee and remedy of the breach to the satisfaction of the Council.
- (b) Install a water meter. The Customer will also be charged for the ongoing supply of water as per Council's fees and charges for water supply as determined by Council from time to time. .
- (c) For extra ordinary supply – disconnect the water supply for all purposes other than domestic water use.
- (d) If the breach is such that the Council is required to disconnect the supply for health or safety reasons, disconnection may occur immediately and without further notice to the Customer.

12. OFFENCES AND PENALTIES

12.1.1. A person who fails to comply with the requirements of this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Local Government Act 2002.

12.1.2. Pursuant to section 242 of the Local Government Act 2002 a person who is convicted of an offence against this bylaw is liable to a fine not exceeding \$20,000.

12.1.3. A person who fails to comply with the requirements of this Bylaw in relation to a high level water alert and/or emergency is in breach of clause 10.11 of this Bylaw and is liable on conviction under section 66 of the Health Act 1956 to a fine not exceeding \$500.00 and, in the case of a continuing offence, to a further fine not exceeding \$50.00 for every day on which the offence has continued.

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13. SCHEDULES

- a) The following schedules can be amended through a Council resolution.

Schedule 1: Examples showing Single/Manifold Connection
Schedule 2: Table 1 Compatibility Features

This bylaw was made pursuant to a resolution passed by the Hamilton City Council on (date) after completion of special consultative procedure under section 86 of the Local Government Act 2002.

Councillor: _____

Councillor: _____

Chief Executive:

HAMILTON CITY COUNCIL BYLAWS

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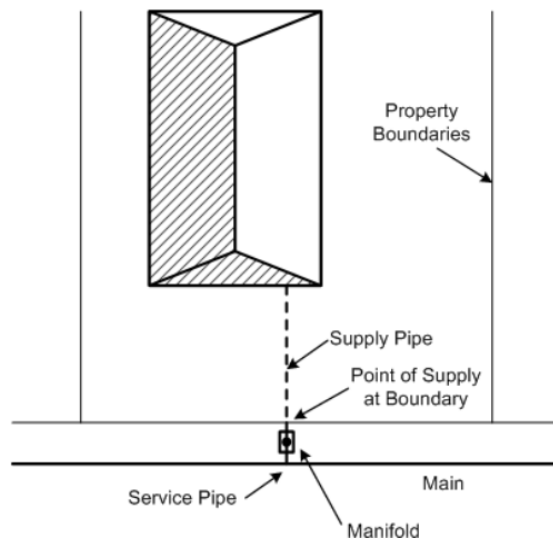
13.1. SCHEDULE 1: Examples showing Single/Manifold Connection

Example 1: Single property with street frontage

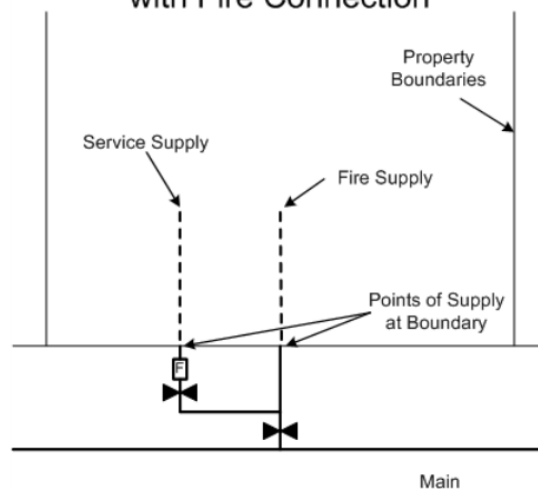
Typical Cases Only. Property/Dwellings indicative only. Not to Scale.

———— HCC Ownership - - - - - Private Ownership  Manifold  Flow Meter  Valve

Single Property, Single Connection



Single Property, Single Connection with Fire Connection

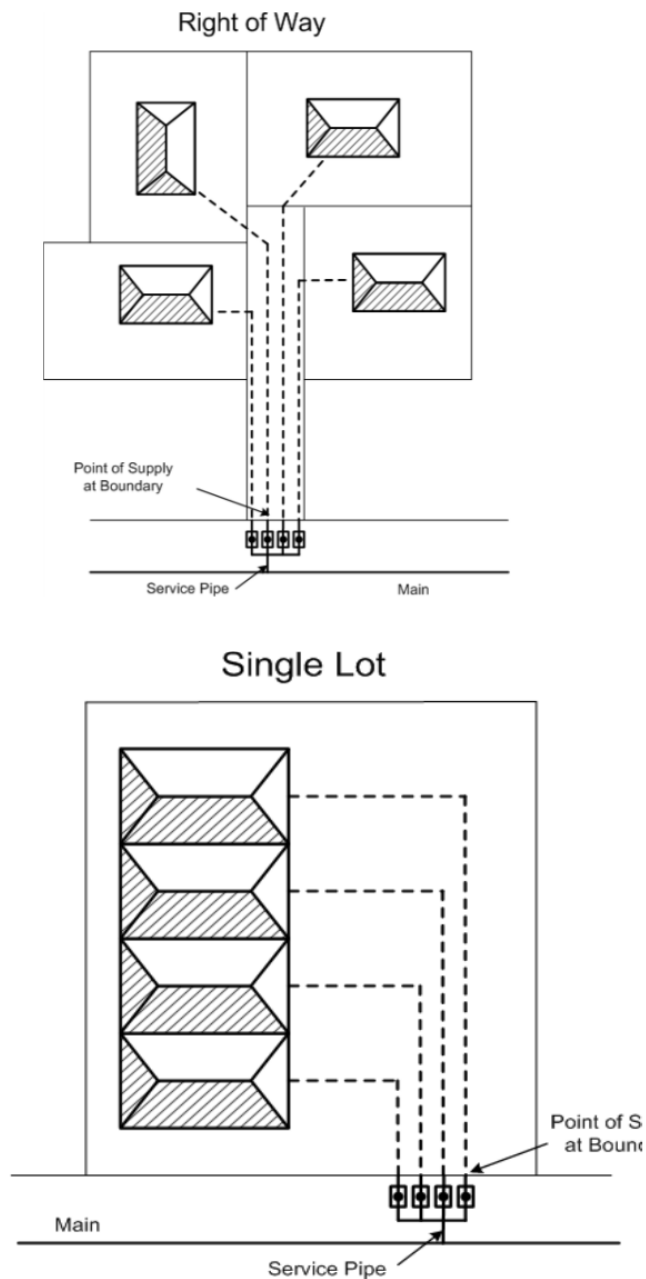


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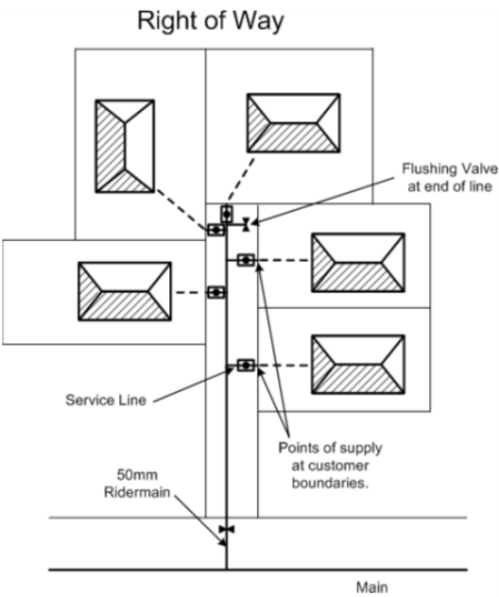
Example 2: Servicing up to 4 Customers

2 to 4 Customers – Manifold Connection

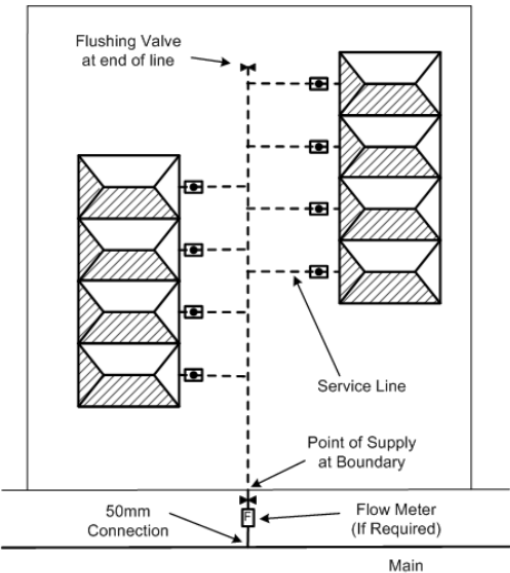


Example 3: Serving 5 or more Customers

5+ Customers – Ridermain



Single Lot



[Advice Note: Refer to Regional Infrastructure Technical Specifications for layout to fire connections.](#)

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13.2. SCHEDULE 2: Table 1: - Compatibility Features

Feature	Value
Minimum available flow at point of supply	<ul style="list-style-type: none"> - Ordinary and Extraordinary supply - 25 l/min - Restricted supply – 1.0 m³ per day
Minimum pressure at Point of Supply (Static) <i>Advice Note – Some Isolated properties in elevated areas may have a lower pressure than the minimum during high summer demands</i>	10 metres head (100 kPa)
Normal operating pressure	20-30 metres head (200 - 300 kPa)
Maximum pressure	100 metres head (1,000 kPa)
Free available chlorine	Up to 1.5 g/m ³
Fire Fighting from fire hydrants*	<ul style="list-style-type: none"> - FW2 – For Urban Residential Zones - FW3 – For Commercial and Industrial Zones
Continuity of supply <ul style="list-style-type: none"> - Unplanned duration of one disruption to water supply - Maximum duration of one disruption 	<ul style="list-style-type: none"> - Ordinary and Extraordinary supply – 8 hrs - Restricted supply – 24 hrs - 24 hrs
New customer connections (to existing reticulation)	Within 15 working days of Council Approval and fee payment
* Refer SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice	

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Approved By: Council	Date Adopted : 26 September 2013
Date In Force: 1 November 2013	Reviewed: 16 May 2023
Version History: Amendments adopted by resolution of Council on xx xxx xxxx, and come into force on xx xxx 2024	Next review date: xx xxx 2034

HAMILTON CITY WATER SUPPLY BYLAW 2013 (amended 2024)

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Hamilton City Council, in exercise of its powers and authorities conferred on it under the Local Government Act 2002 and the Health Act 1956 and any subsequent amendments to the Acts and all other relevant powers, makes the following bylaw.

1. INTRODUCTION

- 1.1. Hamilton City Council is required by regional and national authorities to manage freshwater resources, including how much water it takes from the Waikato River.
- 1.2. Council has a duty under s17 of the Waikato River Settlement Act 2010, to have particular regard to Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) where the vision is “for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come”.
- 1.3. The amount of water that regional users can take from the Waikato River is nearing the River’s allocation limits. To manage the demand for water use in the region the Waikato Regional Council issues ‘water take’ resource consents. Hamilton City’s resource consent to take and use water requires the City to ensure that the water it has been allocated is efficiently and effectively used.
- 1.4. Hamilton Council must ensure that the City’s water supply network can continue to deliver safe and reliable water. This means that persons who wish to connect to the Council’s network to use water must obtain all necessary approvals, notify Council of incidents, maintain private systems, abide by consents and agreements and safety measures such as black flow requirements, and use water efficiently.
- 1.5. As part of the operation of the Water activity by Hamilton City Council the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice (currently SNZ PAS 4509:2008) is a document that is taken into consideration. This code of practice was developed to provide direction on what constitutes a sufficient supply of water for firefighting in urban fire districts and is not intended to provide specifications for water supply required for effective operation of fire protection systems. It is intended that the code of practice will form the basis of a partnership between the New Zealand Fire Service, territorial authorities, water supply authorities and developers so that the code may be used as a basis for territorial authority and water supply authority (WSA) conditions of supply. This code of practice is published under section 30(3) of the Fire Service Act 1975.
- 1.1. This Water Supply Bylaw provides rules for managing the City’s water demand and aims to ensure that activities do not adversely affect water supply, water quality, our water supply infrastructure and compliance with the city’s water take consent.

(Advice Note: the above introduction does not form part of this bylaw and is intended to be read as an introductory note)

2. SHORT TITLE, COMMENCEMENT AND APPLICATION

- 2.1. The bylaw shall be known as the “Hamilton City Water Supply Bylaw 2013 (amended 2024)”.
- 2.2. The bylaw shall apply to the Hamilton City Council District.
- 2.3. The bylaw came into force on 1 November 2013. Amendments adopted by resolution of Council on XX XXXX 2024.
- 2.4. Any person being supplied with water, or who has made application to be supplied with water, by the Council, is deemed to accept the terms and conditions contained in this Bylaw, and any subsequent amendments.
- 2.5. This Bylaw and its terms and conditions shall come into effect on the date notified by the Council, for Customers receiving a supply at that time, and at the date of receipt of supply for Customers connected after that time.

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3. REVOCATION OF EXISTING BYLAW

3.1. The Hamilton City Water Supply Bylaw 2008 is revoked from the day the new bylaw comes into force.

4. SCOPE

4.1. This bylaw shall apply within the boundaries of the Hamilton City Council pursuant to the Local Government Act 2002 and any land, building, work, or property under the control of the Council.

5. PURPOSE

- 5.1. The purposes of this bylaw are:
- (a) protecting, promoting, and maintaining public health and safety;
 - (b) promoting the efficient use of water and protecting against waste or misuse of water from the water supply system;
 - (c) for the protection of the water supply and water supply system from pollution and contamination;
 - (d) manage and protect from damage, misuse, or loss of land, structures or infrastructure associated with the water supply system; and
 - (e) preventing the unauthorised use of land, structure or infrastructure associated with the water supply system.

6. COMPLIANCE WITH OTHER ACTS AND CODES

6.1. This Bylaw is made under the authority of the Local Government Act 2002 and the Health Act 1956 for the supply of water to its Customers in its capacity as a Water Supply Authority. The supply and sale of water by the Council is subject to:

6.1.1. Statutory Acts and Regulation

- (a) Building Act 2004
- (b) Fire and Emergency New Zealand Act 2017
- (c) Health Act 1956
- (d) Local Government Act 2002
- (e) Local Government (Rating) Act 2002
- (f) Resource Management Act 1991
- (g) Taumata Arowai–the Water Services Regulator Act 2020
- (h) Health (Fluoridation of Drinking Water) Amendment Act 2021
- (i) Water Services Act 2021
- (j) Water Services (Drinking Water Standards for New Zealand) Regulations 2022

6.1.2. Relevant Codes and Standards

- (a) Compliance Document (New Zealand Building Code)
- (b) Drinking Water Quality Assurance Rules 2022
- (c) BS EN ISO 4064-1:2017 ~~BS EN 14154-3:2005~~ Water meters: Test methods and Equipment
- (d) SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice
- ~~(e)~~ CoLAB Regional Infrastructure Technical Specifications (RITS)
- (f) NZS 4503:2005 Hand Operated fire-fighting Equipment
- (g) NZS 4517:2010 Fire sprinkler systems for houses
- ~~(h)~~ Water New Zealand Boundary Backflow Prevention for Drinking Water Supplies 2019
- ~~(i)~~ Water New Zealand Good Practice Guide - Water Metering of Customers on Reticulated Supplies 2017

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- (j) Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2008
- (k) OIML R49: Water meters intended for the metering of cold potable water and hot water. Part 1: Metrological and technical requirements; Part 2: Test methods and Part 3: Test report format.

7. INTERPRETATIONS

- 7.1. When interpreting this Bylaw use the definitions set out in section 8 unless the context requires otherwise. Where references are made to a repealed enactment read that as a reference to its replacement.
- 7.2. For the purpose of this Bylaw, the word ‘shall’ refers to practices that are mandatory for compliance with this Bylaw, while the word ‘should’ refers to practices that are advised or recommended.

8. DEFINITIONS

- 8.1. In this bylaw except where inconsistent with the context:

Approved	Approved in writing by the Council, either by resolution of the Council or by any authorised officer of the Council.
Air gap	A vertical air gap between the outlet of the water supply fitting which fills a storage tank, and the highest overflow water level of that storage tank.

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Authorised agent	Any person authorised or appointed by Council.
Authorised officer	Any officer of the Council, or other person authorised under the Local Government Act 2002 section 177 and authorised by the Council to administer and enforce its Bylaws.
Auxiliary supply	Any water supply, other than the Council’s system, on or available to a customer system. These auxiliary waters may include water from another provider’s public potable water supply or any natural source(s) such as a well, rainwater, spring, river, stream, or used waters (e.g. grey water) or industrial fluids.
Backflow	The unplanned reversal of flow of water or mixtures of water and contaminants into the water supply system.
Backflow device	Backflow device or air gap that is designed to prevent the return of flow into the Council’s water supply system. These devices can include non-return valves, reduce pressure zone devices and double check valves.
Boundary	Legal boundary of the premises receiving a supply of water.
Connection	The valve, meter and associated fitting installed and maintained by the Council at a location convenient to the Council including the service pipe, or at the supply pipe or at the point of supply.
Council	Hamilton City Council or any officer authorised to exercise the authority of the Council.
Customer	A person who uses, or has obtained the right to use or direct the manner of use, water supplied by the Council.
Development Contribution	As defined in the Local Government Act 2002 and the relevant Hamilton City Council Development Contributions Policy.
Domestic purpose	Water taken and used for the purpose of for human drinking and sanitation needs and for individual household use which includes: <ul style="list-style-type: none">i. Washing down a vehicle;ii. Garden watering by hand using a hand held device;iii. Garden watering by any portable sprinkler device.
Extraordinary supply	A category of On Demand supply used for extraordinary use including all purposes for which water is supplied other than ordinary supply and which may be subject to specific conditions and limitations.
Extraordinary use	Extraordinary use is subject to water alert and emergency provisions and includes but not limited to: <ul style="list-style-type: none">i. Domestic - spa or swimming pool in excess of 6m³, and fixed garden irrigations systems;ii. Commercial and Business;iii. Industrial;iv. Agricultural;v. Horticultural;vi. Viticultural;vii. Lifestyle blocks (rural supplies, peri-urban or small rural residential);viii. Fire protection systems other than sprinkler systems installed to comply with NZS 4517;ix. Out of District Supply;x. Temporary supply;xi. Water carriers;xii. Auxiliary supply.

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Fees and charges	The fees and charges for water supply set by the Council.
Fire main supply	A category of supply from pipe work installed for the purpose of fire protection.
FW2	Fire Water Classification number 2
FW3	Fire Water Classification number 3
Individual Customer Agreement	An agreement between Council and a Customer that outlines both parties rights and responsibilities for the supply and use of water.
Industrial activity	Any industrial activity and includes: <ul style="list-style-type: none"> a) All types of processing, manufacturing, bulk storage, warehousing, service and repair activities. b) Laboratories and research facilities. c) Trade and industry facilities, being premises accommodating specialised education and training facilities where groups of people are given trade or industry tuition and training on a formal basis.
Level of service	The measurable performance standards on the basis of which the Council undertakes to supply water to its customers.
NZS	'New Zealand Standard'.
On demand supply	A supply which is available on demand directly from the point of supply, subject to the agreed level of service.
Ordinary supply	A category of 'on demand' supply used solely for domestic purposes.
Owner	The person or entity having legal ownership of the premises receiving a supply of water from the Council.
Occupier	The person or legal entity having a legal right to occupy, use all or part of the premises receiving a supply of water from the Council that includes a tenant, lessee, licensee, manager, foreperson or any other person acting in the general management of any premises.
Permit	A permit or written authority issued by an authorised officer.
Person	An individual, corporation sole or a body of persons whether corporate or otherwise.
Point of supply	The point on the water pipe leading from the water main or supply pipe to the premises, which marks the boundary of responsibility between the customer and the Council.
Potable water	Water that does not contain or exhibit any determinants to any extent that exceeds the maximum acceptable values (other than aesthetic guideline values) specified in the New Zealand Drinking Water Standards applicable at the time.

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Premises	<p>The physical location to which a water supply is provided and includes:</p> <ul style="list-style-type: none">a) A property or allotment which is held under a separate certificate of title or for which a separate certificate of title may be issued; orb) A building or part of a building that has been defined as an individual unit by a cross-lease, unit title or company lease; orc) Land held in public ownership (e.g. reserve) for a particular purpose.
	<p>Allotment means the same as defined in <u>section 10 of the Building Act 2004</u></p>
Prescribed charges	<p>Charges applicable at the time of connection and may include:</p> <ul style="list-style-type: none">a) Payment to the Council for the physical works required to provide the connection; and/orb) A development contribution charge determined in accordance with the Local Government Act 2002; and/orc) A financial contribution charge determined in accordance with the Resource Management Act 1991; and/ord) Bacteriological and chemical testing as per Drinking Water Standards New Zealand to ensure a connection is safe.e) Individual agreement charges.f) Capital contribution charge determined by any Annual Plan process.g) Any other charges which may be lawfully charged by the Council in respect of the supply of water.
Public notice	<p>A notice published in:</p> <ul style="list-style-type: none">a) One or more daily newspapers circulated in the region or district of the Council; orb) One or more other newspapers that have at least an equivalent circulation in that region or district to the daily newspapers circulating in that region or district. <p>Includes any other public notice that the Council thinks desirable in the circumstances including social media and the internet.</p>
Regional Infrastructure Technical Specifications	<p>A means of compliance document that refers to standards and specifications, and sets out how to design water supply, wastewater, stormwater and landscaping infrastructure, and construct transportation, in participating councils' areas. Otherwise known as RITS.</p>
Restricted flow supply	<p>A type of water supply connection where water is supplied through a flow control device, and storage is provided by the customer to cater for their demand fluctuations.</p>
Restrictor	<p>A flow control device fitted to the service pipe to limit the flow rate of water to a customer's premises as determined by Council.</p>
Rural water supply area	<p>An area formally designated by the Council as an area serviced by a reticulated water supply system that is intended to supply water for specified purposes via restricted flow supplies and/or on demand supplies but not necessarily with a firefighting capability.</p>

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Service pipe	The section of water pipe between a water main and the point of supply.
Service valve	The valve at the customer end of a service pipe used to control and/or isolate the supply.
Special circumstances	<p>The circumstances that may lead Council to install a meter on the supply to an "Ordinary Domestic Use". This includes, but is not limited to:</p> <ul style="list-style-type: none"> a) Known leaks that remain unrepaired; b) Where excessive usage is being investigated; c) Where water is being wasted; d) Where property specific research of water usage is required.
Storage tank	Any tank having a free water surface to which water is supplied across an air gap separation/and or backflow protection.
Supply pipe	The section of pipe between the point of supply and the customer's premises through which water is conveyed to the premises.
Urban water supply area	An area formally designated by the Council as an area serviced by an 'on demand' reticulated water supply system with a firefighting capability.
Water alert level	Classification system used for applying water conservation restrictions.
Water carrier	Any individual drinking-water carrier or company registered with the Ministry of Health as a recognised carrier of drinking water.
Water supply system	All those components of the network between the point of abstraction from the natural environment to the point of supply. This includes but is not limited to: catchments, wells, infiltration galleries, intake structures, open raw water storage ponds/lakes, reservoirs, rising and falling mains, treatment plants, treated water reservoirs, trunk mains, service mains, rider mains, pump stations and pumps, valves, hydrants, scour lines, service pipes (including fire mains), boundary assemblies, meters, and tobies.
Water unit	The basis of measurement for a restricted water supply as determined by the Council.
Working Day	<p>means a day of the week other than—</p> <ul style="list-style-type: none"> (a) a Saturday, a Sunday, Waitangi Day, Good Friday, Easter Monday, Anzac Day, the Sovereign's birthday, Te Rā Aro ki a Matariki/Matariki Observance Day, and Labour Day; (b) if Waitangi Day or Anzac Day falls on a Saturday or a Sunday, the following Monday; and (c) the day observed in the appropriate area as the anniversary of the province of which the area forms a part; and (d) a day in the period commencing with 20 December in any year and ending with 10 January in the following year. (e) any changes to a named public holiday listed in the Holidays Act 2003

9. PROTECTION OF WATER SUPPLY SYSTEM

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9.1. Water supply system

- 9.1.1. General
- (a) Any person who owns or occupies premises in the District must ensure that water is used and maintained in a manner that no public health hazard or public health nuisance occurs that could affect the public water supply.
- 9.1.2. No person to connect to, or interfere with a water supply system
- (a) Except as set out in 9.1.1, 9.1.3 and 9.1.4, no person shall connect to, or interfere with, any part of the water supply system without first obtaining a permit to do so from Council and only in accordance with the terms of that permit.
- 9.1.3. Access to system
- (a) No person other than the Council and its authorised agent and permit holders shall have access to any part of the water supply system, except to connect to the point of supply, and to operate the service valve.
- 9.1.4. Fire hydrants
- (a) Only the attending Fire and Emergency New Zealand personnel shall gain access to and draw water from fire hydrants for the purpose of fighting fires, training and testing.
- 9.1.5. Other users
- (a) The right to gain access to, and draw water from the public water supply system for uses other than firefighting (for example, flow testing or pipe flushing) shall be restricted to:
 - i. The Council or its authorised agents
 - ii. Permit holders
 - (b) Permit holders shall only draw water in accordance with the terms and conditions of a written permit issued by the council.
- 9.1.6. Unauthorised access
- (a) Without prejudice to any other remedies available, the Council may seize and impound any equipment used by an unauthorised person to gain access to, or draw water from the water system, and may assess and recover the value of water drawn and any other associated costs.
 - (b) Where the water supply system becomes contaminated due to unauthorised access, Council may recover cost of remediation of contamination.
 - (c) Any person causing damage to a Council water supply system during 9.1.6 unauthorised access shall be liable for the cost of repair and any other costs the Council incurs as a result of the incident.
- 9.1.7. Working around buried services
- (a) No person shall carry out any excavation without first reviewing Council’s records of the location of its services.
 - (b) No person shall excavate in the vicinity of Council’s services unless at least five working days notice has been given to the authorised officer of the intention to do so and then only in accordance with any terms and conditions imposed by Council.
 - (c) Council may in its absolute discretion mark out to within ±0.5 m on the ground the location of its services and nominate in writing any restrictions on the work it considers necessary to protect the integrity of the water supply system. The Council shall charge for this service.
 - (d) The Council may require the independent supervision of works.
 - (e) Every person excavating or working around Council’s buried water supply services shall take due care to ensure that the excavation or work is carried out in a manner that does not damage and/or compromise the integrity of the water supply system and in a manner that doesn’t risk public safety.
 - (f) Every person who fails to reinstate excavation work in accordance with Council specifications shall be liable for the costs incurred by the Council in completing such work.
 - (g) Any damage which occurs to Council services shall be reported to the Council immediately. The

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person causing the damage shall be liable for the cost of repair and any other costs that Council incurs as a result of the damage.

Advice Note (this note does not form part of the bylaw) – All excavation and trenching work carried out within the road corridor must be carried out in accordance with the National Code of Practice for Utility Operator's Access to the Transport Corridor.

9.2. Spillage and adverse events

- 9.2.1. In the event of any adverse event, which may compromise potable water or the water supply system, the person responsible for the event shall advise the Council immediately. This requirement shall be in addition to those other notification procedures which are required for other authorities.
- 9.2.2. Where the customer of a premise allows or permits any item or items that may potentially contaminate or leach into the water supply or accumulate on any premises contained within the catchment, the Council may request the owner, occupier, or both, to remove the item or items.
- 9.2.3. If the item(s) are not removed within the period specified, Council or its authorised agents may remove the items and recover the costs of doing so from the owner or occupier, or both.

10. CONDITIONS OF SUPPLY

10.1. Application for supply

- 10.1.1. Any person wishing to:
 - (a) establish a point of supply,
 - (b) seek a change in the level of service,
 - (c) change the use of an existing supply,
 - (d) make a change to backflow requirements,
 - (e) increase use to greater than 15 cubic metres per day, or
 - (f) use water for any purpose other than ordinary supply,
 shall make a written application to Council.
- 10.1.2. Every application for a supply of water shall be made in writing to the Council on the prescribed forms and accompanied by the prescribed charges, including any applicable development contributions as per Council's Development Contributions Policy. The Customer shall provide all the details required by the Council.
- 10.1.3. Where the Customer is not the owner of the premises seeking supply, the Customer must produce written evidence of their authority to act on behalf of the owner of the premises for which the supply is sought.
- 10.1.4. On receipt of an application for supply the Council shall, after consideration of the matters stated in clauses 10.7 and 10.8, either:
 - (a) Approve the application as determined by council.
 - (b) Refuse the application and notify the Customer of the decision giving the reasons for refusal.
- 10.1.5. Notwithstanding the provisions of this bylaw, Council will assess any application made in accordance with clause 10.1.1 against the provisions of the ~~Three~~ any Waters Connection Policy in place and will, in its sole discretion, determine whether to grant a connection approval.
- 10.1.6. Council may require a Customer to enter into an Individual Customer Agreement and supply and implement a Water Conservation and Demand Management Plan based on the Customer's water demand requirements.
- 10.1.7. A permit may be issued subject to terms, conditions and restrictions as the authorising officer may specify, including but not limited to the following:
 - (a) the property or person to which the permit relates;
 - (b) the size of all pipes, fittings and any other equipment up to the point of supply;

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- (c) the duration of time for which the permit is valid; and
- (d) such other conditions or restrictions as the Council authorised officer may impose.

10.2. Application lapse

- 10.2.1. An approved application for supply which has not been actioned within twelve months of the date of application will lapse unless a time extension has been received in writing from the applicant and approved by the Council. Any further fees and charges shall be at the discretion of the Council.

10.3. Services and supply

- 10.3.1. Council will determine the sizes of all pipes, fittings, and any other equipment, up to the point of supply.
- 10.3.2. Council or authorised agent shall supply and install the service pipe up to the point of supply at the Customer's cost.
- 10.3.3. No water shall be drawn through a new connection before the Council has deemed the connection to meet the requirements of the Drinking-Water Standards for New Zealand and Council has provided approval.
- 10.3.4. No water shall be drawn through a new connection before Council has deemed the connection to be suitable for use.
- 10.3.5. Council may require the Customer to meet all associated costs of the provision of a new connection including any upgrade to infrastructure needed to provide the service.
- 10.3.6. All new connection to water supply systems in the rural areas shall be metered and supply restricted unless specifically authorised by written agreement.

10.4. Change of Use

- 10.4.1. If a Customer seeks change to:
- (a) the level of service; or
 - (b) the end use of water supplied to the premises; or
 - (c) supply type from an ordinary to an extraordinary type or vice versa; or
 - (d) physical location or size.
- 10.4.2. A new application for supply must be submitted by the Customer to the Council. Any new application for supply under this clause shall be considered as if it is an initial application pursuant to clause 10.7 of this Bylaw.

10.5. Point of supply

10.5.1. Responsibility for maintenance

- (a) The Council shall own and maintain the service pipe and fittings up to the point of supply. The Customer shall own and maintain the supply pipe and fittings beyond the point of supply.

Advice Note (This note does not form part of the bylaw): The Council gives no guarantee regarding the serviceability of the valve located on the service pipe. Where there is no Customer stopcock, or where maintenance is required between the service valve and the Customer stopcock, the Customer may use the service valve to isolate the supply. The Council reserves the right to charge for maintenance for this valve if damaged by such Customer use.

10.5.2. Single ownership

- (a) For individual customers the point of supply shall be located as shown in Schedule 1 or as close as possible to Schedule 1 where fences, walls, or other permanent structures may make it difficult to locate it at the required position. Other positions shall require specific approval from Council.
- (b) For each individual Customer there shall only be one point of supply, unless otherwise approved in writing by the Council.
- (c) For individual Customers, the point of supply shall be located as close as practicable to the location

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shown in Schedule 1: Example 1.

10.5.3. Multiple ownership

- (a) Where premises, and or land, are held in multiple ownership, the point of supply shall be as follows:
 - i. For Company Share/Block Scheme (Body Corporate) – as for single ownership
 - ii. For Leasehold/Tenancy in Common share (Cross Lease), Strata Title, Unit Title (Body Corporate) and any other form of multiple ownership – each Customer shall have an individual supply with the point of supply determined by Schedule 1: Example 2 & 3 or as otherwise agreed in writing by Council.
 - iii. For a multiple ownership supply which was in existence prior to the coming into effect of this Bylaw, the point of supply shall be the arrangement existing at that time, or as determined by agreement with the Council for any individual case.

10.5.4. Location

- (a) For each individual Customer there shall be only one point of supply, unless otherwise approved.
- (b) For both ordinary and extraordinary supply customers, the point of supply shall be located outside the boundary of the premises in the position approved by the Council.
- (c) Existing points of supply may be located either inside or outside the property boundary. The Council may relocate the point of supply when deemed appropriate or on request from the Customer, subject to approval and charges.
- (d) The relocation of the point of supply and pipework and fittings from the new point of supply to the existing customer supply pipe shall be the responsibility of the Council for 6 months from the time of relocation.

10.6. Access to, and about the 'Point of supply'

10.6.1. Rights of access

- (a) Where the point of supply is on private property, the Customer shall allow the Council unrestricted access to, and about the point of supply between 7:30 am and 6:00 pm on any day for:
 - i. meter reading, without notice being given; or
 - ii. checking, testing and maintenance work with advance notice being given where practicable to do so.
- (b) For works outside these hours (such as for nighttime leak detection) the Council shall give written notice to the Customer 48 hours prior to the entry onto the property.
- (c) Where access is not made available for any of the above times and a return visit is required by the Council, a fee may be charged in accordance with Council approved fees and charges schedule.
- (d) The Council may enter occupied land or buildings without giving prior notice if there is a sudden emergency causing or likely to cause:
 - i. loss of life or injury to a person; or
 - ii. damage to property; or
 - iii. damage to the environment or there is danger to any works or adjoining the property.

10.6.2. Maintenance of access

- (a) The Customer shall maintain the area in and around the point of supply keeping it free of soil, growth, or other matter or obstruction which prevents, or hinders access to the point of supply.

10.7. Types of supply

10.7.1. General

The water supplied by Council shall be classified as either 'on demand' or 'restricted flow' and the use of water from the supply shall be either 'ordinary' or 'extraordinary'.

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10.7.2. On demand supply

- (a) All premises lying within the urban water supply area shall be entitled to an ordinary supply of water subject to the following conditions:
 - i. The restriction of its use pursuant to clause 10.11.
 - ii. Payment of the prescribed charges in respect of supply with Council reserving the right in “special circumstances” to install an approved water meter; or install a flow restrictor.
 - iii. Any other conditions imposed by Council.

Advice Note: (this note does not form part of the bylaw) for use from a fire protection system to NZS 4517 (currently 4517:2010 Fire sprinkler systems for houses to be classified as an ordinary use, the Customer should comply with the conditions set under (section relating to fire protection – connection application 10.13)

10.7.3. Restricted Flow Supply

- (a) Restricted flow supply shall only be available to premises within a designated area or under special conditions set by Council, including for the purposes of:
 - i. Rural supply within district.
 - ii. Out of district supply.
 - iii. Water demand management or any breach of the bylaw (including for drought, misuse and non-remedy of water leaks).
 - iv. Properties subject to restriction under section 69ZH (Duty to provide information to territorial authority) of Health Act 1956.
- (b) The water supply shall be restricted so as to deliver the number of allocated water units at a steady flow rate through a water meter.
- (c) The council shall charge for the restricted flow supply by either:
 - i. A targeted rate; or
 - ii. Volume passing through a meter.

10.7.4. It is the Customer’s responsibility to provide water storage for their needs.

10.7.5. No connection shall be made to the supply pipe between the point of supply and the storage tank.

10.7.6. All restricted supply storage tanks must incorporate ‘air gap’ separation.

10.7.7. Ordinary Supply

- (a) Ordinary Supply shall only be used ~~is~~ for domestic purposes.
- (b) With the exclusion of water used for human drinking water and sanitation needs, Ordinary Supply shall be subject to the demand management provisions of subsections 10.11. Ordinary Supply includes:
 - i. Washing down a vehicle;
 - ii. Garden watering by hand using a hand held device;
 - iii. Garden watering by any portable sprinkler device.

10.7.8. Extraordinary Supply

- (a) The Council shall be under no obligation to provide an extraordinary supply of water (see also the provisions of 10.10, 10.11 and 10.13.3)
- (b) Extraordinary Supply shall require written authorisation by Council.
- (c) Extraordinary supply connection may be metered under clause 10.8.3 and the Customer may be

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charged as per Council water supply fees and charges as determined by Council from time to time.

10.8. Metering

10.8.1. All commercial, non-residential and industrial uses and extraordinary supply shall be metered unless Council determines that metering is not required under clause 10.8.3.

10.8.2. Council shall approve the number of meters per property and their location.

10.8.3. Council may:

- (a) implement metering in any part, or all of the District; or
- (b) fit a meter and charge accordingly when it considers water use is in breach of this bylaw as per section 11.
- (c) fit a meter at the Customer's request.

10.8.4. The Customer shall pay for the meter and its installation.

10.8.5. Where, in addition to the Council water supply connections, the owner or occupier of the premises has an auxiliary supply, they shall provide the Council with all particulars of the water source reasonably available to the owner or occupier in order to protect the public supply.

Advice Note (this note does not form part of the bylaw): Where the extraordinary supply is used for fire protection only, the supply shall not normally be metered.

10.9. Meters and flow restrictors

10.9.1. Installation

- (a) Where on demand supplies are required to be metered, meters and restrictors for restricted flow supplies, shall be supplied, installed and maintained by the Council, and shall remain the property of the Council. Customers shall pay for the meter and its installation.
- (b) Where the water supply is to have a flow restriction, this shall be applied as per 10.7.3.

10.9.2. Location

- (a) Meters and restrictors shall be located in a position where they are readily accessible for reading and maintenance, and if practicable, immediately on the Council side of the point of supply. If this is not possible then meters and restrictors shall be located as close as practicable to the point of supply.

10.9.3. Accuracy

- (a) Meters shall be tested as and when required by the Council.
- (b) Flow restrictors shall be accurate to within $\pm 10\%$ of their rated capacity (the stipulated accuracy).
- (c) Any Customer who disputes the accuracy of a meter or restrictor may apply to the Council for it to be tested. Where a test has been conducted within six months of the request for testing, Council has discretion as to whether a further test will be carried out. If the test shows non-compliance with the stipulated accuracy, the Customer shall not be charged for the test. If the test shows compliance with the stipulated accuracy, the Customer shall pay a fee in accordance with the council's current fees and charges schedule. A copy of independent certification of the test result shall be made available to the Customer on request.

10.9.4. Adjustment

- (a) If, after being tested, any meter is found to register a greater or lesser consumption than the quantity of water actually passed through such a meter, the Council shall make an adjustment in accordance with the results shown by such tests. This adjustment shall be backdated for a period at the discretion of the Council but not exceeding 12 months, and the Customer shall pay a greater or lesser amount according to such an adjustment.
- (b) Where a meter is under-reading by more than 20% or the meter has stopped, the Council reserves

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the right to charge for the amount of water assessed as having been used over the past billing period, taking into account any seasonal variations in demand.

- (c) Where a meter is over-reading, the Council shall make appropriate adjustments to the Customer’s account based on a period of similar use and backdated to when it is agreed the over- reading is likely to have occurred.

10.9.5. Estimating consumption

- (a) Where a Customer disputes the amount of the estimate, they must advise the Council that the estimate is disputed in writing within 15 working days of being advised of the estimate. The Council will then review the estimate and determine whether the estimate is to be varied or whether the estimate is to be confirmed.
- (b) If any meter is broken, unreadable or to be removed, the Council shall estimate the consumption for the period since the previous reading of such meter, (based on the average of the previous four billing periods charged to the Customer) and the amount payable to the Customer shall be the amount of that estimate. Provided that, when by reason of a large variation of consumption due to seasonal or other causes, the average of the previous four billing periods would be an unreasonable estimate of the consumption, the Council may take into consideration other evidence for the purpose of arriving at a reasonable estimate, and the Customer shall pay according to such an estimate.
- (c) The Customer shall be liable for the cost of water which passes through the meter regardless of whether this is used, or is the result of leakage.
- (d) Where the seal or dial of a meter is broken, the Council may declare the reading void and estimate consumption in accordance with clause 10.9.5 (b).
- (e) Where the Customer concerned is a not-for-profit organisation, and if metering indicated a significant increase in consumption not dating back more than 12 months, which is established as being caused by a previous unknown leak, Council may estimate consumption as provided for above, providing that the Customer repairs the leak with due diligence.
- (f) Where an unauthorised connection has been made to the Councils water supply system, council shall estimate and charge for the water consumption for the period when the connection was made. The Council shall use the uniform charge for water on a pro rata basis to make the estimation.
- (g) Where a meter has been installed without approval, the meter reading shall be used as the basis for the estimation provided it complies with Councils standards for meters and installations. The full consumption registered on the meter shall be payable by the current owner of the property. Estimating and charging for water will be in addition to other legal actions that Council decides to take for breaches of this bylaw or other acts and regulations.

10.9.6. Incorrect accounts

- (a) When a situation occurs, other than as provided for in 10.9.5, where the recorded consumption does not accurately represent the actual consumption in respect of premises, the account shall be adjusted using the best information available to the Council. Such situations include, but are not limited to, misreading of the meter, errors in data processing, meters assigned to the wrong account, and unauthorised supplies.
- (b) Where an adjustment is required, in favour of the council or the Customer, this shall not be backdated more than 12 months from the date the error was detected.

10.9.7. Unread Meters

- (a) Where a meter has remained unread for whatever reason, Council may charge for all water registered on the meter or shown since the previous reading.

10.10. Levels of Service and Continuity of Supply

10.10.1. Council shall provide water in accordance with Schedule 2.

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Attachment 2

10.10.2. Due to practical and physical limitations the Council cannot guarantee an uninterrupted or constant supply of water in all circumstances, nor the continuous maintenance of any particular pressure, but shall aim to meet the continuity of supply levels of 10.10, subject to the exemptions contained in 10.11.3 and 10.11.4.

10.10.3. Where planned works of a permanent or temporary nature, which will affect an existing supply, the Council shall consult with, or inform or give notice to all known Customers likely to be substantially affected.

10.10.4. If a Customer has a particular requirement for an uninterrupted or increased level of service (flow, pressure or quality), it will be the responsibility of that Customer to notify Council and provide any necessary storage, back up facilities or equipment necessary for the provision of that level of service. Examples of such requirements may include Customers using water for renal dialyses, for people who are immune compromised, or for certain industrial or agricultural purposes.

10.10.5. Council shall consider the potential for a new or upsized water connection to compromise its ability to maintain levels of service in relation to the water supply at the time of a new application. This includes but is not limited to the volume and pressure required for firefighting, compliance with Regional Infrastructure Technical specifications, drinking water regulations and Three Waters Connection Policy.

Advice Note: Refer to SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice for acceptable volume and pressure levels for fire supply for firefighting.

10.11. Demand Management

10.11.1. The Customer shall comply with any water restrictions put in place by the Council. Any restrictions on supply shall be advised by public notice. When such restrictions apply the Council shall take all practicable steps to ensure that an adequate supply for human drinking water or sanitation is provided to each point of supply.

10.11.2. Where required by rules in a District Plan, owners must maintain devices that have been installed for the purposes of water demand management and in accordance with an associated integrated catchment management plan.

10.11.3. Water Alert and Emergency restrictions

(a) Natural hazards (such as floods, droughts or earthquakes), events or accidents which result in disruptions to the supply of water, shall be deemed an emergency and shall be exempted from the levels of service requirements (10.10).

(b) During a water alert and/or emergency the Council may restrict or prohibit the use of water for any specified purpose, for any specified period, and for any or all of its Customers. Such restrictions shall be advised by public notice.

(c) The Council may, after serving notice and taking all practicable steps to contact a Customer, restrict and or meter the supply to reduce unnecessary and unauthorised water use and loss.

10.11.4. Maintenance and repair

(a) Council shall make every reasonable attempt to notify the Customer of a scheduled maintenance shutdown of the supply before the work commences. Where immediate action is required and notification is not practical, the Council may shut down the supply without notice.

(b) Where a Customer has assets restricting the maintenance of a Council water supply system, Council shall not be responsible for damage as a result of any scheduled or emergency maintenance shutdown.

(c) It is the responsibility of the Customer to maintain all supply pipes and water assets within their property in a serviceable and safe condition.

(d) If Council exercises its right under clause 10.17.3 of this Bylaw to repair private water assets then

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Council may charge and recover all costs associated with such repair work from the Customer, the Owner or the Occupier.

10.12. Liability

10.12.1. The Council shall make every reasonable attempt to meet the level of service requirements of 10.10, but shall not be liable for any loss, damage or inconvenience which the Customer (or any person using the supply) may sustain as a result of a reduced levels of service in, or interruptions to, the water supply.

10.13. Fire Protection Connection

10.13.1. Connection Application

- (a) Where an unmetered fire main exists then an annual fee will be charged for the provision and maintenance of the connection.
- (b) Any proposed connection for fire protection shall be the subject of a specific application made to the Council for approval. Any such connection shall be subject to the terms and conditions specified by the Council.

10.13.2. Supply

- (a) Council shall provide water supply for fire protection in accordance with Schedule 2.
- (b) Where a Customer requires a specific flow and pressure for internal fire systems, this shall be provided by the Customer within their own system.

10.13.3. Design

- (a) It shall be the Customer’s responsibility to ascertain and monitor whether the on-demand supply provided for fire protection purposes is adequate for the intended purpose. Council’s standard design meets FW2 firefighting requirements at the street boundary for residential areas and provides for FW3 for other zones. Some specific areas may require a higher level of service and design solutions. If additional firefighting coverage is required, on-lot mitigations will need to be designed to meet the minimum requirements of SNZ PAS 4509 set out in Table 1 and Table 2. Access to the mains for testing purposes, in order to determine the adequateness of the supply, will require the prior written approval of the Council.

Advice Note: Refer to Regional Infrastructure Technical Specifications, and SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice as a means of compliance for acceptable solutions. It should not be assumed that current pressure and flow will be available in the future when designing private fire services as these are likely to reduce in the future due to demand in growth and pressure management.’

10.13.4. Fire protection connection metering

- (a) Where the supply of water to any premises is metered the Council may allow the supply of water for the purposes of firefighting to be made in a manner which bypasses the meter, provided that:
 - i. The drawing of water is possible only in connection with the sounding of an automatic fire alarm or the automatic notification of the fire brigade; or
 - ii. A Council approved backflow device has been fitted on the meter bypass.
- (b) Any connection provided to supply water to a fire protection system shall not be used for any purpose other than firefighting and testing of the fire protection system unless the fire protection system is installed in accordance with NZS 4517.

Advice note: The current Code of Practice is NZS PAS 4517: 2010 Fire sprinkler system for houses.

- (c) Where a fire connection has been installed or located so that it is likely or possible that water may

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be drawn from it by any person for purposes other than firefighting, the Council shall require the supply to be metered and have the appropriate backflow prevention device at the Customer's expense.

10.13.5. Fire Hose Reels

- (a) The water supply to fire hose reels shall comply with the requirements of NZS 4503 and have the appropriate backflow prevention device.

Advice note: The current Code of Practice is NZS 4503:2005 Hand Operated Firefighting Equipment

10.13.6. Charges

Water used for the purpose of extinguishing fires shall be supplied free of charge. Where the fire protection connection is metered and water has been used for firefighting purposes, upon request, the Council shall estimate the quantity of water so used, and credit to the Customer's account an amount based on such an estimate.

10.13.7. Ongoing Testing and Monitoring

Customers intending to test fire protection systems in a manner that requires a draw-off of more than 1 cubic metre of water shall obtain the approval of the Council prior to commencement of testing. The quantity of water used for routine flushing and flow testing may be assessed and charged for by the Council.

10.14. Backflow Prevention

10.14.1. Backflow prevention is for the purpose of protecting the Council's public reticulated water supply.

10.14.2. All connections within Hamilton City shall comply with Compliance Document for New Zealand Building Code Clause G12 – Water Supplies- to assess compliance for backflow protection.

10.14.3. Customer Responsibility

- (a) It is the Customer's responsibility under the Health Act 1956 and the Building Act 2004 to take all necessary measures on the Customer's side of the point of supply based on the level of risk or type of activity being carried out on the property to prevent water or any other substances from flowing back into the Council water supply system.
- (b) Where a water supply is used by multiple users (e.g. a block of shops) the property owner and/or body corporate is responsible for ensuring the appropriate Backflow prevention device is in place and is approved by Council. The Customer shall provide to Council, on request, any information about any activities carried out on their premises which may contribute to the risk of backflow.
- (c) The Customer shall notify the Council in writing if a change of use or a change of activity occurs that changes the risk of backflow. Council may require a reassessment of the risk of backflow at the premises at the Customer's cost.
- (d) Any Customer with a restricted water supply shall ensure that an approved backflow prevention device is in place and maintained at all times. Any Customer shall ensure that every pipe supplying water to a premise not covered by the Building Act 2004, e.g. to a water trough for animals or for horticultural water supplies, shall be fitted with approved backflow prevention devices and comply with the relevant sections of the Health (Drinking Water) Amendment Act 2007.
- (e) Ordinary and Extraordinary supply to premises that incorporate systems on the premise that elevate their risk, for example – sewer pump stations, septic tanks, submerged irrigation systems and alternative water supplies shall require a Council approved Backflow prevention device.

10.14.4. Back Flow Risk Assessment

- (a) Any property that is deemed to require backflow prevention is required to have a risk assessment and a risk category assigned by Council. Risk categories shall be aligned to the hazard classification of the Building Act 2004. The Customer shall have containment at the boundary appropriate to their level of risk as determined by a Council approved backflow surveyor. Boundary containment device selection, design and installation must be approved by Council.

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- (b) No backflow device shall be bypassed unless the bypass is also fitted with a backflow device appropriate for the same hazard rating and approved by Council.
- (c) All premises containing backflow protection must be resurveyed at a minimum of 5 yearly intervals by a Council approved backflow surveyor to confirm the risk profile has not changed. Backflow resurveying shall be at the Customer's expense.
- (d) Council may install a backflow protection device at the boundary of any premises that the Council considers to be a backflow risk to the Council water supply. The cost of installing and maintaining such a device will be recovered by the Council from the Customer where the device is installed.

10.14.5. Backflow protection device maintenance and testing

- (a) All backflow devices and registered air gaps shall be included in the property's compliance schedule and be maintained, fully functional and tested annually. The provision, installation, maintenance per manufacturer's recommendation and testing of devices by a Council approved Independently Qualified Person will be at the property owners' expense.
- (b) Backflow prevention device shall be installed on the Customer's property and as close as practicable to the boundary ensuring no other connection can be installed upstream.
- (c) Fire protection systems that include appropriate backflow prevention measures are not required to have additional backflow prevention, except in cases where the system is supplied by a non-potable source, storage tank, or fire pump that operates at a pressure in excess of Council's normal operating pressure.
- (d) Private Fire hydrants shall have appropriate devices fitted to prevent backflow.

10.14.6. Unmanaged risk

- (a) Notwithstanding clause 10.14.3 Council (consistent with the Health (Drinking Water) Amendment Act 2007) shall fit a backflow prevention device on the Council side of the point of supply where the Customer cannot demonstrate that the risk of backflow is adequately managed. The cost of installing, maintaining and testing such a device may be recovered by the Council from the owner of the property where the device is installed.

10.15. Council equipment and inspection

10.15.1. Care of water supply system

- (a) The Customer shall not damage any part of the water supply system. The Council reserves the right to recover the cost of such damage from the owner or occupier of the property receiving the supply, or both, including reinstatement and any contamination remediation from the responsible person(s), party or owner.

10.15.2. Inspection

- (a) Subject to the provisions of the Local Government Act 2002, the Customer shall allow the Council, with or without equipment, access to any part of the premises for the purposes of determining compliance with this Bylaw.

10.16. Plumbing system

- (a) The Customer's plumbing system shall be designed, installed and maintained, both in its component parts and its entirety, to ensure it complies with the Building Act 2004 and the New Zealand Building Code and is compatible with the water supply service as listed in Schedule 2.
- (b) Quick-closing valves, pumps, hydraulically driven equipment or any other equipment which may cause pressure surges or fluctuations to be transmitted within the water supply system, or compromise the ability of the Council to maintain its stated levels of service, shall not be used on any piping beyond the point of supply. In special circumstances such equipment may be approved by the Council.

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10.17. Prevention of water loss and wastage

10.17.1. Customers, Owners and Occupiers shall not:

- (a) Allow water to run to waste from any pipe, tap, or other fitting.
- (b) Allow leaks to continue unchecked or unrepaired or allow the unattended operation of hoses.
- (c) Allow the condition of the plumbing and connections within any premises to deteriorate to the point where leakage or wastage occurs or contamination of water supply occurs or is likely to occur.

10.17.2. Customer, Owner and Occupier shall be jointly and severally liable for any costs associated with the repair of any Council asset resulting from an unrepaired water leak from a premise.

10.17.3. Where a Customer, Owner or Occupier ignores advice from the Council to repair an on-going leak, the Council may repair the leak and charge all associated costs to the Customer, Owner or Occupier.

10.17.4. The Council provides water for consumptive use, not as an energy source.

10.17.5. The Customer shall not use water or water pressure directly from the supply, for driving lifts, machinery, educators, generators, or any other similar device, unless specifically approved by the Council.

10.17.6. The Customer shall not use water for a single pass cooling system or to dilute trade waste prior to disposal, unless specifically approved.

10.18. Payment

10.18.1. The Customer shall be liable to pay for the supply of water and related services

10.18.2. The Council may recover all unpaid water charges in respect of the supply of water as prescribed in the Local Government (Rating) Act 2002 from the owner of a premises, the occupier of a premises, or both.

10.19. Transfer of rights and responsibilities

10.19.1. The Customer shall not transfer to any other party the rights and responsibilities set out in this Bylaw.

10.19.2. A supply pipe shall serve only one on site Customer, and shall not be extended by a hose or any other pipe beyond that Customer's premises.

10.19.3. In particular, and not in limitation of the above, any water which the Customer draws from the Council supply shall not be provided to any other party without prior approval of the Council.

10.19.4. Individual Customer agreements shall not be transferred unless approval by a Council Authorised officer has been obtained in writing.

10.20. Change of ownership

10.20.1. Upon receipt of notification of a change of ownership of premises the Council will record the new owner as being the Customer at that premises. Where premises are metered the outgoing Customer shall give the Council two (2) working day's notice to arrange a final meter reading.

10.20.2. The owner of the premises at the time of the consumption is responsible for any water charges.

10.20.3. The Council reserves the right to reassess the conditions of supply when a change of ownership occurs.

10.21. Disconnection at the Customer's request

10.21.1. The Customer shall give three (3) working day's notice in writing to the Authorised Officer of the requirement for disconnection of the supply. Disconnection shall be at the Customer's cost.

11. BREACHES

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- 11.1.1. Every person breaches this Bylaw and commits an offence who:
- (a) Does, permits, or allows anything to be done, which is contrary to this Bylaw or any part of it; or
 - (b) Fails to do or perform any act, or thing, that he or she is required to do by this Bylaw, within the time and in the manner required by this Bylaw or any part of it; or
 - (c) Commits any other breaches of the terms and conditions of this Bylaw; or
 - (d) Does anything which this Bylaw prohibits; or
 - (e) Fails to comply with any notice given to him or her under this Bylaw or any part of it or any condition that is part of any notice granted by the Council; or
 - (f) Obstructs or hinders any Council officer or other Council appointed person in performing any duty or in exercising any power under this Bylaw;
 - (g) Tampers with their connection or any restrictor, or draws water from a connection or restrictor that has been tampered with;
 - (h) Tampers or interferes with Council equipment or water supply system either directly or indirectly;
 - (i) Accesses and withdraws water from a fire hydrant without prior approval from Council;
 - (j) Accesses the water supply system without Council's approval; and
 - (k) Provides an incorrect application for supply which fundamentally affects the conditions of supply.
- 11.1.2. In the event of a breach of any provision of this bylaw, the Council shall serve notice on the Customer advising the nature of the breach, the steps to be taken, and required timeframe to remedy the breach to the satisfaction of the Council beyond timeframe indicated. If the Customer persists with the breach the Council reserves the right to:
- (a) Reduce the flow rate of water to the Customer without notice. Reinstatement of full supply shall be re-established only after the Customer completes payment of the appropriate fee and remedy of the breach to the satisfaction of the Council.
 - (b) Install a water meter. The Customer will also be charged for the ongoing supply of water as per Council's fees and charges for water supply as determined by Council from time to time. .
 - (c) For extra ordinary supply – disconnect the water supply for all purposes other than domestic water use.
 - (d) If the breach is such that the Council is required to disconnect the supply for health or safety reasons, disconnection may occur immediately and without further notice to the Customer.

12. OFFENCES AND PENALTIES

- 12.1.1. A person who fails to comply with the requirements of this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Local Government Act 2002.
- 12.1.2. Pursuant to section 242 of the Local Government Act 2002 a person who is convicted of an offence against this bylaw is liable to a fine not exceeding \$20,000.
- 12.1.3. A person who fails to comply with the requirements of this Bylaw in relation to a high level water alert and/or emergency is in breach of clause 10.11 of this Bylaw and is liable on conviction under section 66 of the Health Act 1956 to a fine not exceeding \$500.00 and, in the case of a continuing offence, to a further fine not exceeding \$50.00 for every day on which the offence has continued.

13. SCHEDULES

- a) The following schedules can be amended through a Council resolution.

Schedule 1: Examples showing Single/Manifold Connection
Schedule 2: Table 1 Compatibility Features

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This bylaw was made pursuant to a resolution passed by the Hamilton City Council on (date) after completion of special consultative procedure under section 86 of the Local Government Act 2002.

Councillor: _____

Councillor: _____

Chief Executive:

Attachment 2

HAMILTON CITY COUNCIL BYLAWS

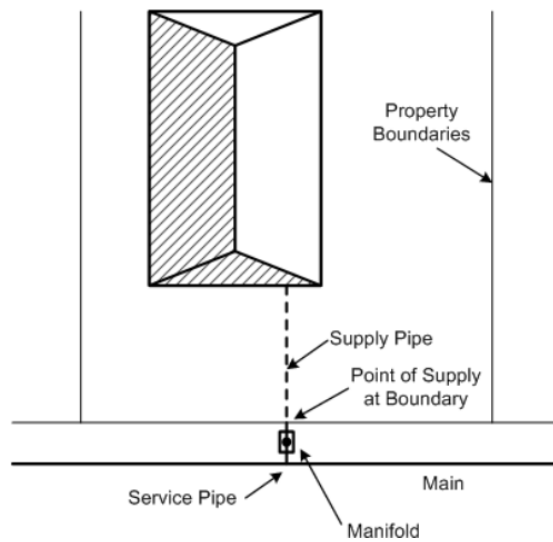
13.1. SCHEDULE 1: Examples showing Single/Manifold Connection

Example 1: Single property with street frontage

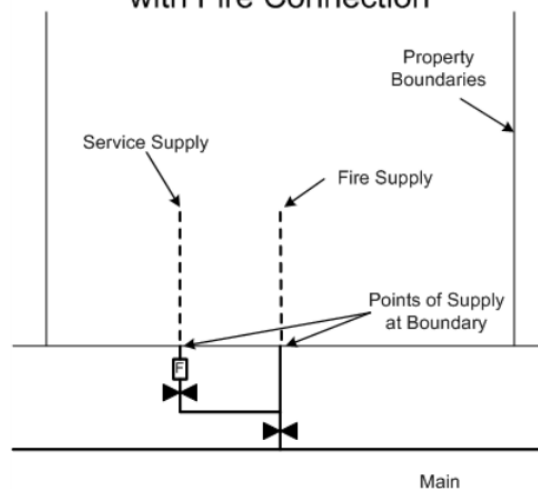
Typical Cases Only. Property/Dwellings indicative only. Not to Scale.

————— HCC Ownership - - - - - Private Ownership  Manifold  Flow Meter  Valve

Single Property, Single Connection



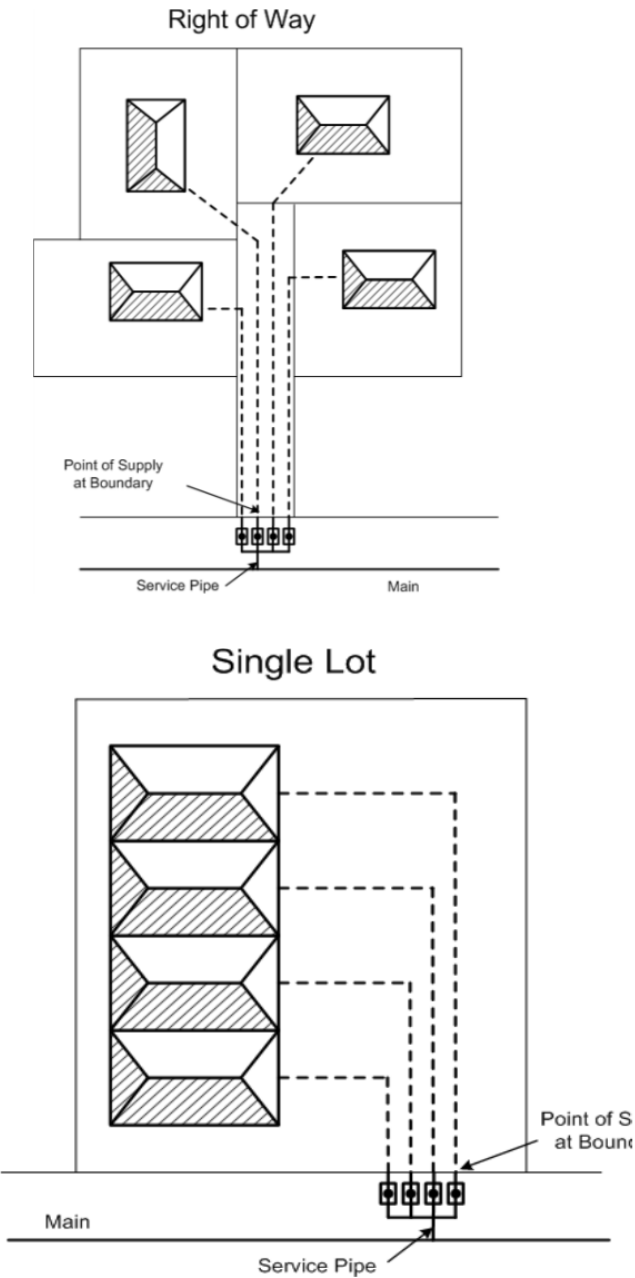
Single Property, Single Connection with Fire Connection



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Example 2: Servicing up to 4 Customers

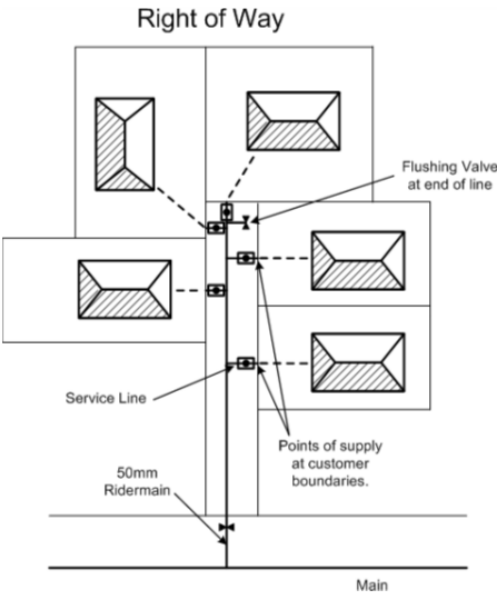
2 to 4 Customers – Manifold Connection



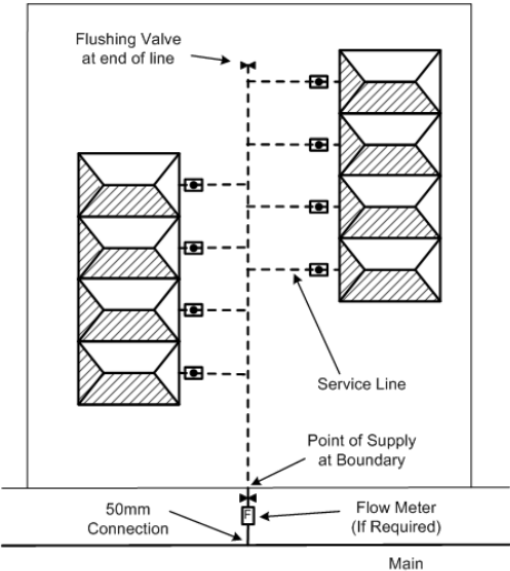
HAMILTON CITY COUNCIL
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Example 3: Serving 5 or more Customers

5+ Customers – Ridermain



Single Lot



Advice Note: Refer to Regional Infrastructure Technical Specifications for layout to fire connections.

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13.2. SCHEDULE 2: Table 1: - Compatibility Features

Feature	Value
Minimum available flow at point of supply	<ul style="list-style-type: none"> - Ordinary and Extraordinary supply - 25 l/min - Restricted supply – 1.0 m³ per day
Minimum pressure at Point of Supply (Static) <i>Advice Note – Some Isolated properties in elevated areas may have a lower pressure than the minimum during high summer demands</i>	10 metres head (100 kPa)
Normal operating pressure	20-30 metres head (200 - 300 kPa)
Maximum pressure	100 metres head (1,000 kPa)
Free available chlorine	Up to 1.5 g/m ³
Fire Fighting from fire hydrants*	<ul style="list-style-type: none"> - FW2 – For Urban Residential Zones - FW3 – For Commercial and Industrial Zones
Continuity of supply <ul style="list-style-type: none"> - Unplanned duration of one disruption to water supply - Maximum duration of one disruption 	<ul style="list-style-type: none"> - Ordinary and Extraordinary supply – 8 hrs - Restricted supply – 24 hrs - 24 hrs
New customer connections (to existing reticulation)	Within 15 working days of Council Approval and fee payment
* Refer SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice	

Attachment 3

Responses to submissions and Elected Members on Water Supply Bylaw

1. Responses to submissions

	Submission points raised	Staff Analysis	Staff Recommendation
1	<p><u>Definition of 'Working Day'</u></p> <p>Recommended that reference to public holidays defined in Subpart 3 of the Holidays Act 2003 rather than list holidays to manage changes.</p>	<p>Staff agree the current definition of Working Day is limiting and has not recognised Auckland Anniversary Day. Alignment of the Bylaw with the Local Government Act 2002 would recognise this day. Alignment with the Local Government Act will also better recognise changes to the Hamilton City Council Christmas and New Year shutdown period since the Bylaw was last reviewed.</p> <p>Reference to the Holidays Act 2003 would recognise changes in public holidays.</p> <p>(Staff note that the Holidays Act 2003 is under review but is unlikely to impact this Bylaw at this time).</p>	<p>Amend Bylaw to address recognition of the provincial Auckland Anniversary Day by alignment with Local Government Act 2002 definition of Working Day, and reference the Holidays Act 2003 to recognise any further updates to Public Holidays, (Section 8 Definitions)</p> <p>In addition to the above, amend the Bylaw to align with Local Government Act 2022 definition of non-working days which commences with the 20th day of December in a year and ends with the 10th day of January in the following year. (Section 8 Definitions)</p>
2	<p><u>Explain obligations.</u></p> <p>Two submissions had similar requests related to education and plain language.</p> <ul style="list-style-type: none"> Explain in simple terms what the role of the public is, obligations for water use and how to improve input. Go beyond common-sense obligations (such as addressing leaks and compliance with seasonal water restrictions). Have a plain language summary communicated every 3 years, or reminders with a website link to a summary. 	<p>Staff consider the scope of the Bylaw Introduction can be expanded to give more context to obligations needed to meet the purpose of the Bylaw.</p> <p>Staff also consider that while some explanation is available on council's website for managing our water, a review of current public information, and identification of improvement opportunities would be helpful.</p>	<p>Amend Bylaw 'Introduction' to give further context to the Bylaw and obligations.</p> <p>In addition to Bylaw amendment,</p> <ul style="list-style-type: none"> Re-evaluate and seek to expand website information on matters referenced in the Bylaw. Develop a Plain English summary of the Bylaw and place on website.

	Submission points raised	Staff Analysis	Staff Recommendation
3	<p><u>Update Firefighting standards and references and terms of reference</u></p> <p>amend the Bylaw to:</p> <ul style="list-style-type: none"> Extend the list of standards that are relevant to the Bylaw. Provide complete reference to the year of the standards in relevant clauses. Correct reference to Fire Services with 'Fire and Emergency New Zealand personnel' to align with the definition within the Fire and Emergency New Zealand Act 2017. 	<p>Staff agree that these amendments would:</p> <ul style="list-style-type: none"> update the Bylaw, and correct terminology, and give more clarity. 	<p>Amend Bylaw:</p> <ul style="list-style-type: none"> Amend Relevant Codes and Standards to include NZS 4517:2010 Fire sprinkler systems for houses (clause 6.1.2) Provide complete reference to Codes and Standards relating to fire, including the year (throughout Bylaw). refer to 'Fire and Emergency New Zealand personnel' (clause 9.1.4)
4	<p><u>Impacts of connections on firefighting water supplies</u></p> <p>Amend the Bylaw to make Firefighting Water a new type of supply and evaluate impacts of a connection on levels of service. Reference the Standard for Fire Fighting Water Supplies Code of Practice for acceptable volume and pressure levels. The clause that is supported by FENZ is in Attachment 5</p>	<p>Staff currently have the ability to decline applications on the basis of impacts on the network and are working to provide more clarity in the Three Waters Connection Policy (currently under review).</p> <p>Aligning the Bylaw and the Policy and signalling what will be evaluated is helpful to the reader and support the proposed clause in principle.</p> <p>However, staff do not consider that firefighting water should be a new 'type' of supply and as written, could be a burden to Council. Staff propose relocation and minor modifications to the assessment scope, when it will be considered, and what will be considered. This will give clarity to the customer, and support other specifications and policy.</p>	<p>Amend bylaw with a new clause to enable assessment of a connection on levels of service, Firefighting Supply, and compliance with technical specifications and regulations- at the time of an application. Reference the Standard for Fire Fighting Water Supplies Code of Practice to show minimum standards. (Section 10.10)</p>
5	<p><u>Advice on location for fire connections</u></p>	<p>Staff agree that advice on locations would be helpful to the reader but</p>	<p>Amend Bylaw Schedule 1 by including an advice note 'Refer to</p>

	Submission points raised	Staff Analysis	Staff Recommendation
	Amend the bylaw to provide advice note to direct customers to minimum requirements when designing and locating fire water connections, and reference SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice in Schedule 1 drawings.	consider that reference to the Regional Infrastructure Technical Specifications would be more helpful because it already has the required information and can be updated more easily than a Standard.	Regional Infrastructure Technical Specifications for layout to fire connections’.
6	Use hyperlinks to SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice to support developers’ awareness and understanding of the water supply requirements for additional levels of service within the code.	Hyperlinks in a law document may be at risk of failure.	Do not amend the Bylaw. Consider providing Hyperlinks in website material where there is minimal risk.
7	Do not amend the Bylaw.	Staff consider the Bylaw is 10 years old and requires minor amendments to bring it up to date and provide clarity for the customer.	Amend the Bylaw to make minor amendments proposed. In addition to those minor amendments, make further amendments to improve clarity for the customer, and make necessary corrections.

2. Response to Elected Members Matters Raised at the hearing

	Matter Raised	Staff Analysis	Staff Recommendation
1	<p>The existing bylaw states that it is the Customer's responsibility to ascertain if the on-demand supply provided for fire protection purposes is adequate for the intended purpose. To provide clarity.</p> <p>The Bylaw was amended to require customers to have firefighting water supply that will meet the Code of Practice minimum requirements.</p> <p>At the Hearings & Regulatory Committee held on 25 March 2024, Elected Members raised that the amendment could infer the Code of Practice was the only means of compliance and alternative solutions and would not be acceptable.</p>	<p>Staff consider it is important that the reader has clarity on what Level of Service is provided by Council at the street boundary and that the customer may be required to augment this level of service if their development requires it.</p> <p>FENZ are seeking stronger recognition of the need for fire protection. Staff consider that 'minimum' standards can be supported by the Bylaw (without stepping beyond the purpose of the Bylaw). The bylaw can align with and reinforce the Regional Infrastructure Technical Specifications, by signalling what standard an application is assessed against.</p> <p>Staff agree that the clause, as written, does not provide the flexibility for determining how a standard can be met. It is up to the developer and Fire engineer to determine how fire protection can be provided and justify it and solutions may be Acceptable or Alternative.</p>	<p>Amend Bylaw to:</p> <ul style="list-style-type: none"> State that Council provides FW2 or FW3 at the street boundary, and that further design solutions and on-lot mitigations may be required. State that the mitigation needs to meet minimum standards set out in Table 1 and 2 of SNZ PAS 4509. (Clause 10.14.3) Provide an Advice note that refers to both Regional Technical Infrastructure Specifications and SNZ PAS 4509:2008 New Zealand fire fighting Code of Practice as 'a' means of compliance. This will retain flexibility to consider alternative solutions to meet multiple objectives. Advise that pressure and flow may reduce in the future due to growth.
2	<p>Elected Members expressed an interest in the use of Plain English language.</p>	<p>Staff consider a review of existing material is needed to ensure that all parties understand their obligations, and Council's obligations.</p>	<ul style="list-style-type: none"> Re-evaluate and expand website information on matters referenced in the Bylaw and how the public should respond. Develop a Plain English summary of the Bylaw and place on website.

3. Minor corrections

	Other Amendments		
1	<p><u>Restrictions on use of water for Fire Protection Systems</u></p> <p>The Bylaw says that any 'unmetered' connection supplying water to a fire protection system can only be used for firefighting and testing purposes if it is installed in accordance with a referenced standard. However, this applies to both 'metered' and 'unmetered' connections.</p>	Staff consider the clause must be corrected to reflect requirements.	Amend bylaw to apply restrictions to both metered and unmetered connections by removing the word 'unmetered'. (clause 10.14.4)
2	<p><u>Restrictions on Fire Hose Reels connections</u></p> <p>The Bylaw says that where the supply of water to any premises is metered, fire hose reels shall be connected only to the metered supply, not to the fire protection connection and needs to comply with requirements of NZS 4503:2005. The bylaw also currently states that it is at Council's discretion whether a meter is fitted to fire connections.</p> <p>NZS 4541 provides for non-obtrusive meters and Council currently uses discretion, therefore the Bylaw is contradictory.</p>	Staff consider that the contradiction is not helpful to the reader, and the Bylaw needs to provide clarity and reflect practice	Amend Bylaw to remove contradiction in clause 10.13.5 Fire <u>Hose Reels</u> by deleting the first sentence relating to restrictions on fire hose reel connections
3	<p><u>Reference to Three Waters Connection Policy</u></p> <p>There is reference to a specific policy but potential for terminology to change in the future.</p>	It would be better to broaden the reference to provide for policy name changes, and any other relevant policy.	Amend the Bylaw to broaden reference to <u>any</u> water policy <u>in place</u> (10.1.5)
4	<p><u>Minor changes for clarity</u></p> <p>Note changed to 'Advice' Note Reference to Standards Definitions for terms currently used in the Bylaw</p>	Legal advice to change these references for clarity.	Amend the Bylaw to make these minor changes
5	<p><u>Reinstatement of reference to Health Act 1956</u></p>	Health Act 1956 still relevant to making Bylaws.	Amend the Bylaw to reference Health Act 1956 (clause 6.1)



WATER SUPPLY BYLAW REVIEW: ENGAGEMENT AND INSIGHTS REPORT

Report prepared by:
Piper Shields, Research and Insights Advisor
Olivia Mead, Communication and Engagement Advisor
November 2023.

Report reviewed by:
Tegan Andrews; Senior Research and Insights Advisor; Partnerships, Communication and Maaori
November 2023.

BACKGROUND

Council provides a treated water supply for the city, and supplements water supply for some rural areas outside Hamilton's boundary. The Hamilton Water Supply Bylaw 2013 (the Bylaw) provides regulations for the protection of the water supply network, and for managing water use.

The Bylaw was last reviewed in 2013 and requires a review every ten years as a requirement under the Local Government Act 2002. This provides an opportunity for Council to check in with the community on how the Bylaw is working and consider feedback.

As part of the review of the Bylaw, Council sought feedback on the proposal to continue the Bylaw with minor changes:

- the inclusion of updated legislation, standards, codes, and policies
- the inclusion of a definition of 'working day'
- recognition of Waikato River legislation through the inclusion of Te Ture Whaimana o Te Awa o Waikato - the vision and strategy for the Waikato River - in the introduction section.

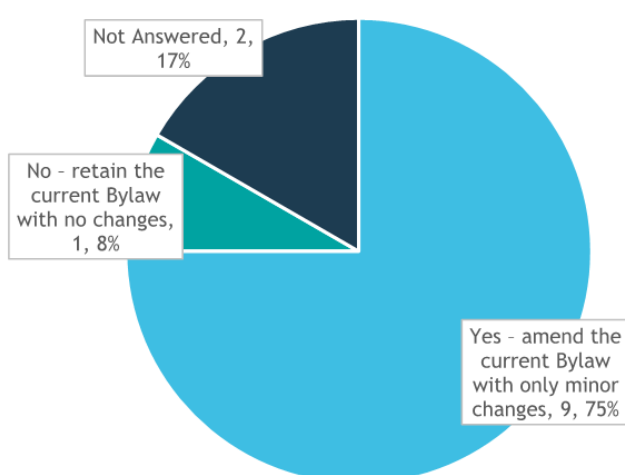
This engagement took the form of a survey hosted on Have Your Say. The survey was live from 3 October to 6 November. We received a total of 12 responses. Of these, 11 online responses and one hardcopy response. Most responses were from individuals, however, we received one response from a spokesperson of an organisation. All responses were collated and analysed.

SUBMISSIONS INSIGHTS

Do you agree with amending the Water Supply Bylaw?

Three-quarters of respondents (75%, $n = 9$) supported Council's proposal to amend the Water Supply Bylaw with only minor changes. One respondent preferred that the current bylaw be retained without changes. Two respondents did not answer the question.

Do you agree with Council's proposal to amend the Water Supply Bylaw with only minor changes?



We gave respondents the opportunity to provide an explanation for their answer. Six respondents explained the reasons for their stance, all of which agreed with Council's proposal to amend the Bylaw.

The themes from these comments are:

- Bringing the Bylaw up to date is important (3 comments)
- Water restrictions are needed in the summer (1 comment)
- Keeping bylaws up to date reduces future costs (1 comment)
- Concern for how three waters legislation may impact the Bylaw (1 comment)

Understanding of obligations under the Water Supply Bylaw

An important part of implementing the Bylaw is ensuring that people understand their obligations, and the obligations of Council, under the Water Supply Bylaw. To help Council do this well, we asked respondents to list topics or areas relating to water supply that they would like a better understanding of.

Three respondents listed areas they wished they had a better understanding of.

These are:

- The obligations of the public and of Council (2 comments)
- The definition of Working Day, in relation to current and potential future public holidays (1 comment)

FEEDBACK FROM ORGANISATIONS

We received one response from an organisation, which came from Fire and Emergency New Zealand.

The feedback and suggestions from Fire and Emergency New Zealand were:

- in 'Relevant Codes and Standards', include NZS 4517:2010 Fire sprinkler systems for houses
- update language in the Bylaw from "Fire Service/s" to "Fire and Emergency New Zealand Personnel"
- introduce a new 'Type of Supply' (10.7.9) to consider water supply for firefighting
- update references in the Bylaw to the latest standard
- in 'Schedule 1: Examples showing Single/Manifold Connection', add a note leading people to SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice for guidance on appropriate fire supply connection location.
- add a hyperlink in the document to SNZ PAS 4509:2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice. This document is publicly available on the Fire and Emergency New Zealand website.

FEEDBACK FROM SOCIAL MEDIA

In addition to analysing formal submissions to the consultation, we also analysed comments made on Hamilton City Council Facebook and LinkedIn posts relating to the consultation. Of the four posts made across the two platforms, only one Facebook post from 26 October received comments. This post had three comments from the community, and one from Hamilton City Council.

The comments from the community are copied verbatim below:

- "Answer me this. Will any part of this incur extra costs to the rate payer if the new by-law is imposed?"
- "Right I want you guys to go and interview 500 random people and ask them if they want fluoride in their water. If more than half say no. Then stop it. Sincerely(most people)" (note: this was commented twice by the same user).

ENGAGEMENT TACTICS

GOAL

Hamiltonians are aware of the ways they can provide feedback on the Bylaw, and feel enabled to help shape a Bylaw that meets their needs and is easy to understand.

OBJECTIVES

- Educate stakeholders and the general public on what the Water Supply 2013 Bylaw is and what it does.
- Engage with all key stakeholders on proposed minor changes to the existing Bylaw.

ENGAGEMENT OUTCOME

A Bylaw is written and adopted by Council that thoroughly reflects the water supply needs of the city and accommodates for future growth.

ENGAGEMENT CAMPAIGN REVIEW

Campaign tactics included:

- having hard copies of the consultation and Bylaw available at Customer Services and at libraries
- advertising of the consultation via posters at Customer Services and libraries
- advertising of the consultation via social media posts (two posts each on Facebook and LinkedIn)
- press adverts (two placements each in Waikato Times and Hamilton Press).

ENGAGEMENT RESULTS

SUBMISSION FORMS (ONLINE & PAPER COPY)

We received 12 responses to the survey. 11 responses were submitted online and one was received in hardcopy format.

SOCIAL MEDIA

We used organic, unpaid posts on our LinkedIn and Facebook channels. Targeted posts were not used because of the wide user scope of the Water Supply Bylaw.

Facebook Post – 3 October

This post received one reaction and one share, and no comments.

LinkedIn Post – 10 October

This post received 14 likes, no shares or comments.

Facebook Post – 26 October

This post received three reactions and three shares and three comments.

LinkedIn Post – 26 October

This post received two likes, no shares or comments.

WEBSITE

The Have Your Say webpage had 383 page views from 174 unique users, with 2.20 views per user on average. The survey page itself had 75 views.

PRESS ADVERTISING

Press adverts were placed in the Waikato Times on Wednesday 4 October and Wednesday 18 October, with an anticipated daily reach for the newspaper of 64,000.

We also advertised in the Hamilton Press on Wednesday 4 October and Wednesday 25 October, with an anticipated weekly reach for the newspaper of 64,000.

WHAT'S NEXT

Feedback will be presented at a Hamilton City Council Regulatory and Hearings Committee meeting in the first half of 2024. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a final decision.



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The Hearing Panel – Water Supply Bylaw Review
Hamilton City Council
Private Bag 3010
Hamilton 3204

19 March 2024

**Attention: Raewyn Simpson – Three Waters Policy and
Planning Manager**

Dear Hearing Panel

Water Supply Bylaw Review: Fire and Emergency – Written Statement

Fire and Emergency New Zealand (Fire and Emergency) made a submission on the Hamilton Water Supply Bylaw 2013 Review (Bylaw). Fire and Emergency have decided not to attend the hearing scheduled for Thursday 21 March 2024, and in lieu, request that this letter is tabled for the hearing panel's consideration.

Provision of firefighting water supply and access to the supply are key operational components which enable effective Fire and Emergency response in the protection of lives, property, and the surrounding environment. Fire and Emergency appreciate Council's need to manage water supply across the district in a way that ensures Council is discharging its obligations to the community, while also protecting their water supply infrastructure. Fire and Emergency's submission addressed matters within the Bylaw which relate to referencing of the firefighting water supply, personnel, and Council's ability to consider firefighting water supply in respect of new connection requests.

Blair Kiely, Fire and Emergency's Group Manager – Assistant Commander for Kirikiriroa Group 5, and I met with Council representatives Raewyn Simpson and Evan Vaughters on Thursday 14 March 2024 to discuss the submission and understand Council's position. We found this to be a rewarding discussion and appreciate the time that Raewyn and Evan spent with us in review of the bylaw and interrelated documents, such as the Regional Infrastructure Technical Specifications, and Council implementation methods, in the context of Fire and Emergency operations.

Our understanding from this meeting is that Council is generally supportive of Fire and Emergency's submission points, and that these have in principle been incorporated as proposed amendments to the Bylaw, per the version circulated under the name 'Tracked changes – Hamilton City Water Supply Bylaw 2013 as at 18 March 2023 for FENZ'. Fire and Emergency request that the Panel include these proposed amendments in the final decision on the Bylaw review.

If material changes are proposed to the Bylaw which relate to the Fire and Emergency submission points as reflected within the amended Bylaw, we would expect further discussion to ensure Fire and Emergency objectives can be met.

Yours sincerely

Nicola Hine

Planner

on behalf of

Beca Limited

Phone Number: 07 838 3828
Email: Nicola.Hine@beca.com

Council Report

Committee: Infrastructure and Transport Committee
Date: 02 May 2024
Author: Tania Hermann
Authoriser: Andrew Parsons
Position: Executive Director, Infrastructure Operations (Acting)
Position: General Manager Infrastructure and Assets
Report Name: Infrastructure and Assets General Manager's Report

Report Status	<i>Open</i>
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Purpose - *Take*

- To inform the Infrastructure and Transport Committee on strategic infrastructure and transport matters that need to be brought to Elected Member's attention, but which do not necessitate a decision.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Infrastructure and Transport Committee:
 - receives the report;
 - notes that approval to direct appoint McConnell Dowell Ltd to undertake emergency work to repair the damaged Pukete Wastewater Treatment Plant outfall pipeline and surrounding ground stabilization and associated delegated authority as outlined in the staff report below, was approved under the provisions within schedule 2, clause 1c of Council's Delegations to Position Policy on 12 March 2024; and
 - approves the inclusion of Bryce Street Resilience Works has been added to the Low Cost Low Risk Local Roads programme for 2023/24 at an estimated cost of \$650,000 with 51% of the cost being subsidy by NZ Transport Agency

Executive Summary - *Whakaraapopototanga matua*

- This report provides updates to Infrastructure and Transport Committee Members on matters contained within the plans, strategies and activities for which this Committee and the relevant General Manager has responsibility over.
- The following updates are included in this report:
 - Regional Transport Committee Update;
 - Future Proof Public Transport Sub Committee Update;
 - Council Policy and Bylaw Review Updates;
 - Southern Wastewater Treatment Plant Update;
 - Eastern Pathways School Link Update
 - Climate Emergency Response Fund (CERF) Transport Choices Programme Update;
 - Project Watershed Service Level Agreement;

- viii. Pukete Wastewater Treatment Plant Outfall Pipeline Repair;
 - ix. 6 Monthly Operational Activity Reports;
 - x. Bryce Street – Seddon Road to Tristram Street
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

Discussion - *Matapaki*

Regional Transport Committee (RTC) Update

6. The objective of the Regional Transport Committee (RTC) is:
- i) *'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'*
7. Deputy Mayor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor van Oosten being the nominated alternative representative.
8. The last meeting was on 5 April 2024 and the link to the agenda and minutes will be found [here](#).

Future Proof Public Transport Sub Committee Update

9. The Waikato Regional Council Future Proof Public Transport Subcommittee replaces the Regional Connections Committee from the previous triennium. The Future Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
10. The Hamilton City Council nominated representatives of the Future Proof - Public Transport Subcommittee are Deputy Mayor O'Leary and Councillor van Oosten with Councillor Thomson being the nominated alternative representative.
11. The Subcommittee held a meeting on Friday 9 February 2024 the link to the agenda and minutes will be found [here](#).

Council Policy/Bylaw Review Update

Three Waters Connections Process Review

12. A project update was provided at the 27 February 2024 Strategic Growth and District Plan Committee meeting. To date there have been three Council briefings in March 2023, May 2023, and February 2024, five committee report updates, and executive updates in November and December 2023.
13. Work continues on the Three Waters Connection Policy update and review of the approval processes needed to support managing capacity constraints on our network in a consistent and transparent way.

Southern Wastewater Treatment Plant Update

14. Key project activities since the last project update to the Strategic Growth and District Plan Committee in August 2023 are highlighted below.

Site feasibility and due diligence and mana whenua engagement

15. The draft technical assessment of the four shortlisted sites has concluded and is awaiting finalisation once the mana whenua assessment has been received. Mana whenua preference for a site is currently split across 2 of the 4 shortlisted sites. Mana whenua endorsed the commissioning of a cultural assessment to identify a preferred site. The completion of the assessment has been delayed due to availability of the 8 Iwi/Hapuu represented by the Kaitiaki Roopuu. It is anticipated this report will now be received by Council in April 2024 and discussed and endorsed at the next Kaitiaki Roopu Hui in May 2024.
16. A further site visit to walk the two shortlisted sites and the Nukuhau Paa is being arranged with mana whenua representatives. The representatives will also undertake a visit to the Waikato River to see the approximate vicinity of a future Wastewater discharge location. This is being arranged with Waikato Tainui for May 2024.

Professional Services for Notice of Requirement (NoR) and Resource Consent Applications

17. As part of the procurement process, Registrations of Expressions of Interest from suitably qualified and experienced consultants were sought from the open market in November 2023 for the next stage of the project (Master Planning, Concept/Preliminary Design, Designation and Consenting of a new Wastewater Treatment Facility and associated land/water discharge). Three consultants have been shortlisted and will be invited to participate in a Request for Proposal process in May 2024.
18. River monitoring and ecological investigations are underway to help with baseline information for the consents. Optioneering for Wastewater discharge methods and location is required. A scope and fee proposal to undertake this work has been received and under review. It is expected this work will commence in April 2024. The Kaitiaki Roopuu and Council's Subject Matter Experts will be involved in the optioneering workshops. Council is progressing baseline Waikato River monitoring and additional ecology assessment to close gaps in current available information.

Project Funding and Governance

19. Council's 2021-2031 Long Term Plan does not have sufficient funding to enable the completion of the next design and consenting stages. \$7 million has been included in Years 1 and 2 of the draft 2024-2034 Long Term Plan baseline. Subject to securing this funding in the 2024-2034 Long Term Plan, a contract for the next phase of work will be awarded after 1 July 2024.
20. Residual LTP budget in the 2023/2024 is being utilised to undertake the above baseline river monitoring and ecological assessments, and to commence investigations into treated wastewater discharge methods, options and locations for the proposed plant. The Project Governance Group met in December 2023 and endorsed this approach.

Lease of Council Property

21. The lease of Council owned properties 131 and 139 Raynes Road expires in May 2024. The tenant has vacated the existing dwelling (139 Raynes Road). Council proposes going to market to seek a new leasee for these two properties. Council's facilities team is assessing the property for the removal of the dwelling and ancillary buildings. Depending on the nature of the future lease, consideration will be made of retaining farm implement buildings in the interim.

Eastern Pathways School Link Update

22. Detailed designs for sections of Eastern Pathways School Link are progressing to the planned contracted end date of July 2024. Once contractual commitments for the design work have been completed the project will be paused awaiting the outcomes of Council's Long-Term Plan (2024-34) and the Government's National Land Transport Programme (2024-27). The sections of the programme being focused on are:
- Te Aroha Street/Ruakura Road – detailed design under review.
 - Hukanui Road/Comries Road intersection – safe systems audit of detailed design being undertaken.
 - Peachgrove Road (Clyde Street to Te Aroha Street) - revised concept design progressing.

Climate Emergency Response Fund (CERF) Transport Choices Programme Update

23. **Six projects have been completed:**
- Project 10 Bus Shelter Replacements Citywide
 - Project 12 Hukanui Road Bus Stops
 - Project 22 Lake Road/Commerce Street
 - Project 25 Pembroke Street – o/s YMCA
 - Project 26 Killarney Road – Queens Avenue to the Western Rail Trail
 - Project 27 Anglesea Street (south)
24. **Four projects are currently under construction:**
- Project 4 Heaphy Terrace (Boundary Road to Brooklyn Road)
 - Project 6 Claudelands Park Connection
 - Project 7 End of Trip Facilities Citywide (Bike & Scooter Parking)
 - Project 17 Rifle Range Road
25. **At the time of writing this report, construction of two projects is yet to commence:**
- Project 15 Hayes Paddock – late April 2024
 - Project 23 Rotokauri Road/Baverstock Road Bus Stop and Accessibility – May 2024
26. Following decisions by the Minister of Transport and Council 17 projects will not be progressing any further at this present time.

Project Watershed Service Level Agreement

- Project Watershed is a joint plan of work between Hamilton City Council (HCC) and Waikato Regional Council (WRC) to ensure a holistic approach to river management.
- The current Project Watershed Service Level Agreement (SLA) was signed in 2016 and under this agreement HCC provides services on behalf of WRC with a focus on river management, soil conservation, and flood protection.
- Under the SLA, there is a requirement that both parties meet no later than 12 months prior to the expiry of a renewed term to discuss the automatic renewal or termination of the SLA. The expiry of the current SLA term comes due on 30 June 2024.
- At the 7 March 2023 Infrastructure and Transport Committee meeting, it was noted that staff would initiate discussions with Waikato Regional Council on the development of a new SLA, with a revised scope that reflects activities under HCC management after 1 July 2024, and report back to the Infrastructure and Transport Committee on progress following discussions.

31. Staff initiated discussions with Waikato Regional Council regarding a new SLA, however recently, the Government has significantly changed the approach to three waters reform with the repeal of the previous government's Reform programme. Discussions to progress the new Governments "Local Water Done Well" programme are now underway.
32. The change in government direction in relation to reform, has resulted in some uncertainty as to how Three Waters Services, including stormwater services, will be delivered to the community in the future.
33. In response to this uncertainty, staff have formally requested Waikato Regional Council roll over the terms of the current SLA to extend the expiry from 30 June 2024 to 30 June 2027. Staff have been advised from Waikato Regional Council that staff will be update of any proposed changes to the delivery model for Three Waters, at which time discussions regarding a new SLA could be restarted.
34. Staff have shared a draft 10-year project watershed funding plan with Waikato Regional Council that has been developed by staff and is based on the funding assumptions that have been included in Council's draft 2024-34 Long-Term Plan (**Attachment 1** - Project Watershed 10-year Plan 2024/25-2033/34).
35. The quarter three Project Watershed report for the January – March 2024 period, was shared with Members on 23 April 2024 via Executive Update.

Pukete Wastewater Treatment Plant Outfall Pipe Repair

36. A critical pipe was unexpectedly damaged by March construction, a foundations contractor, as part of upgrade works at the Wastewater Treatment Plant (WWTP) on 15 February 2024.
37. The pipe that was damaged is a critical asset that moves fully treated wastewater from the treatment plant to the Waikato River (the outfall pipe).
38. There was extensive damage to the top section of the 2.2-meter diameter and 6-metre-deep pipeline, however the pipe was partially functional, at a reduced capacity, and required urgent repair.
39. In early March 2024, Emergency procurement processes under schedule 2 clause 1c of Hamilton City Councils Delegations to Positions Policy were utilised to engage a specialist contractor and get physical repairs underway. Under the policy, the CE, Mayor (or Deputy Mayor), Chairs of the Finance and Monitoring Committee, and Chair of the Infrastructure and Transport Committee approved a direct appointment memo to complete a required pipe repair works subject to an approved contract sum not exceeding \$1,500,000.
40. In addition to the physical repair works, other actions in response to the damage event have been progressed. This has included seeking legal advice, insurance assessments, engineering reviews and redesign, assistance with contingency planning for continued operation of the treatment plant, diver inspections of pipelines and diffusers located in the river, and event investigations to support insurance processes and to identify learnings for future works.
41. Waikato Regional Council was notified at the time of the event and have been kept updated on progress with the repair and with the implementation of contingency measures, as required by our resource consent for the Pukete Wastewater Treatment Plant site.
42. The repair has progressed well, with sheet piling, excavation and repair phases completed mid-April with final reinstatement of site estimated to be completed by the end of April 2024.
43. During the period that repair works were being undertaken, there was a significant operational risk of blockage or further damage to the pipe occurring, as well as the risk of reduced capacity to convey treated wastewater to the river, especially during periods of high wastewater flows (such as during rainfall events).

44. Following the damage occurring, staff developed and implemented a range of contingency plans, involving over pumping. The plans were intended to minimise the risk of damage to infrastructure and the environment and enable the continued operation of the WWTP within resource consent conditions during high wastewater flow conditions, such as during wet weather. These contingency measures were also an important risk mitigation to enable the repair of the pipe to proceed at pace.
45. Sourcing the appropriate size and quantity of pumps and power supply to implement the contingency plan was challenging and staff investigated available options across the wider Waikato Region and North Island. NES Hire Ltd, were identified as the only provider that were able to immediately provide sufficient hire pumps and equipment to meet the over pumping capacities of the normal wastewater discharge volumes around the damaged section of pipe as part of the contingency plan.

Insurance

46. Council's internal Insurance Team are managing the claim with support from staff and external consultants.
47. The outfall pipe is within the perimeter of the WWTP, and connects to above ground structures, so therefore the incident falls within the scope of Council's material damage policy. Our lead insurer, AIG, have formally accepted the claim subject to a \$25,000 excess.
48. The damage incident was notified to both our statutory liability insurer for any subsequent liability relating to environmental damage and to our material damage Insurer for the physical damage loss.
49. McLarens were appointed as the Loss Adjustor on AIG's behalf to oversee and manage the physical damage claim and have visited the site to gain a general understanding of the loss, parties involved in the design and physical works. AIG have appointed appropriate specialist to assist in the claim.
50. The Insurance Team is co-ordinating the response to all information requests received from AIG and their agents and collating all associated costs relating to the damage event including contingency measures taken as a direct result of the incident.
51. It is standard practice for claims under this policy to be settled once costs are finalised and paid by HCC, however as the policy allows for progress payments, the Insurance Team will be requesting a progress payment once supporting documentation for costs is available.

Incident Investigation

52. Staff have engaged an experienced incident investigator from Main-NZ to complete the Council investigation into this incident.
53. The investigation will be completed using the Incident Cause Analysis Method (ICAM) and is intended to identify the root causes that determine the actions and decisions made prior to, during and after the incident to ensure that lessons are learned and to avoid recurrence.
54. Staff have taken advice from the Procurement team, Insurance advisor, and external legal advisor to ensure that the appropriate delegations and protocols are being followed due to this being an emergency event.

55. A summary of the forecasted costs associated with the response and repair of the WWTP outfall pipe damage is in the following table:

WWTP Outfall Pipe Response	Forecasted Costs to 30 April 2024
Contingency Pumping measures	\$484,000
Outfall Pipe Repair Works	\$1,500,000
Outfall Pipe Repair Project Management	\$40,150
Diver Inspections	\$24,900
Contingency Plan Management	\$8,000
ICAM Investigation	\$20,000
Total Forecasted Response Expenditure	\$2,077,050

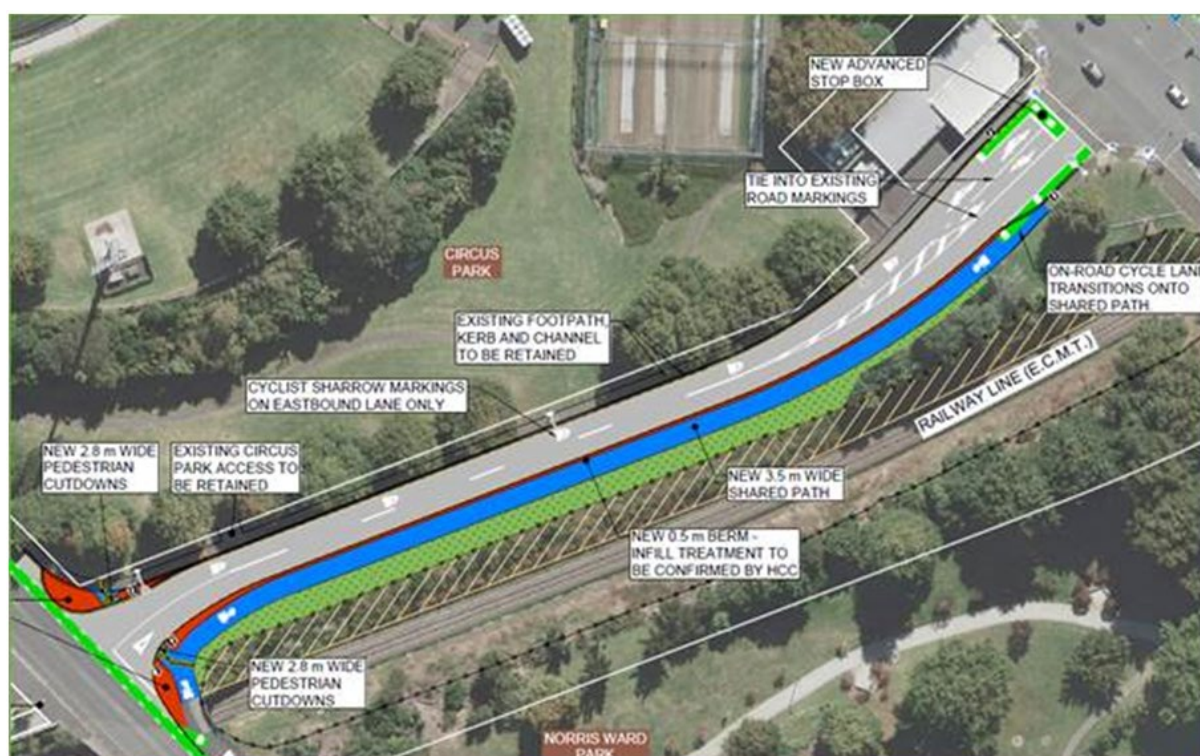
Six Monthly Operational Activity Reports

56. Activity reports are included as attachments for:
- i. 3 Waters (**Attachment 2**)
 - ii. Transport (**Attachment 3**)
 - iii. Resource Recovery (**Attachment 4**)
57. These reports are high level snapshot summaries of achievements for these activities over the past 6 months.

Bryce Street – Seddon Road to Tristram Street

58. As a result of ongoing settlement in the section of Bryce Street between Seddon Road and Tristram Street the road was temporarily closed late 2022 while investigations and repairs were completed.
59. The investigations have indicated that while the settlement continues to occur, it is slow and following some minor repairs including crack sealing and pipe repairs, the road was able to be opened to traffic again in early 2023.
60. It was considered desirable to minimise the amount of weight that was sitting on the street at any one time, so no stopping restrictions were introduced in February 2023 for the full length of the section of Bryce Street. There was no consultation undertaken for this proposal, but there were no businesses immediately adjacent to this section of road and there were no issues raising about the lack of parking during the temporary road closure.
61. Work has been progressing to develop a more permanent solution to address the geotechnical risk of slope instability along the railway in Bryce Street corridor between Tristram Street and Seddon Road. The investigations were completed in conjunction with KiwiRail who are advancing a parallel project to design slope stabilisation for the banks adjacent to the road corridor.

62. Options have been considered for improvements within the road corridor that reduce the risk of the bank slumping into the rail corridor that are affordable within existing budgets. It is proposed to realign the roadway and paths to the northern side of the road reserve (closest to Circus Park and Seddon Stadium) to further reduce the loading onto the slope. This will reduce risk of residual settlement and associated pavement damage which has primarily been surface cracking which allows water into the pavement below resulting in failures/potholes. NZ Transport Agency have approved use of the Low-Cost Low-Risk Local Roads Fund as resilience works and this was included within our programme planning earlier this year. The total approved budget for this project is \$650,000, with 51% of the total cost funded by NZ Transport Agency. It is not anticipated that any additional funding will be required.
63. The proposed work also provides greater space for KiwiRail's works to be completed. The KiwiRail work on the slope was planned to be completed in conjunction with the work in the transport corridor this financial year but we have recently been advised by KiwiRail that they will now be programming this work for next financial year.
64. The reduction in road width for car use will require realignment of the kerblines on the railway side of the road. As Bryce Street is recognised as a priority route in the Biking and Micromobility Plan and is a connection east-west across the city centre, including providing a link to the Western Rail Trail and Claudelands Bridge we have also allowed for the reinstatement of the existing path on the southern side of the road and included widening this path to become a 4.0m shared path. The plan below shows the proposed extent of works which will tie into the existing layout at Tristram Street but require some changes to the kerblines at Seddon Road.
65. Based on the draft Transport Decision Making framework, this project would be categorized as a Green 'Just Do It' project.



66. The road will be temporarily closed, and detours put in place while the works are completed. Information on the closure will be provided Variable Message Boards on site prior to and during the works and will be supported by media releases and information being provided to those properties and businesses in the immediate area.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

- 67. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
- 68. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 69. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
- 70. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
- 71. The recommendations set out in this report are consistent with that purpose.
- 72. There are no known social, economic, environmental, or cultural considerations associated with this matter.

Risks - *Tuuraru*

- 73. There are no known risks associated with the decisions required for this matter.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Project Watershed 10 Year Plan 2024/25 - 2033/34

Attachment 2 - Waters 6 Monthly Activity Report

Attachment 3 - Transport 6 Monthly Activity Report

Attachment 4 - Resource Recovery 6 Monthly Activity Report

Note: Budgets exclude inflation.

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	24/25 PW budget	25/26 PW budget	26/27 PW budget	27/28 PW budget	28/29 PW budget	29/30 PW budget	30/31 PW budget	31/32 PW budget	32/33 PW budget	33/34 PW budget	2028-34 PW budget	Expected Completion date	"Specified Project" yes/no	Comments	
Stream cleaning Mangrove Stream (Wilkesville) Kerikerua Stream (Chertwell) Wairarapa Stream (Stoddard / Maori) Mangrove Stream (Stoddard / Maori) Te Awa O Kaiti Stream (Hokitika) Pukekohe Rohutu Te Awa O Kaiti Stream (Hokitika) Pukekohe Rohutu Te Awa O Kaiti Stream (Hokitika) Pukekohe Rohutu	HCC (City Waters)	Annual programme of works to keep streams, drains and open channels free of obstructions	Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions is minimised	133,700	133,700	133,700	133,700	133,700	133,700	133,700	133,700	133,700	133,700	1,650,600	30-Jun	No		
				31,600	31,600	31,600	31,600	31,600	31,600	31,600	31,600	31,600	31,600	442,400				
				31,600	31,600	31,600	31,600	31,600	31,600	31,600	31,600	31,600	31,600	391,300				
				24,300	24,300	24,300	24,300	24,300	24,300	24,300	24,300	24,300	24,300	272,300				
				16,600	16,600	16,600	16,600	16,600	16,600	16,600	16,600	16,600	16,600	102,200				
Project Watershed Management	HCC (City Waters)	SLA management to cover the costs of reporting, attending meetings etc with WRC in relation to Project Watershed works		26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	182,000	30-Jun			
Stream Bank Stabilisation	HCC (City Waters)	Proactive Stream Bank Stabilisation – Tributaries	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	105,000	105,000	105,000	105,000	105,000	105,000	105,000	105,000	105,000	105,000	735,000	30-Jun			
River Bank Stabilisation	HCC (City Parks)	Proactive River Bank Stabilisation – Waikato River	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	245,000	30-Jun			
Community Tree Planting	HCC (City Parks)	Proactive Stream Bank Stabilisation – Tributaries and Rivers carried out by volunteers	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation (planting)	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	231,000	30-Jun			
Maintenance of works and gully's	HCC (City Parks)	Works incl: Site preparation works, 2 years in advance of proactive bank planting After of past planting, 1st year intensive mow, 2nd year + follow on mow until handed to HCC BAU programme	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	171,000	171,000	171,000	171,000	171,000	171,000	171,000	171,000	171,000	171,000	1,197,000	30-Jun			
Erosion Control Works (LOS) Report Annual Increase across Projects	HCC (City Waters)	To address erosion events as they are identified during maintenance activities. Only erosion events that meet SLA objectives are to be funded.	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	265,000	315,000	365,000	415,000	465,000	515,000	565,000	615,000	665,000	715,000	3,955,000				
				50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000					
Project Watershed Total			Total	768,700	818,700	868,700	918,700	968,700	1,018,700	1,068,700	1,118,700	1,168,700	1,218,700	8,195,600				

April 2024

Highlights from Waters

Looking after our network

As Hamilton grows, access to Three Waters networks is becoming constrained, increasing the complexity and cost for maintenance.

1996 
maintenance tasks across Three Waters
 (proactive and reactive) (Oct-Dec 2023)



Routine inspections and network repairs
 are the most significant maintenance tasks.

Improvements



9/10 new drinking water zones - creating 10 drinking water supply zones to help manage supply, each with a reservoir, to help monitor quality and address leakages faster.

Hamilton South, Newcastle Gravity Zone and Newcastle Pumped Zone were recently completed; joining Ruakiwi, Dinsdale, Rototuna, Maeroa, Fairfield and Ruakura zones. The final zone, Pukete, will be completed in April 2024.

Compliance

All Three Waters activities are on track to meet compliance this year.

Staff's self-assessment of drinking water compliance came back as a high level of compliance with some minor exceedances for temperature, chlorine and pH levels.

Staff are regularly assessing and reporting on the new, and evolving, Government legislation including the new mandatory environmental performance measures being phased in by the national water services regulator, Taumata Arowai.

Every year, Waikato Regional Council reviews the conditions on all our water-related consents. Consent conditions cover the water supply activity broadly, and some requirements include management plans, operational limits, risk management, and the efficient use of water with users.



Hamilton City Council
 Te kaunihera o Kirikiriroa

New connections

Fast growth and intensification are driving a need to upgrade the existing network to accommodate new connections and making new connections more complex.



126

Properties connecting to our network or existing connections to our network upgraded
(Oct 2023 - Mar 2024)

209

connections requests on the to-do list



Sampling and analysis

Collecting and analysing water, wastewater and stormwater samples (by our Co-Lab Water Services team) is critical to prove our compliance and inform our processes and decision making.

2525

samples collected
(Oct 2023 - Mar 2024)



29,974

tests completed
(Oct 2023 - Mar 2024)



Wastewater

We keep on top of the compliance for our wastewater-related consents through testing, monitoring, contingency and management plans, design, operation and maintenance of the Pukete Treatment Plant, and our network of pipes and pumps.

Last year (July 2022 - June 2023), the overall wastewater compliance status was low-risk non-compliance.

This means any non-compliance had a low risk of adverse environmental effects or is technical in nature (e.g. failure to meet a reporting deadline).

The amount of wastewater flowing through our Pukete Treatment Plant was consistent in dry weather, and peaks during heavy rain.



50ML

the average wastewater discharge daily. That's the same amount as 2500 double milk tankers.

Highlights from Waters - April 2024



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Trade waste

Proactive management of trade waste is a key compliance activity to minimise the impacts on the wastewater network, Pukete Treatment Plant, and Waikato River. Trade waste management includes assessing new and renewed consent applications, monitoring and auditing, and resolving any non-compliance.

1321

**active Hamilton
business trade
waste consents**



508

**premises
audits
completed**



(Oct 2023 - Mar 2024)

72

**non-compliance
issues identified
and resolved**

(Oct 2023 - Mar 2024)

Stormwater

Stormwater activity is on track to meet full compliance. Development pressures continue to place increased pressure on compliance expectations.



Demonstrating compliance involves monitoring and reporting on sampling and analysis to verify that the stormwater network is meeting compliance requirements.

These consents are for structures, construction and stormwater discharge consents given to Council as a result of land development. The number changes based on the status of the developments and projects.

Stormwater management includes contingency and management plans including design, operation, and maintenance of the network, management of road-side catchpits; and managing contaminations.



Water supply



Average water use was 70ML per day. (Jan-Mar 2024)
That's the volume of 28 Olympic-sized pools daily

During the summer, staff closely monitor the city's water usage, Lake Taupō water levels and weather forecasts.

Water demand during the summer period was lower than previous years, so water restrictions were not needed.

Smart Water

1100+ people



engaged with the Smart Water Summer Events Roadshow including at Your Neighbourhood, the Rotorua Waikato Christmas markets and Gourmet in the Gardens.

8 classes



at Forest Lake Primary School and Fairfield Intermediate, received Smart Water for School lessons.



769 students from 33 classes at 8 schools

participated in United Nations World Water Day on 22 March 2024



The Smart Water campaign focussed on:



encouraging water conservation,
the value and journey of water, and
water saving tips.



Continued partnership with Waipā and Waitomo district councils to pool resources and respond to community needs.



April 2024

Highlights from Transport

Looking after our network

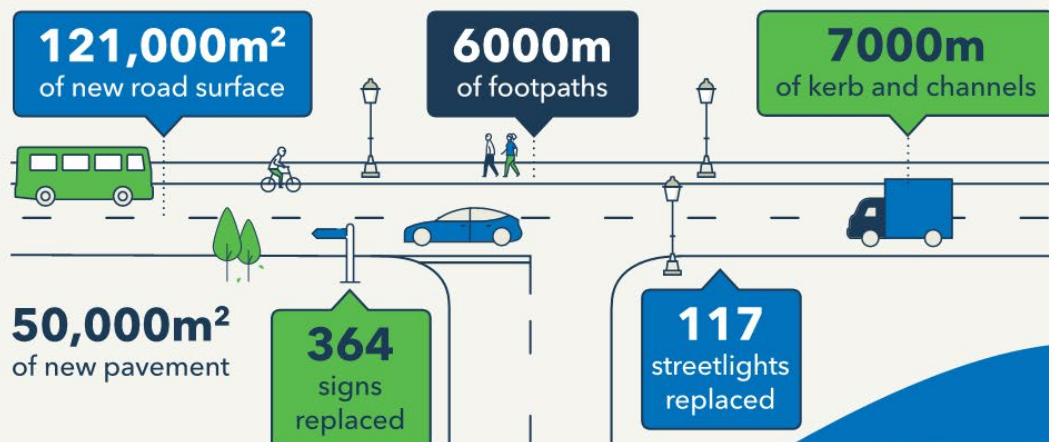
Connect Hamilton is Council's partnership with Downer NZ, who takes care of the maintenance and renewals of the city's roads, footpaths, traffic lights, streetlights, signs, guardrails, bridges, road marking, bus shelters, sweeping and vegetation.



Top three most common service requests since July 2023:



We maintained or renewed:



Who's using our network?

1219

people walking
in the central city
(Jan - Mar 2024)

2% less than
Jan-Mar 2023



64,000

people on bikes across
eight locations in the city
(Jan - Mar 2024)

4% more than
Jan-Mar 2023



20%



more - bus trips
were made in
Hamilton between
Jan-Mar 2024 compared
to the same time in 2023.

425 EV vehicles

are registered in the urban areas of the Waikato in 2023

Up 36% from 2022



Parking

68



**new electronic
parking kiosks were
recently installed** to
replace old, obsolete
parking meters.

300 all day paid parking spaces now in place.

The latest locations include Hill Street near Ruakiwi Road,
Ruakiwi Road near Hamilton Lake Domain, Tainui Street near
Hamilton Girls' High and Victoria Street near Mill Street.



**An updated Parking Policy
was approved.**

Safety

16

crashes
involving high speed
(Oct-Dec 2023)

21

less than
Oct-Dec 2022



18

crashes involving
pedestrians or people on
bikes (Oct-Dec 2023)

7

of those involved a
serious injury or death

Highlights from Transport - April 2024



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improvement projects



The roll out of the reduced speed limit of 30km/h around schools to keep our tam-ari-ki safe is planned to be in place by the start of schools' second term.

Urlich Ave's new raised safety crossing (near Melville Primary School's rear entry), new signage and disabled parking upgrade was finished.



Wairere Drive/ Gordonton Road

roundabout safety upgrade completed including raised safety platforms on the roundabout entries and new guard rail.

Lake Domain Drive's intersection transformation, to a more-visible T-intersection, raised safety crossings and additional safety upgrades, was completed.

Climate Emergency Response Fund (CERF) Transport Choices Programme

6 projects completed:



- Bus Shelter Replacements Citywide
- Hukanui Road Bus Stops
- Lake Road/Commerce Street
- Pembroke Street - o/s YMCA
- Killarney Road - Queens Avenue to the Western Rail Trail
- Anglesea Street (south).

4 projects under construction:



- Heaphy Terrace (Boundary Road to Brooklyn Road)
- Claudelands Park Connection
- End of Trip Facilities Citywide (Bike and Scooter Parking)
- Rifle Range Road.



2 projects to start:



- Hayes Paddock - planned for April 2024
- Rotokauri Road/Baverstock Road Bus Stop and Accessibility - planned for June 2024.

17 projects were removed

from the to-do list following a Council decision.



Highlights from Transport - April 2024



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Road safety education

350 students

were introduced to a new scooter programme in

4 schools

46 riders

through the motorcycle training (17 novice and 29 experienced)



20% increase

in active ways of travelling at both Whitiara and Te Ao Marama schools



19 people through the young driver programme



51 students

attended the SADD workshop (Students Against Dangerous Driving)



72 Council staff trained to use a fleet e-bike

4 City Safe staff trained to use their work e-bikes



Kids on bikes



10 schools, 995 students



86 students learning to ride a bike for the first time

Highlights from Transport - April 2024



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

April 2024

Highlights from Sustainable Resource Recovery

Looking after our city

Actions from the 2018-24 Waste Management and Minimisation Plan

5 
completed

10 
in progress

18 
ongoing/business as usual



Feature action: Staff updated the Fight the Landfill website to summarise changes to recycling from the new nation-wide rules.

Education and engagement

 **1676** people engaged with by
our Education Advisor

Community education took place during sessions at the Materials Resource Recovery Facility, schools, local community houses, Kainga Ora and agencies.

The focus has been on recycling right and small things people can do to reduce their waste.

Top three positive changes committed during education sessions:

- no more takeaway coffee cups
- no more food in the red bin
- better recycling efforts to avoid it going to landfill.



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Illegal dumping

32,960+ kg of illegal dumping removed (Jan-Mar 2024)

That's more than the weight of five elephants



That's almost 4000 kg less than Jan-Mar 2023

64 

infringement notices have been issued

(Oct 2023 - March 2024)

Areas where illegal dumping is reoccurring are proactively monitored and cleared away as quickly as possible.

Waste diversion



6 Mkg

of waste came through the Lincoln Street Transfer Station (Jan-Mar 2024)

That's around the same weight as 15 jumbo planes



That's 3Mkg less than in Jan-Mar 2023

1.9 Mkg

of recyclable waste came through the Hamilton Organic Centre

(Jan-Mar 2024)



When waste arrives at either our Lincoln Street Resource Recovery Centre (RRC) or Hamilton Organic Centre, it's then sorted to be recycled, go to landfill, or be recovered for another use.

47% of material is saved from landfill (March 2024)

Up from 29% in July 2022

Diverting construction and demolition materials (e.g wood, GIB board, concrete, steel and clean dirt) has had the biggest positive impact.

Other materials saved:

Glass Plastics 1, 2 and 5 Batteries E-waste Tyres
Aluminium Greenwaste Hazardous oil Gas Chemicals



Staff are working alongside construction companies, and Council's internal project teams, to develop waste plans and support construction sites to rethink how they manage their waste on site.

Highlight from Sustainable Resource Recovery - April 2024



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Founders Theatre project

Staff have been working alongside the Founders Theatre project team and contractors to divert materials from the demolition site to landfill.

2000 kg

of demolition material saved from going to landfill

That's more than the weight of four polar bears



148

items donated to Habitat for Humanity

(e.g. sinks, lighting, frames)

6000 kg

of asbestos sent to landfill

That's around the same weight as three giraffes



National collaboration

5 national groups that the Sustainable Resource Recovery Team currently has representation on.



Territorial Authority Illegal Dumping Working Group

WasteMINZ Territorial Authority Officer Steering Group

WasteMINZ Recycling & Resource Recovery Sector Steering Group

WasteMINZ Disposal to Land Sector Group Steering Group

WasteMINZ FOGO (Food/Organic/Garden Organics) Reference Group

Highlight from Sustainable Resource Recovery - April 2024



Hamilton
City Council
Te kaunihera o Kirikiriroa

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 Infrastructure and Transport Public Excluded minutes of 5 March 2024) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Refuse Transfer Station & Hamilton Organic Centre - Proposed Gates Fees 2024/25)	
C3. Bus Shelter Advertising Contract		

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