

Notice of Meeting:

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

Date: Tuesday 10 April 2018
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Growth and Infrastructure Committee OPEN AGENDA

Membership

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

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Governance Manager

4 April 2018

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Purpose

The Growth and Infrastructure Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

The Committee is delegated the following recommendatory powers:

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

Oversight of Policies

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

² Unfunded Growth Projects are defined in the Growth Funding Policy as:

- a) Not funded projects
- b) Funded projects but which are proposed to commence earlier than the sequencing and timing established in the 10 Year Plan; and/or

Funded projects but which are now proposed to occur beyond the scale, scope and cost prescribed or anticipated for those projects in the 10 Year Plan.

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1 Apologies

2 Confirmation of Agenda

The Committee to confirm the agenda.

3 Declaration of Interest

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

4 Public Forum

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

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

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

If you have any questions regarding Public Forum please contact Democracy by telephoning 07 838 6439.

Council Report

Committee: Growth and Infrastructure Committee **Date:** 10 April 2018

Author: Rebecca Watson **Authoriser:** Becca Brooke

Position: Committee Advisor **Position:** Governance Team Leader

Report Name: Confirmation of the Growth and Infrastructure Open Minutes - 20 February 2018

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

That the Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 20 February 2018 as a true and correct record.

Attachments

Attachment 1 - Growth and Infrastructure Open Minutes - 20 February 2018

Growth and Infrastructure Committee

OPEN MINUTES

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 20 February 2018 at 9.30am.

PRESENT

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

In attendance:

- Kelvyn Eglington - General Manager City Growth
- Debra Stan-Barton - Project Manager, Regulatory Efficiency and Effectiveness Programme
- Richard Briggs – Chief Executive
- Luke O'Dwyer – Economic Growth & Planning Unit Manager
- Blair Bowcott - Executive Director Special Projects
- Alice Morris - City Planning Policy Team Leader
- Shaun Peterson - Senior Workforce Manager
- Andrew Parsons - City Development Manager
- Eeva-Liisa Wright - Business Manager
- Trent Fowles - Compliance Manager
- Charlotte Catmur - Waste Minimisation Advisor
- Simon Young – Delivery Manager
- Nicola Walsh – Communications Advisor
- Tracy Buckland – Communications Advisor
- Sam Whittle – Communications Advisor
- Stafford Hodgson – Senior Strategic Policy Analyst
- Jamie Sirl – Senior Planning
- Scott Copeland – Procurement Manager
- Paula Brown – Water Compliance Specialist

Inspector Marcus Lynam – Waikato Road Policing Manager, NZ Police

Governance Staff:

- Becca Brooke – Governance Team Leader
- Claire Guthrie and Rebecca Watson – Committee Advisors

1. **Apologies** (Cr Macpherson/Deputy Mayor Gallagher)

That the apologies from Mayor King (for lateness) and Cr Pascoe be accepted.

2. **Confirmation of Agenda**

Resolved: (Crs Macpherson/Taylor)

That the agenda is confirmed noting that there is an attachment under separate cover for Item 12 (*Havelock North Drinking Water Government Inquiry – Outcomes and Implications*).

3. **Declarations of Interest**

No members of the Council declared a Conflict of Interest.

4. **Public Forum**

Hemi May Kelly spoke to Item 13 (*Cost and Implications of Extending Current Range of Plastics Collected at Kerbside*). She asked that if a kerbside collection cannot be started at this point in time then collection and recycling points be provided around the city and for kerbside collection to begin by 2020.

Anna Casey-Cox spoke to Item 13 (*Cost and Implications of Extending Current Range of Plastics Collected at Kerbside*). She spoke about alternative uses for any stockpiled plastics. She thanked the council for looking at alternative collection points as an interim measure until kerbside collection begins.

Ellie Craft and James Drew-Young from Generation Zero spoke to Item 9 (*Infill and Intensification Growth*) and Item 11 (*Access Hamilton Taskforce*). They spoke about the current tour of New Zealand they are undertaking to create awareness of zero emissions and the Zero Carbon Act, and asked that this Act be taken into account in all aspects of decision-making undertaken by the Council.

5. **Chair's Report - 20 February 2018**

The Chair introduced the report and noted that the Schedule of Reports for 2018 was to come to a future Growth and Infrastructure Committee meeting to be approved. He responded to questions from Elected Members concerning raising the visibility of resource consents of significance or public interest.

Action: Staff undertook to clarify the resource consent process and report back to the April 2018 Growth and Infrastructure meeting.

Resolved: (Crs Macpherson/Taylor)

That the Growth and Infrastructure Committee receives the report for information.

Mayor King joined the meeting (10.07am) during the discussion of the above item. He was present when the matter was voted on.

6. Confirmation of the Growth and Infrastructure Open Minutes - 5 December 2017

Resolved: (Crs Macpherson/Taylor)

That the Committee confirms the Open Minutes of the Growth and Infrastructure Committee Meeting held on 5 December 2017 as a true and correct record.

7. General Managers' Report

The General Manager City Growth took the report as read. Staff responded to questions from Elected Members concerning the following matters within the General Managers report:

- Waikato Means Business Proposal and when Council could expect to be involved.
- Statistical data on the retail spend within Hamilton City.
- The requirement for consistent population growth figures and calculations to be used across council.
- The Local Alcohol Policy process.
- Costs associated with the development of a Shared Waters Management Company, and Central Governments interest in the project.
- The Strategic Business Case for a rail service between Hamilton and Auckland, and the cost effectiveness of this transport initiative.

Action: Staff undertook to provide an update to Elected Members on the Heritage Policy at an upcoming Elected Member Briefing.

Resolved: (Cr Macpherson/Taylor)

That the Growth and Infrastructure Committee receives the report.

The meeting adjourned (10.47am to 11.09am) during the discussion of the above item.

The meeting started back with Item 8 (NZ Policing – Update on road policing activities in Hamilton City) prior to resuming with Item 7 (General Manager's Report).

Cr O'Leary retired from the meeting (12.30pm) during the discussion of the above item. She was not present when the matter was voted on.

The meeting adjourned (12.33pm to 1.20pm) during the discussion of the above matter.

8. NZ Police - Update on road policing activities in Hamilton city

The Waikato Road Policing Manager gave a verbal update on road policing activities in Hamilton City. He outlined the resources available in Hamilton and the Police priorities for road policing which focused on education for drivers and ensuring that officers were visible to the public.

He responded to questions from Elected Members concerning road and driver safety including the deployment of dedicated road policing units in Hamilton, the efficiency of drink driving checkpoints, whether legal and illegal drugs would be included in road side impairment testing, and the management of illegal street racers.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee receives the report.

9. Infill and Intensification Growth

The City Planning Policy Team Leader spoke to the report. Staff responded to questions from Elected Members concerning the availability of the correct type of housing to meet demand, and whether Hamilton had more or less urban density than cities of a comparative size.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee receives the report.

10. Development Contributions Remissions Quarter 2 2018

The report was taken as read.

Resolved: (Crs Macpherson/Tooman)

That the Growth and Infrastructure Committee receives the report.

11. Access Hamilton Taskforce - Revised Terms of Reference

The report was taken as read.

Resolved: (Cr Bunting/Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the revised Terms of Reference for the Access Hamilton Taskforce in accordance with Terms of Reference attached to this report; and
- c) approves the disestablishment of the Speed Management Taskforce.

The meeting adjourned 3.20pm – 3.30pm at the conclusion of the above item.

Mayor King left the meeting during the above adjournment (3.20pm).

12. Havelock North Drinking Water Government Inquiry - Outcomes and Implications

The Compliance Manager and the Water Compliance Specialist spoke to the report. Staff responded to questions from Elected Members concerning the issues and learnings to be taken from the inquiry.

Action: Staff undertook to circulate the Central Government's response to the Havelock North Drinking Water Inquiry once received.

Resolved: (Crs Macpherson/Casson)

That the Growth and Infrastructure Committee receives the report.

13. Cost and Implications of Extending Current Range of Plastics Collected at Kerbside

The Compliance Manager and the Waste Minimisation Manager took the report as read. Staff responded to questions from Elected Members concerning how centralised drop-off stations could be managed and the costs associated with option 2 outlined with the report.

Motion: (Mayor King/Cr Tooman)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves option 1 - retain the current kerbside collection service; and
- c) notes that the proposed 2020 kerbside rubbish and recycling collection service includes the collection and recycling of plastics 1-7.

Amendment: (Cr Macpherson/Deputy Mayor Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves option 2 – as per the staff report; and
- c) notes that the proposed 2020 kerbside rubbish and recycling collection service includes the collection and recycling of plastics 1-7.

The Amendment was put.

Those for the Amendment: Deputy Mayor Gallagher, Crs Macpherson, Casson, and Henry.

Those against the Amendment: Mayor King, Crs Bunting, Mallett, Southgate, Taylor and Tooman.

The Amendment was declared lost.

Further Amendment: (Crs Southgate/Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) requests staff carry out a desktop investigation on the opportunities and barriers on best practice dealing with plastics 3–7; and
- c) notes that the proposed 2020 kerbside rubbish and recycling collection service includes the collection and recycling of plastics 1-7.

The Amendment was put.

Those for the Amendment: Deputy Mayor Gallagher, Crs Macpherson, Casson, Henry and Southgate.

Those against the Amendment: Mayor King, Crs Bunting, Mallett, Taylor and Tooman.

The Amendment was declared equal.

The Chair exercised his casting vote and the Amendment was declared carried.

The Amendment as the Substantive Motion was then put and declared carried.

Resolve: (Crs Southgate/Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) requests staff carry out a desktop investigation on the opportunities and barriers on best practice dealing with plastics 3–7; and
- c) notes that the proposed 2020 kerbside rubbish and recycling collection service includes the collection and recycling of plastics 1-7.

Crs Mallett and Tooman Dissenting.

Mayor King re-joined the meeting (3.40pm) during the discussion of the above item. He was present when the matter was voted on.

14. Resolution to Exclude the Public

Resolved: (Crs Macpherson/Bunting)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Growth and Infrastructure Public Excluded Minutes - 5 December 2017) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Cost and Implications of Extending Current Range of Plastics Collected at Kerbside)	
C3. Contract 16234 - Rubbish and Recycling Services and Contract 17045 - Solid Waste Disposal		

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 enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)

Cr Southgate retired from the meeting (4.25pm) at the conclusion of the open section of the meeting.

The meeting went into a Public Excluded session at 4.25pm.

The meeting was declared closed at 4.35pm.

Council Report

Item 6

Committee:	Growth and Infrastructure Committee	Date:	10 April 2018
Authors:	Chris Allen and Jen Baird	Authorisers:	Jen Baird and Chris Allen
Positions:	General Manager City Infrastructure and General Manager City Growth	Positions:	General Manager City Growth and General Manager City Infrastructure
Report Name:	General Managers' Report		

Report Status	<i>Open</i>
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Purpose

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

Staff Recommendation

2. That the Growth and Infrastructure Committee;
 - a) receives the report;
 - b) notes that Waipa District Council has declined the opportunity to establish a Shared Waters Management Company and that no further work will be undertaken on this 3-waters collaborative initiative; and
 - c) notes that staff will continue to investigate collaborative opportunities as part of asset management planning for the delivery of 3-waters services, with a particular focus on strategic infrastructure solutions, collaboration on Resource Management Act and policy matters and resilience across the greater Hamilton growth area (covering both Hamilton and the growth communities surrounding the city).

Discussion

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

Resource Consent

4. There are two types of resource consents that the Planning Guidance Unit process, being Subdivision and Land Use. Consents are considered under the Resource Management Act (RMA) and the District Plan.

5. Prior to lodging consent applications, applicants normally engage with Planning Guidance staff via the Duty Planner service and/or the pre-application service for direction on certainty and clarity on the content of upon which an application is made.
6. Any application lodged needs to be complete and incorporate the necessary informative requirements. Often this means additional landscaping, traffic, ecological, acoustic and economic reports, depending on the type of application. In some instances, these reports need to be peer reviewed to help form a view to complete the statutory assessments required under the RMA.
7. The processing of a consent application incorporates a section 95 (s95) of the RMA (notification decision) which determines the level of involvement from third parties, i.e., submissions.
8. Also, following a notification decision, an overall (s104) decision is made taking into account the relevant sections of the Resource Management Act to grant or decline consent.
9. These relevant sections include, but are not limited to Part 2 of the Act, which incorporates the Purpose of the Act (s5) and the Treaty of Waitangi (s8).
10. Through the Delegations to Officers Specific to the Resource Management Act (RMA), the Planning Guidance Unit Manager has delegated authority to make a decision on both s95 (notification) and s104 (grant/decline).
11. Should an application require notification and submissions received, the application typically proceeds to a hearing.
12. In 2014 Council approved a panel of 10 Independent Hearings Commissioners (see Attachment 1), to which it delegated its power to hear and determine resource consent applications that proceeded to hearing.
13. In addition, any Hamilton City Councillor who is a Ministry for the Environment accredited RMA Commissioner can be included on the panel.
14. The General Manager City Growth has delegated authority to select a hearings Commissioner/s from the appointed list to hear and decide RMA matters.
15. This authority was renewed in December 2016 through a 'right of renewal' clause at Council's discretion (see Attachment 2).
16. When there is a conflict of interest, applications are sent to external planning consultants for processing.

The decision to grant or decline a consent remains with the Planning Guidance Unit Manager but can be delegated to a Commissioner if required.

Strategic Regional Collaboration (Executive Director, Special Projects)

17. The following is to update elected members on the Council's involvement in regional and sub-regional strategic planning partnerships.
18. **Waikato Mayoral Forum**
19. A summary of the Waikato Mayoral Forum meetings is circulated after each meeting and copies can be located at <http://www.waikatomayoralforum.org.nz>. The most recent meeting was held 12 February 2018.
20. The establishment of the Waikato Regional Economic Development Agenda (REDA) (to replace Waikato Means Business) is underway. Blair Bowcott and Rob Williams (TCDC) have been appointed a local government members of the board to oversee the setup of the Waikato REDA. The remaining members of the board have been selected by Mayors Tregidga, Hanna and Mylchreest and are Chris Joblin, Kim Hill, Kiri Goulter and Dallas Fisher. A seventh member is still to be appointed.

21. The Waikato Mayoral Forum has asked that the Waikato Regional Council reports to the next Waikato Mayoral Forum meeting on 16 April 2018 on a proposal to levy a regional targeted rate to build up a regional facilities fund. Other agenda items to be discussed at this meeting include collaborative opportunities around Maaori Representation and Local Alcohol Policies.
22. **Waikato Plan**
23. The Waikato Plan is now in the implementation phase. The next scheduled meeting is 16 April 2018 where six representatives will be appointed at this meeting – four x iwi, one x DHB and one x MSD.
24. The Waikato Plan has been:
 - supporting facilitation of actions in the plan – DHB’s Virtual Health Strategy Refresh, Maaori Economic Action Plan
 - providing thought leadership on the South Waikato Economic Development Action Plan
 - providing expert resourcing to councils – for example an Index of Multiple Deprivation
25. Hamilton has made it clear to the other Councils and stakeholders in the Waikato Plan that its ongoing participation is subject to a review by 30 June 2018, and a clear demonstration of outcomes achieved and actions/opportunities in the short, medium and long term that would not have occurred without the Waikato Plan.
26. **Future Proof**
27. The new Future Proof Strategy – Planning for Growth (November 2017) was recommended by the Future Proof Implementation Committee and has been adopted by all the partner councils. This Phase I strategy update, built on the original 2009 document, reaffirmed the agreed settlement pattern and carrying forward the key principles. It was however, based on more up-to-date population projections and introduced flexibility provisions to ensure it could be more responsive to alternative growth options. It was also very much refined and more specifically targeted on growth management, than the original strategy.
28. The Future Proof partnership has been working through the requirements of the National Policy Statement on Urban Development Capacity (NPS UDC). These include the Housing and Business Development Capacity Assessment and the Housing and Business Market Indicators Quarterly Monitoring Report, as will be reported elsewhere on this agenda.
29. The Future Proof Strategy Phase II is currently being scoped and will incorporate the Future Proof Development Strategy (as also required by the NPS UDC).
30. **Waikato Economic Development**
31. Waikato Means Business (WMB) has been working on establishing the Waikato Regional Economic Development Agency (REDA). An establishment board will guide the formation of the agency. Hamilton is represented on the establishment board by Blair Bowcott. Once established, it is proposed that the Waikato REDA board will report to the Waikato Mayoral Forum or the Waikato Plan Leadership Group and that the REDA Chair is a member of that group.
32. As of February 2018, approximately one third of sponsorship money required for REDA had been secured. Along with resources pledged by regional and local government, the REDA is on track to be well resourced for commencement from July 2018.
33. WMB currently have fourteen projects underway across the region.
34. **Regional Technical Specifications**
35. The Regional Technical Specifications have been out for public consultation and the team are currently working through the close out of feedback from submissions.

36. **UNISA**
37. The next UNISA Mayors' and Chairs' meeting is to be held on 13 April 2018, and includes the attendance of senior Government Ministers.
38. In advance of that meeting, UNISA has provided information to the Prime Minister and Ministers outlining the challenges and successes of the Upper North Island regions, how UNISA currently works with central Government and what UNISA councils see as Upper North Island priorities.
39. **Regional Fuel Tax**
40. HCC approached Central Government seeking the implementation of a 10c (plus GST) per litre fuel tax for the City to fund transport activities. This request was declined, and the Minister advised that no areas outside Auckland would get a fuel tax in this term (2017 – 2020).
41. Staff have maintained discussions with the Ministry of Transport (MOT). The MOT noted that a larger geographical area would be needed to avoid the potential for border leakage (people travelling to access cheaper fuel). A memo was presented to the Waikato Chief Executives' Forum to gauge regional interest in pursuing a regional or sub-regional fuel tax over the medium term. Waikato District Council has resolved to pursue a fuel tax in conjunction with Hamilton. A number of other councils were also in favour of pursuing this with Central Government as a medium-term action, and the Regional Transport Committee agreed to include an action to this effect in the Draft Regional Land Transport Plan (2018 – 2048) that was adopted for consultation on 4 March 2018.
42. **Healthy Rivers Regional Plan Change**
43. The submissions on the Proposed Waikato Regional Plan Change 1 - Waikato and Waipa River Catchments (Healthy Rivers – PPC1) are now available. Staff have begun reviewing the draft summary of submissions in preparation for making any further submissions when Waikato Regional Council call for these in August/September-2018.
44. WRC held a meeting on 2 March 2018 of territorial local authority (TLA) submitters on the Healthy Rivers Plan Change, which HCC attended. At the meeting WRC invited the TLA's to collaborate with each other and present any common positions to the submission hearing.
45. WRC plans to notify Variation 1 to PPC1 in mid-April 2018. This will reinstate, with amendments, the parts of PPC1 applying to the north-eastern part of the region lying within the traditional territory of Pare Hauraki. These parts were withdrawn in December 2016.

Sub-Regional Waters Collaboration Update (Executive Director, Special Projects)

46. In December 2017, Waipa District Council resolved not to participate in a Shared Waters Management Company. Following receipt of a notice of potential judicial review, Waipa reconsidered its response on 27 March 2018 and has confirmed their resolution to not proceed with a Shared Water Management Company with Hamilton City Council.
47. Waikato District Council has resolved to contract the delivery of the core elements of its 3-waters service to Watercare Services Ltd, and to establish a Waters Governance Board with Waikato-Tainui representation to oversee this arrangement. Waikato is consulting on this arrangement in its draft 2018-28 Long Term Plan.

48. Noting the Waipa and Waikato decisions, HCC will continue to provide and manage 3-waters services as it currently does. However, the core challenges and opportunities for the delivery of water, wastewater and stormwater services across a high growth area remain. These were the original basis of HCC examining collaborative and alternative methods of delivering 3-water services. Whilst the establishment of a jointly owned organisation with other Councils is now off the table, there are still collaborative opportunities to be explored. As part of our asset management planning for the delivery of HCC 3-waters services, we will continue to explore opportunities for collaboration, with a particular focus on strategic infrastructure solutions, collaboration on RMA and policy matters and resilience across the greater Hamilton growth area (covering both Hamilton and the growth communities surrounding the city). The Futureproof Growth Strategy also has a Water Policy Group which has the same intent. Examples of longer term opportunities to be considered include provision of second water supply to the city/sub region to provide resilience and address growth, wastewater provision for “wet industry” and growth.

Fatal Crash Data for Hamilton City (GM City Infrastructure)

49. The 20 June 2017 meeting of the Growth and Infrastructure Committee resolved to set Hamilton City Council’s road death target in 10 years’ time as zero in the Access Hamilton Programme 2017.
50. To assist monitoring of progress against this target, an update will be provided at each Growth and Infrastructure Committee on the fatal crashes that have occurred during the year.
51. To date we have not had any fatal crashes in Hamilton City during 2018. Information on the fatal crashes which occurred in 2017 were provided in the 20 February 2018 report to the Growth and Infrastructure Committee.
52. As a reference, information on the fatal crash locations by Local Authority for 2017 and 2018 are provided in Attachment 3 .

Regional Passenger Transport Patronage Reports (GM City Infrastructure)

53. The Waikato Regional Council (WRC) are responsible for the operation of bus services in and around the city and the great Waikato Region, with Hamilton City providing the infrastructure (bus stops, accessible ‘Kirsty’ kerbs, bus shelters and the Transport Centre).
54. The WRC produce a monthly patronage report and a copy of the February 2018 report is included in this report as Attachment 4.
55. It is intended that these reports will be made available to Councillors via the ‘One Drive’ in the ‘Regional Public Transport Patronage Report’ folder.

Access Hamilton Taskforce Update (GM City Infrastructure)

56. The Access Hamilton Taskforce had their first meeting on Friday 16th March 2018.
57. The key topics covered in the meeting were:
58. **Development of a Speed Management Plan**
59. Development of a Speed Management Plan is a piece of work that will be undertaken in parallel to proposed changes to the Hamilton City Speed Bylaw this year.
60. This work is discussed in more detail in the Speed Management report which is being considered by the Growth and Infrastructure Committee on 10 April 2018.

61. **2017/18 Discretionary Transport Programme Delivery**
62. The Discretionary Transport Programme for the 2017/18 financial year was approved by the Growth and Infrastructure Committee at the 1 August 2017 meeting, with an update to the prioritisation of the programme provided at the 20 February 2018 Growth and Committee. The contract has now been let and work will be commencing in April 2018.
63. A progress update on the consultation work being undertaken in the Frankton Village in response to the Pukeko Street submission regarding safety and speed issues (heard at the 28 March 2017 meeting of the Growth and Infrastructure Committee) was provided.
64. Updates on each of the sites within the programme which are about to have work commencing will be provided to Councillors via the weekly Executive Update.
65. **2018/19 Discretionary Transport Programme Development**
66. Early work is now starting on the development of the Discretionary Transport Programme for 2018/19. This involves staff reviewing our crash data, customer and Councillor requests and scoping up potential treatment options and costs.
67. These options will be progressively considered by the Access Hamilton Taskforce at upcoming meetings to scope up a programme of work which will then be reported to the Growth and Infrastructure Committee at the 20 May 2018 meeting.
68. Alandale Retirement Village is a recent example of a site that will now have options considered by staff and reported back through the Taskforce meetings.
69. **Rototuna NorthEast Community Update**
70. Planning for an open day for the community in the Rototuna NorthEast was discussed including undertaking a review of a map for the area to identify all the changes expected in the area over the next 9+ months. 'Hotspots' and issues were also identified to ensure that there is information included in the materials developed were also discussed.
71. It was agreed that the openday should include both Waikato District Council and NZ Transport Agency activities.
72. **Safety Summit**
73. A Local Government Road Safety Summit has been organised by the Ministry of Transport for 9 April 2018. A copy of the invitation and agenda is included as Attachment 5 to this report.
74. Councillor Dave Macpherson and Robyn Denton (Network Operations Team Leader, City Transportation) will provide a verbal update to the Growth and Infrastructure Committee at its meeting on 10 April 2018.
75. **Future Meetings**
76. The Taskforce meetings have been scheduled for an approximately three-weekly cycle and the next meeting is set for 4 April 2018.

Waste Taskforce Update (GM City Infrastructure)

77. The Waste Taskforce met on 26 March 2018 to discuss event waste, the kerbside rubbish and recycling service and the Waste Management and Minimisation Plan. The following is a summary of the meeting:
78. **Event waste:**
79. Projects are continuing with the Waikato Show and Gourmet in the Garden. Staff are investigating purchasing event waste kits that small events can hire to support waste minimisation at their events.

80. **Kerbside rubbish and recycling service:**

81. Discussion on China's green sword policy and the emerging impact it is having in New Zealand and overseas.

82. The Housing Review has identified many new developments are not including adequate provision for on-site storage space for wheelie bins or space for collection on the kerbside. Discussions are underway with the Regulatory Efficiency and Effectiveness Program team regarding options to address this issue. Interim guidance may be needed to support developers in creating adequate storage and collection space.

83. **2018-2028 Waste Management and Minimisation Plan**

84. Based on the consultation feedback there are 3 recommended changes to the Waste Plan. These will be presented at the 19 April 2018 Council meeting.

85. The next meeting of the Waste Taskforce is Wednesday 2nd May.

Passenger Rail Update (GM City Infrastructure)

86. A detailed update on the Hamilton To Auckland passenger rail service was given to the February 2018 meeting of the Growth and Infrastructure Committee meeting.

87. In summary;

- Hamilton City is part of a multi-agency Working Group developing a strategic business case for transport connections between Hamilton and Auckland
- The strategic business case is looking at the long-term issue of transport connectivity between Hamilton and Auckland as well as a start-up passenger rail service to give effect to government policy
- As part of the work a passenger demand survey has been undertaken which has shown that there is demand in excess of the earlier predictions from 2011 when the matter was last looked at
- On the 3rd April 2018, the Government released its draft 2018 Government Policy Statement on transport funding. This document confirms previous written advice on emerging policy that will ensure public transport has greater priority in cities than it has previously been given as would expanding the public transport system to support new housing and inter regional commuting, including rail.
- The Minister of Transport who is also the Minister of Housing and Urban Development indicated he intends to progress work on a service between Hamilton and Auckland as a matter of priority and that he was making his officials available to agree on key elements that the business case needed to cover.
- The Minister also indicated that he intended to convene a broader discussion with key Waikato stakeholders to advance development of the Auckland to Hamilton Corridor as part of a wider regional growth initiative.
- A report from Waikato Regional Council was attached to the February 2018 Committee report which set out the emerging costs of a service.

88. Since this meeting the Minister met on 26 February 2018 with Waikato stakeholders and the discussions centred on the broader growth initiatives between Hamilton and Auckland, including the start-up passenger rail service. In these discussions, he again emphasised his intent to facilitate the early commencement of a start-up service and had his officials at the meeting to aid discussions.

89. Arising out of this meeting is a need to develop a corridor plan between Hamilton and Auckland to capture all of the development opportunities that can be accelerated and the agreed actions between the government, Councils, Iwi and key stakeholders to enable these. This work aligns well with the transport connection work underway and which is the subject of this report, and also with a North Waikato Growth Opportunities programme business case which has recently been completed.
90. The start-up passenger rail business case is progressing well and a final draft will be ready in time to be tabled at the next 27 April 2018 meeting of the Working Group. The intent was to have this business case ready for the Minister to be able to confirm government commitment to the project, particularly relating to government funding, clarity around ownership of rolling stock and how the service would be operated. This in turn will allow informed decision making for the 10 Year Plans that all three councils are currently consulting on.
91. This Committee has also separately approved some scoping work on the park and ride land that was purchased last year in Rotokauri opposite the Base. This land was purchased adjacent to a potential rail siding alongside Tasman Road and indicatively shown in the Hamilton District Plan.
92. This scoping work is underway to consider how best this land might be utilised taking into account;
- Its desirability to become a north Hamilton public transport hub- with or without passenger rail;
 - Its interaction with the Base and its future long-term planning;
 - The future bus routing as this part of the city grows, particularly taking into account the route options for the flagship Orbiter Service; and
 - Its interaction with the wider transport network and the form and function of any public road that abuts the transport hub including the potential closure of Tasman Road to all or some traffic.
93. There is a separate report to this Committee meeting in relation to the Tasman Grieg development which provides the opportunity for Council to acquire the land and to build a collector road that abuts and is an integral part of the Rotokauri transport network, and which won't be built unless Council enters into a Private Developer Agreement.
94. While the main intent of this transaction is to complete the transport network in the area, it is also critical for the future transport hub and the scoping work we have underway will be considering this.
95. The strategic business case will be available prior to the next meeting of the Growth and Infrastructure Committee on 29 May 2018 and a full report will be provided.

Financial Considerations

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

Legal and Policy Considerations

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

Cultural Considerations

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

Sustainability Considerations

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

Risks

100. There are no known risks associated with this matter.

Item 6

Significance & Engagement Policy

Significance

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

Engagement

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

Attachments

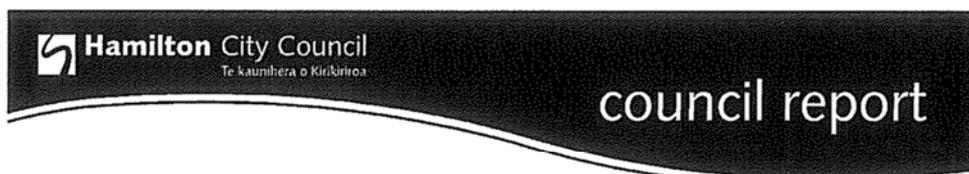
Attachment 1 - Council report - Appointment of Panel of Independent Hearings Commissions for certain RMA matters - 27 March 2014

Attachment 2 - Council report - Re-appointment of Panel of Independent Hearings Commissioners for certain RMA matters - 13 December 2016

Attachment 3 - Waikato Region fatal crash locations by Local Authority 2017 & 2018

Attachment 4 - Regional passenger transport patronage report February 2018

Attachment 5 - Local Authority Road Safety Summit



Committee: Council **Date:** 27 March 2014

Report Name: Appointment of Panel of Independent Hearings Commissioners for certain RMA matters **Author:** Debra Stan-Barton

Report Status	<i>This report is taken as a publicly excluded item to protect the privacy of natural persons.</i>
Strategy, Policy or Plan context	<i>RMA efficiency and legal requirements.</i>
Financial status	<i>There is an applicant hearing fee. Legal ability for Council to directly on-charge applicants the commissioner fees is yet to be determined.</i>
Assessment of significance	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance.</i>

1. Purpose of the Report

2. To appoint a panel of Council-approved independent hearings commissioners to determine certain matters under the Resource Management Act 1991(RMA).

3. Executive Summary

Council has decided to determine a range of RMA matters by independent hearings commissioners, and directed staff to procure a panel of 10 independent commissioners to be approved by Council to hear these matters. In addition any Hamilton City Councillor who is a Ministry for the Environment accredited RMA commissioner is to be included on the panel.

4. It is recommended that Council appoints and delegates its powers to hear and determine these matters to the panel of commissioners from which staff can then select a commissioner for a specific hearing.

5. Recommendation/s from Management

6. That the report be received.
7. That Council appoints the following persons to the Council independent hearings commissioners panel:
William Wasley;
Simon Berry;
Murray Kivell;
Rebecca Macky;
Russell De Luca;

Richard Knott;

Alan Withy;

Alan Bickers;

Mark Farnsworth;

Loretta Lovell;

Any Hamilton City Councillor who is a Ministry for the Environment accredited RMA commissioner.

8. That Council delegates to these commissioners the power to hear and decide any of the following RMA matters:
 - application for a resource consent or change to conditions of resource consent;
 - notice of objection;
 - notice of requirement to: designate land and alter a designation; for a heritage order and alteration to a heritage order.
9. That Council delegates to these commissioners the power to exercise all procedural powers under the RMA relevant to the matter to be heard from the date selection is confirmed by the GM City Environments until the date the final decision is delivered by the hearings commissioner/s; select a hearings chairperson; and give the chairperson, if one is selected, a casting vote.
10. That the GM City Environments is delegated authority to select a hearings commissioner/s from the appointed list to hear and decide RMA matters.
11. That the commissioners' decisions be reported to Council for information and District Plan effectiveness monitoring.
12. That the Chief Executive is delegated to finalize and execute Panel Contracts with the selected independent hearing commissioners.
13. The approved contract term for the independent hearings commissioners is set at three years, plus a right of renewal of three years at Council's sole discretion.

9. Attachments

10. Attachment 1 - Commissioner Biographies

Key Issues

11. Background

- The RMA allows Council to appoint and delegate certain functions, powers and duties to RMA hearings commissioners.
- Council has decided to create a panel of approved independent hearings commissioners from which commissioners would be chosen to hear and decide individual RMA matters.
- A public Request for Expression of Interest (REOI) was issued by Council 13 February 2014.
- The contract terms was set at 3 years with a right of renewal of 3 years at Council's sole discretion in order to approximate the electoral cycle; thereby providing Council with the opportunity to change its arrangements should it desire to do so and provide services while any new Council determines how it wishes to carry out this function.
- There were 44 responses to the public REOI. A Tender Evaluation Team of Brian Croad (General Manager City Environments), Debra Stan-Barton (Planning Guidance Unit Manager) and Lachlan Muldowney (City Solicitor – Tompkins Wake) evaluated the responses.

- The responses were evaluated using the Mandatory Assessment Criteria (must be an accredited RMA hearing commissioner and acceptance of Council's proposed contract terms, conditions and rates) on a pass or fail basis; then a Quality based assessment for all respondents that passed the Mandatory Assessment Criteria.
- 32 passed the Mandatory Assessment Criteria and 12 failed and were ruled out of further evaluation.
- Those respondents that passed the Mandatory Assessment Criteria were assessed against the Quality attributes as contained in the REOI. The Quality attributes looked at Relevant Skills, Relevant Experience, Hamilton City Knowledge and Local Impact Criteria.
- The highest ranked respondents in order against the Quality attributes were:

Tenderer	Grade	Rank
Wasley Knell Consultants Limited (William Wasley)	87.17	1.00
Berry Simons (Simon Berry)	84.00	2.00
Environmental Management Services Limited (Murray Kivell)	82.25	3.00
Rebecca Macky, Environmental Counsel (Rebecca Macky)	80.00	4.00
Russell De Luca Consultancy Ltd (Russell De Luca)	78.25	5.00
Richard Knott	76.92	6.00
Withy Consulting Limited t/a Alandale Associates (Alan Withy)	76.75	7.00
Jayal Enterprises Ltd (Alan Bickers)	75.88	8.00
Farnsworth Management Services (Mark Farnsworth)	73.75	9.00
Te Nahu Lovell & Co Ltd (Loretta Lovell)	71.96	10.00

12. Strategic alignment
 - A good place to do business
13. Legislative requirements or legal issues
 - The City Solicitor was part of the Evaluation Panel.
14. Treaty requirements/implications
 - One person selected for the panel has stated specific Maori links and/or expertise. While there were other applicants with Maori links the evaluation process ranked them below the top 10 applicants.
15. **Financial and Resourcing Implications**
16. The tender process set fixed hourly fees for commissioners of \$150.00 per hour ex GST for panel members and \$170.00 per hour ex GST for the Chair. These rates are inclusive of all

disbursements. The rates were set based on benchmarking of arrangements used by other Councils including Auckland City but have been set to include disbursements.

17. These rates were accepted by the successful applicants.
18. Councillor hearing fees were not on-charged to applicants when the Statutory Management Committee heard and decided RMA matters. Councillors were paid from the Democracy budget. At the current time applicants pay a flat fee of \$1820 for a hearing. This fee will be used to off-set the cost of commissioners. Legal opinion has been sought to determine if, or how much of the commissioner fees can be directly on-charged to applicants, and the outcome will be reported back to Council when confirmed.

19. Risk

20. The Request for Expression of Interest process was undertaken in line with Council's standard procurement practices and good practice. Conflict of Interest declarations were obtained from all members of the Tender Evaluation Team.
21. Council appoints a list of accredited RMA hearings commissioners as a pre-approved panel. This provides a choice of suitable people. It appropriately manages risk in terms of legal requirements, statutory timeframes and process efficiency.

Signatory

Authoriser	Brian Croad, General Manager City Environments Group
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Commissioner Qualifications and Brief Biography

William Wasley;

- BA (Geography), Bachelor of Regional Planning. Full member of the New Zealand Planning Institute
- Director Wasley Knell Consultants Ltd
- Holds chair endorsement
- Former independent chair of FutureProof Joint Committee
- Acted as hearings commissioner in Hamilton, Auckland, Papakura, Franklin
- Provided peer review for development of "Making Good Decisions" accreditation program
- One of 2 hearings commissioners who are considering and determining all submissions in respect of the Hamilton City Proposed District Plan

Simon Berry;

- LLB (Hons). Partner, Berry Simons, Specialist environmental/resource management barrister
- Acted as hearings commissioner in Franklin, North Shore City, Taupo, King Country, TCDC
- Has acted for HCC in respect of the HCC water take and HCC comprehensive storm water consents. Currently instructed by HCC in its role as a member of the Waikato River Municipal Users Group in the appeal against decisions on the Proposed RPS

Murray Kivell;

- BSc Geography, Graduate Diploma in Town Planning and post-graduate diploma in Dispute Resolution. Full member of the New Zealand Planning Institute.
- Based in Hamilton since 1994. Director of Environmental Management Services (resource management planning services company)
- Has been involved in a range of HCC projects and acted as a planning reporting officer on a wide variety of resource consent applications
- Provided consultant planning input in the current District Plan review
- Has acted as hearings commissioner for HCC

Rebecca Macky;

- LLB, BA, resource management lawyer, environmental counsel with own practice. Formerly partner at Bell Gully
- Commissioner work includes Auckland City (also duty commissioner), Manukau City
- Holds chair endorsement
- Has acted for clients in Waipa, Hamilton Airport expansion and Proposed RPS

Russell De Luca;

- BSocSci, Dip Town Planning, Grad Dip Business Studies (Dispute Resolution-Mediation), Full member New Zealand Planning Institute
- Director and sole principal of Russell De Luca Consultancy Ltd, a resource management consultancy and dispute resolution business

- Former District Planner, Implementation, Western Bay of Plenty District Council
- Acted as hearings commissioner for Tauranga, Western Bay, Whakatane, Otorohanga
- Holds chair endorsement

Richard Knott;

- Bachelor of Planning, Bachelor of Arts, Town and Country Planning
- Manager, urban designer, planner and heritage/historic building specialist
- Currently employed as Associate Director, Design and Planning for AECOM
- Past Manukau City Council Group Manager Urban Design, and principal specialist heritage and urban design
- Acted as commissioner for Auckland Council

Alan Withy;

- First class honors degree public policy, masters in management; and diplomas in dispute resolution, land surveying and town planning.
- Holds chair endorsement
- Acted as independent commissioner for numerous local authorities including Hamilton (resource consent hearings), Tauranga, Waipa, Western Bay and Waikato
- Former Rotorua City Planner, formally employed by Murray North Ltd (engineering, architecture, planning etc), now in private consultancy
- Hamilton work includes resource consent applications for sports stadia upgrade, retirement home, community centre, V8 supercars

Alan Bickers;

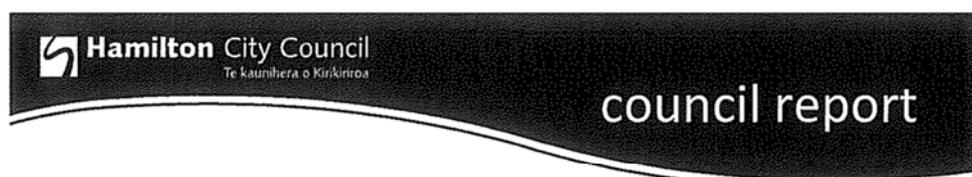
- Chartered professional engineer with post graduate qualification in dispute resolution
- Has carried out several assignments for HCC in the fields of strategic management, governance, training, and as an independent hearings commissioner
- Holds chair endorsement
- Former chief executive, Tauranga City Council. Now independent management and engineering consultant
- Has served as an independent hearings commissioner for numerous local authorities including Hamilton, Bay of Plenty, Whakatane, Ruapehu, and Northland.

Mark Farnsworth;

- BSc and MSc (Geography), trained mediator
- Holds chair endorsement
- Appointed to New Zealand King Salmon Board of Inquiry, Ministry for the Environment Advisory Board and as a commissioner for a number of local authorities
- Appointed by TCDC to chair their Proposed District Plan hearings
- 27 years local government experience including 9 years as chairman of Northland Regional Council

Loretta Lovell;

- Ngati Kahungunu and Whakatohea
- LLB, Partner Te Nahu Lovell & Co Lawyers
- Currently Independent Commissioner appointed by the Minister for the Environment and Minister of Conservation to the Tukituki Catchment Proposal Panel of Inquiry
- Member of the legal team that advised on the review of the constitutional structure of Waikato-Tainui which ultimately led to the restructuring of Te Kauhanganui and Te Arataura



Committee: Council **Date:** 13 December 2016

Report Name: Re- appointment of Panel of Independent Hearings Commissioners for certain RMA Matters **Author:** Lee-Ann Jordan

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

1. Purpose of the Report

- The purpose of this item is to inform Council of the decision, taken under delegated authority by the General Manager City Growth, to re-appoint the Independent Hearings Commissioners for a further three year term.

3. Background

- At the Council meeting of 27 March 2014 Council resolved to approve the following persons to the Council independent hearings commissioners panel for a period of three years:
 - William Wasley;
 - Simon Berry;
 - Murray Kivell;
 - Rebecca Macky;
 - Russell De Luca;
 - Richard Knott;
 - Alan Withy;
 - Alan Bickers;
 - Mark Farnsworth;
 - Loretta Lovell;
 - Any Hamilton City Councillor who is a Ministry for the Environment accredited RMA commissioner.

Council also made a number of related resolutions including:

- delegating to the General Manager City Environments (now GM City Growth) the authority to select a hearings commissioner/s from the appointed list to hear and decide RMA matters with this information to be advised to Elected Members

- 2. approving the contract term for the independent hearings commissioners for a period of three years, plus a right of renewal of three years at Council’s sole discretion.

- 5. The General Manager City Growth has exercised his authority to approve the rollover of the contract for the RMA Hearings Commissioners. This decision is based on the following considerations:
 - The satisfactory performance of the independent hearings commissioners under the existing contract;

 - The low frequency of use of the independent hearings commissioners (6 appointments over a three year period) and as a consequence, the relatively low expense incurred (approximately \$34k);

 - The cost to Council to run a full procurement process (time, advertising costs, staff time and cost to panel) would be in excess of the current spend on existing panel members.

 - There is a right of renewal within the existing contract for the panel and the decision to renew is within the delegations of the General Manager City Growth.

Recommendation/s from Management

- a) That the report be received

6. Attachments

- 7. There are no attachments for this report.

Signatory

Authoriser	Debra Stan-Barton, Acting General Manager City Growth
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Road Deaths by Local Authority in Waikato Region, as at Tuesday 13 March 2018

WAIKATO REGION	2017													2018			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Jan	Feb	Mar	Total
Thames-Coromandel	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	1
Hauraki	1	0	0	1	0	4	0	0	0	1	1	0	8	0	3	0	3
Waikato	0	0	1	0	1	1	0	1	2	1	1	1	9	1	1	0	2
Matamata-Piako	1	2	1	3	0	0	0	1	0	0	2	1	11	1	3	0	4
Hamilton	1	0	0	1	0	0	0	1	0	0	0	1	4	0	0	0	0
Waipa	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0
Otorohanga	0	0	0	1	0	0	1	0	0	0	0	0	2	0	3	0	3
South Waikato	1	0	1	2	0	1	0	1	0	0	0	0	6	0	0	1	1
Waitomo	0	1	0	1	0	0	0	0	0	2	0	0	4	0	1	1	2
Taupo	3	0	0	1	0	2	1	1	0	6	0	1	15	1	0	0	1
TOTAL	7	3	3	10	1	9	2	6	3	10	4	5	63	4	11	2	17

Source: Ministry of Transport

PATRONAGE REPORT

Regional Summary

February 2018



Item 6

Area	Monthly patronage		Patronage last 12-mths		Wheelchairs last 12-mths	
	Feb-18	% change	Feb-18	% change	Feb-18	% change
Hamilton	293,028	0.7%	3,495,346	0.2%	3,283	-17%
Huntly	22,510	0.8%	251,329	2.2%	71	29%
Pukekohe	65	8.3%	733	-21.9%	0	0%
Raglan	6,849	14.1%	64,415	7.7%	34	750%
Cambridge	4,663	8.0%	55,699	12.5%	76	153%
Te Awamutu	6,732	26.7%	67,701	3.5%	80	-49%
Paeroa/Morrinsville	3,222	22.0%	32,395	17.0%	1	0%
Taupo	1,822	3.6%	19,412	-7.1%	0	0%
Thames	787		2,497		0	0%
Tokoroa	1,383	-4.8%	17,689	5.3%	0	0%
Mangakino	272	53.7%	2,475	-8.1%	0	0%
Total	341,333	1.8%	4,009,691	0.8%	3,545	-15%

Attachment 4

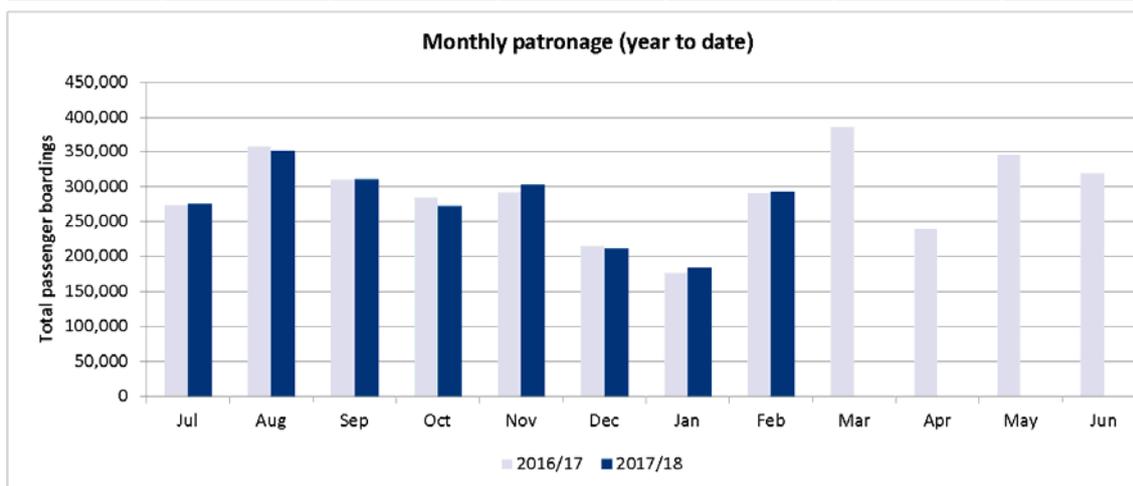


PATRONAGE REPORT

Hamilton City

February 2018

Area	Monthly patronage		Patronage last 12-mths		Wheelchairs last 12-mths	
	Feb-18	% change	Feb-18	% change	Feb-18	% change
Hamilton	293,028	0.7%	3,495,346	0.2%	3,283	-17%
Total	293,028	0.7%	3,495,346	0.2%	3,283	-17%



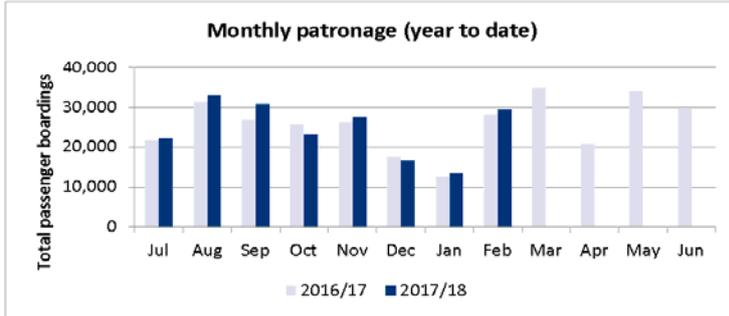
Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	1,305,313	-14.1%	Cash	314,060	-7.4%	OffPeak	1,515,106	-0.4%
Child	763,539	0.8%	Other	8,756	85.9%	Peak	1,646,184	0.3%
Senior	394,201	-0.7%	Prepaid	1,993,600	1.4%	Sat	211,497	-2.2%
Transfer	802,997	-0.3%	SuperGold	373,958	-0.3%	Sun	122,559	10.7%
University	229,296	-	Transfer	804,972	-0.1%			
Total	3,495,346	0.2%	Total	3,495,346	0.2%	Total	3,495,346	0.2%

PATRONAGE REPORT

Waikato District

February 2018

Area	Monthly patronage		Patronage last 12-mths		Wheelchairs last 12-mths	
	Feb-18	% change	Feb-18	% change	Feb-18	% change
Huntly	22,510	0.8%	251,329	2.2%	71	29%
Raglan	6,849	14.1%	64,415	7.7%	34	750%
Pukekohe	65	8.3%	733	-21.9%	0	0%
Total	29,424	3.6%	316,477	3.2%	105	78%

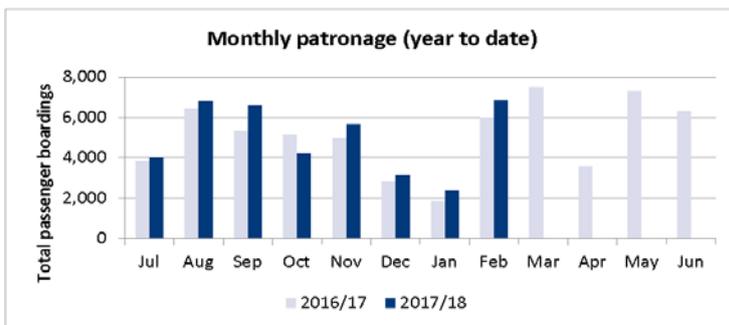


Northern Connector – Huntly / Taupiri / Ngaruawahia / Horotiu / Hamilton

Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	109,294	1.3%	Cash	24,988	6.8%	OffPeak	82,954	-3.8%
Child	109,828	4.3%	Other	32	255.6%	Peak	152,655	7.3%
Senior	16,858	-13.4%	Prepaid	197,016	3.6%	Sat	9,076	-13.4%
Transfer	12,557	-5.2%	SuperGold	16,703	-13.0%	Sun	6,644	-5.7%
University	2,792	-	Transfer	12,590	-5.0%			
Total	251,329	2.2%	Total	251,329	2.2%	Total	251,329	2.2%

Raglan / Hamilton

Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	13,512	19.4%	Cash	9,904	8.8%	OffPeak	8,434	27.5%
Child	45,884	0.9%	Other	4	0.0%	Peak	51,778	2.3%
Senior	1,567	31.8%	Prepaid	50,447	5.7%	Sat	2,542	1.6%
Transfer	2,498	40.7%	SuperGold	1,561	31.5%	Sun	1,661	3434.0%
University	954	-	Transfer	2,499	40.7%			
Total	64,415	7.7%	Total	64,415	7.7%	Total	64,415	7.7%



PATRONAGE REPORT

Pukekohe / Hamilton

Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	97	-44.6%	Cash	94	6.8%	OffPeak	701	-19.8%
Child	51	13.3%	Prepaid	54	-59.1%	Peak	32	-50.0%
Senior	576	-15.7%	SuperGold	576	-15.7%			
Transfer	9	-74.3%	Transfer	9	-74.3%			
Total	733	-21.9%	Total	733	-21.9%	Total	733	-21.9%

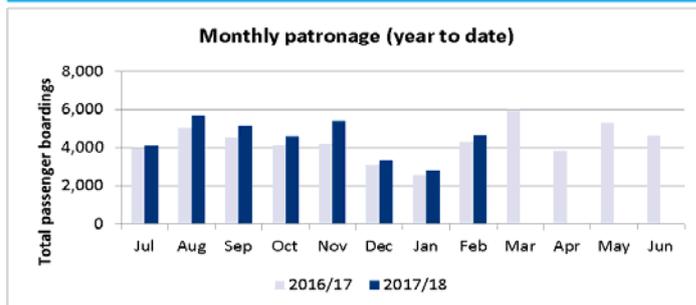
PATRONAGE REPORT

Waipa District

February 2018

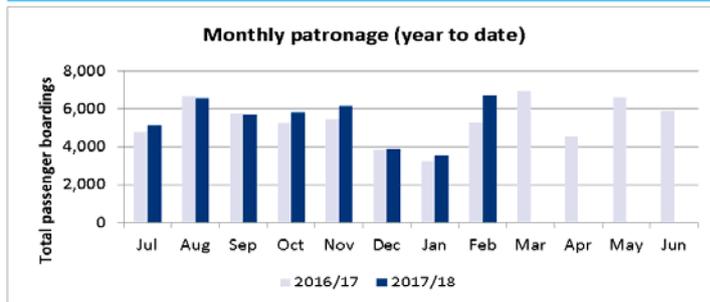
Area	Monthly patronage		Patronage last 12-mths		Wheelchairs last 12-mths	
	Feb-18	% change	Feb-18	% change	Feb-18	% change
Cambridge	4,663	8.0%	55,699	12.5%	76	153%
Te Awamutu	6,732	26.7%	67,701	3.5%	80	-49%
Total	11,395	18.3%	123,400	7.4%	156	-17%

Cambridge / Hamilton



Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	23,056	-8.5%	Cash	8,913	1.5%	OffPeak	21,919	8.0%
Child	16,793	19.5%	Other	113	66.2%	Peak	28,834	16.3%
Other	69	50.0%	Prepaid	36,695	19.5%	Sat	2,914	7.9%
Senior	9,219	0.5%	SuperGold	9,213	0.5%	Sun	2,032	19.5%
Transfer	722	-6.7%	Transfer	765	-1.2%			
University	5,840	-						
Total	55,699	12.5%	Total	55,699	12.5%	Total	55,699	12.5%

Te Awamutu / Hamilton



Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	33,315	-7.5%	Cash	9,812	-9.7%	OffPeak	25,495	0.8%
Child	22,431	15.0%	Other	65	-44.9%	Peak	37,797	4.8%
Other	65	6.6%	Prepaid	47,647	6.5%	Sat	2,438	3.3%
Senior	8,181	4.0%	SuperGold	8,162	4.2%	Sun	1,971	17.7%
Transfer	2,007	8.0%	Transfer	2,015	8.4%			
University	1,702	-						
Total	67,701	3.5%	Total	67,701	3.5%	Total	67,701	3.5%

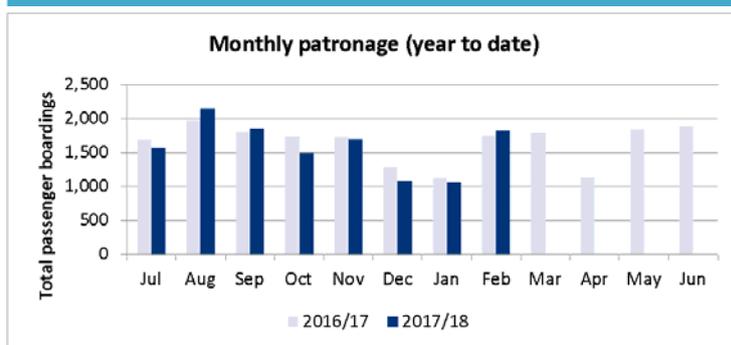
PATRONAGE REPORT

South Waikato

February 2018

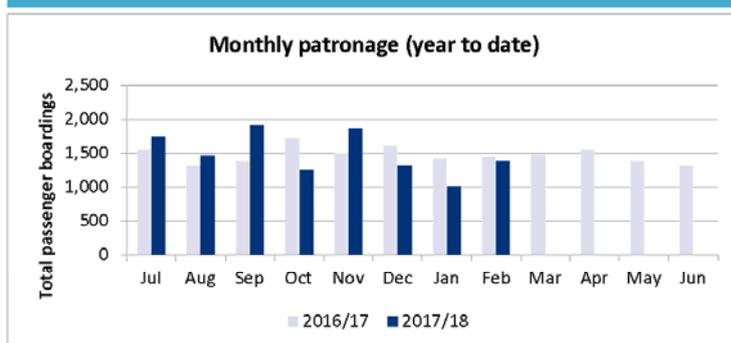
Area	Monthly patronage		Patronage last 12-mths		Wheelchairs last 12-mths	
	Feb-18	% change	Feb-18	% change	Feb-18	% change
Taupo	1,822	3.6%	19,412	-7.1%	0	0%
Mangakino	272	53.7%	2,475	-8.1%	0	0%
Tokoroa	1,383	-4.8%	17,689	5.3%	0	0%
Total	3,477	2.6%	39,576	-2.0%	0	

Taupo



Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	7,465	-6.8%	Cash	7,994	-16.0%	OffPeak	9,965	-12.7%
Child	5,716	16.6%	Prepaid	6,351	29.1%	Peak	8,240	2.7%
Senior	5,323	-13.8%	SuperGold	4,159	-10.5%	Sat	1,207	-17.3%
Transfer	908	-49.8%	Transfer	908	-49.8%			
Total	19,412	-7.1%	Total	19,412	-7.1%	Total	19,412	-7.1%

Tokoroa



Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	7,697	-8.4%	Cash	11,125	-5.0%	OffPeak	13,981	5.5%
Child	3,428	3.9%	SuperGold	5,847	36.5%	Peak	3,708	4.8%
Senior	5,847	36.5%	Transfer	717	-11.3%			
Transfer	717	-11.3%						
Total	17,689	5.3%	Total	17,689	5.3%	Total	17,689	5.3%

PATRONAGE REPORT

Mangakino



Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	1,002	7.1%	Cash	901	15.1%	OffPeak	2,408	-1.2%
Child	135	-46.6%	Prepaid	251	-59.4%	Peak	67	-73.6%
Senior	1,338	-11.0%	SuperGold	1,323	2.5%			
Total	2,475	-8.1%	Total	2,475	-8.1%	Total	2,475	-8.1%

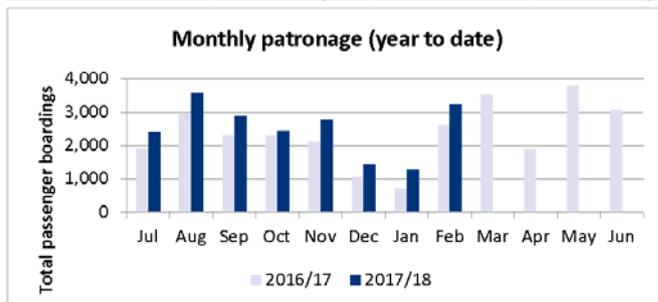
PATRONAGE REPORT

Matamata Piako and Hauraki Districts

February 2018

Paeroa / Te Aroha / Morrinsville / Hamilton

Area	Monthly patronage		Patronage last 12-mths		Wheelchairs last 12-mths	
	Feb-18	% change	Feb-18	% change	Feb-18	% change
Paeroa/Morrinsville	3,222	22.0%	32,395	17.0%	1	0%
Total	3,222	22.0%	32,395	17.0%	1	



Passenger type last 12-mths			Payment type last 12-mths			Time period last 12-mths		
Type	Feb-18	% change	Type	Feb-18	% change	Period	Feb-18	% change
Adult	15,228	28.2%	Cash	3,725	67.1%	OffPeak	4,202	32.3%
Child	15,299	-0.4%	Other	18	-45.5%	Peak	26,416	7.8%
Senior	721	71.7%	Prepaid	27,748	11.0%	Sat	948	18860.0%
Transfer	195	9650.0%	SuperGold	709	68.8%	Sun	829	16480.0%
University	952	-	Transfer	195	9650.0%			
Total	32,395	17.0%	Total	32,395	17.0%	Total	32,395	17.0%

Hon Julie Anne Genter

Minister for Women

Associate Minister of Health
Associate Minister of Transport



Item 6

22 February 2018

Tēnā koutou

Invitation to attend Local Government Road Safety Summit, 9 April 2018

In December 2017 I wrote to you expressing my significant concern at the rising number of people dying on our roads and said that I would invite Councils to attend a road safety summit in early 2018.

I would now like to invite you to take part in this summit. The Local Government Road Safety Summit will be held from 11.00 am to 5.00 pm on Monday 9 April 2018 in Wellington. The venue will be the Rydges Hotel, 75 Featherston St, Wellington.

In my December letter I asked you to consider what actions Councils could take that would have the greatest enduring effect on road safety in your region. The Summit will provide the opportunity for Councils to put forward and discuss these actions and influence the Government's planning for road safety. An outline of the agenda for the day is attached.

I will be attending the whole event and I look forward to discussing this vitally important issue with you. In particular, I want to talk to Councils about infrastructure investment, speed management and options to treat high-risk roads in your regions. I am also interested in your plans to improve the safety for people who are walking and cycling.

The Summit is intended for Mayors, Chief Executives and senior road transport planning staff, along with Chairs of Regional Land Transport Committees.

This Summit will be part of the process of developing a new road safety strategy. It will also feed into the ongoing work to improve road safety that is already. The focus of the Summit will be on actions that local government can take to improve road safety, especially in the next few years. It is the first of what I intend to be a programme of engagements with all parts of the community over the next twelve months on development of the new strategy.

The Summit will operate under Chatham House Rules and the Ministry of Transport will note down the key points from the various sessions anonymously.

If you would like to attend the Summit or have any questions about the arrangements, please send your response to LGRSS@transport.govt.nz. Responses, including expressions of interest to take part in the panel discussion, are requested by 23 March 2018.

Attachment 5

If you cannot attend the day and you have specific points that you wish to make, you are welcome to provide them to the Ministry of Transport at any time. Please direct your correspondence to Brent Johnston, Manager Mobility and Safety, Ministry of Transport, at b.johnston@transport.govt.nz.

I look forward to the opportunity to meet with you and to a productive day.

Yours sincerely



Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Chris Moller, Chair, New Zealand Transport Agency
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Peter Mersi, Chief Executive, Ministry of Transport

Agenda for Local Government Road Safety Summit.

Monday 9 April 2018 11.00am – 5.00pm.

Venue: Grand Space, Rydges Hotel, 75 Featherston St, Wellington.

10.30 – 11.00	Coffee and biscuits
11.00 – 11.05	Introduction from Chair
11.05 – 11.30	Safer Journeys and what is a safe system? (Ministry of Transport) Discussion on road safety strategy in NZ. How does a new strategy fit in with other planning documents and what is process for updating it?
11.30 – 12.00	Associate Minister of Transport, Hon Julie Ann Genter on her vision for road safety in New Zealand
12.00 – 12.30	NZ's current road safety performance – why is our casualty rate so high? Dr Paul Graham from NZTA
12.30 – 1.15	Lunch
1.15 – 2.15	Panel discussion on Local Government's view about what more can be done to improve road safety Short presentations from invited council leaders, focussing on what is working and what needs to change. Followed by a moderated Q&A, where all speakers can be asked questions by the audience. Questions can also be asked of the Minister and participating central Government representatives.
2.15 – 2.20	Introduction to the workshop sessions
2.20 – 2.55	1st Workshop Session Safer Networks: What can we do to make our road networks safer? Small group workshop session on what councils want to do to improve roads and manage speed safely. How do we best target risk? Focus on what needs to change. This will allow ideas generated in the previous panel discussion to be further developed.
2.55 – 3.15	Report back from workshops – what are the actions that come out of this?
3.15 – 3.35	Afternoon tea
3.35 – 4.00	Local actions to improve safety and wellbeing Presentation to be confirmed
4.00 – 4.35	2nd Workshop Session Local road safety leadership: How can we do more? Small group workshop session. What can be done by councils to improve road safety outcomes for communities, especially for pedestrians and cyclists? What do councils need from central government to be effective? How do we consider longer term actions, including urban planning?
4.35 – 4.50	Report back from workshops What are the actions that come out of this session?
4.50 – 5.00	Concluding remarks from a) Chair b) LGNZ representative c) Minister

Council Report

Item 7

Committee: Growth and Infrastructure Committee **Date:** 10 April 2018
Author: Jen Baird **Authoriser:** Jen Baird
Position: General Manager City Growth **Position:** General Manager City Growth
Report Name: Hamilton Central Business Association - Six-Monthly Update

Report Status	<i>Open</i>
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Purpose

1. To provide the Growth and Infrastructure Committee with the six-monthly report from the Hamilton Central Business Association (HCBA) for the period from 1 July to 31 December 2017.

Staff Recommendation

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

Executive Summary

3. The report is provided in line with the Business Improvement District (BID) policy reporting requirements for six-monthly reporting from HCBA.
4. A set of audited financial statements will be available for distribution to the Committee when complete. These are due to be sent to Council by late September 2018.
5. Vanessa Williams (HCBA General Manager) and Mike Neale (HCBA Executive Committee member) will attend the meeting and will speak to this report to provide an update on HCBA's activity.

Attachments

Attachment 1 - Hamilton Central Business Association (HCBA) Six-Monthly Report July to December 2017

Hamilton Central Business Association (HCBA)

Six-month report ending 31 December 2017

1.0 INTRODUCTION

The purpose of the HCBA is to advocate, support and promote the CBD on behalf of its members. Hamilton's CBD is continuing its positive upsurge with ongoing favourable results in demand for commercial stock and businesses choosing to locate in the CBD.

Recent commercial activity in the CBD:

October 2017

- Novotel confirmed expansion of an additional 40 rooms to meet the continuing high demand for accommodation
- Trust Waikato new build started, London Street – circa 600sqm over 2 levels

November 2017

- Started corner Vialou and Rostrevor Streets – 15 residential and 1 commercial unit
- Started 164 London Street – 1,000sqm of commercial office/showroom
- Started WINTEC demolition on Ward Street for a future commercial/residential development
- Started Tristram Street – opposite Founders. Parkhaven mixed use development of 4,800sqm including 4 commercial tenancies and 20 apartments
- Located ACC to ASB building two floors – 1700sqm, approximately 150 people
- Completed Genesis Building housing Genesis, Civil Defence, City Safe and camera system
- Completed 521 Angelsea Street, mixed use residential/commercial – 1 commercial unit and 10 apartments

December 2017

- Expansion - Electrify NZ recently expanded its warehouse operation to include an e-bike rental shop in Garden Place in December 2017
- Relocation - Banh Mi Caphe relocated their restaurant in to the Riverbank Lane in December 2017, which has been a resounding success and added to the positivity surrounding Victoria on the River
- Victoria on the River is scheduled to open in January 2018, well ahead of schedule and continues to gain support from the business community
- Started 517 Angelsea Street development looking to finish April 2018 comprising of mixed use residential/commercial – 2 apartments and 600sqm of commercial
- ASB new build development continues with an expected completion in August 2018
- WDH B new build development has a targeted completion date of late 2018

Vacancy rates around the CBD are following the same path of the first six months of the year, with high demand for quality stock at an A, B & C level and low demand for older stock classed at D & E level. The statistics are encouraging and should provide good incentive to property owners to earthquake proof and modernise their buildings with demand for high quality tenancies outstripping supply.

CHALLENGES

- The need for Council maintenance and investment in CBD infrastructure including previously identified areas of lighting, footpaths, signage and street furniture.
- Visibility of vacant older style premises reinforces a misconception around there being many vacant buildings in the CBD.
- The new parking trial in the CBD has overall received a positive reaction from the business community based on unsolicited feedback received. There is an ongoing need for communication of the parking offering. HCBA is helping to address this need by producing a short video distributed via social media as well as reinforcing the message to the HCBA 28,000 followers on Facebook and making in person visits to businesses. HCBA will continue to reinforce the parking offering via all available communication channels.

2.0 STATUS REPORT 1 July 2017 – 31 December 2017

HCBA is continuing to benefit from a highly visible premises in the CBD. The office windows are frequently sought out for display and have provided a real to business such as Modern Office, Electrify NZ and Trade Aid. The added benefit of a digital screen has been well utilised for the promotion of events, theatres, stadiums, charitable courses and ongoing business advertising. HCBA offices have also been utilised for hosting of business events and meetings by the membership base.

2.1 Key Events

After the success of the Lions tour and associated visitor numbers, it reinforced the need for the CBD to recognise Major Events happening around the city and wider region. The Rugby League World Cup was supported in the CBD with significant branding and promotion in the retail and hospitality sector, which was further enhanced with an 'Island Festival' experience in Garden Place, co-organised with HCBA and K'aute Pasifika.

HCBA in conjunction with the NZ Police, NZ Fire Service, St John Ambulance and Civil Defence hosted a Summer Safety session in Garden Place with police cars, police dogs, fire trucks, ambulances and a sausage sizzle for the public. Utilisation promotion via social media the event attracted hundreds of people down to Garden Place to interact with the Emergency Services.

H3 and NZ Rugby have agreed with HCBA to host the 'Launch Party' for the 7s in Garden Place which will be a great way to tie in the CBD to this major event. In addition, the hospitality sector is being provided the opportunity to 'Adopt a team' of each playing nation and theme themselves.

Activation in public places to support events provides a great opportunity to rally the public and is an area HCBA is looking to make more of a focus going forward.

2.2 Governance & Annual General Meeting

The HCBA AGM was held at NAI Harcourts showcasing their fantastic new office space after their relocation back to the CBD. Mike Neale, NAI Harcourts, shared some interesting insights in to the CBD past, present and future and emphasised the positive feeling within the commercial sector.

New members who have joined the HCBA Executive Committee:

Mike Neale, NAI Harcourts, joined the Committee, strengthening existing ties to the commercial sector. Pat Chaimontree, Banh Mi, is representing the CBD hospitality sector and Amy McLean, SEED, providing a great connection and voice to the youth market in the CBD.

Existing members of the Committee:

- Sarah King – Chair – Red Fish Blue
- Connie Chittick, Westpac
- Glen Stewart, Burns & Ferrell
- Karlene Verryt, DV Bryant Trust
- Jordan Gleeson, Turton & Oliver

In addition, Wintec will be nominating a representative when the students start back and four interns from the University of Waikato are also completing project based work for the HCBA, providing valuable connections to the student voice in the CBD.

2.4 Significant activities

2.4.1 New Business Pack

A promotional pack of Hamilton was delivered to 1,200 business and property owners in the CBD detailing support opportunities provided by the HCBA, promotion material on key CBD businesses, tourism and investment growth and development opportunities in Hamilton.

2.4.2 Neat Places

The Neat Places map, website and facebook following continues to evolve in the Neat Places space. Planning is underway for a retail specific guide to supplement the Neat Places guide.

2.4.3 Networking

BA5s held at the Ferrybank, University of Waikato CBD, Novotel and Fonda Latina. An invited panellist at PRINZ Waikato discussion forum. Co-organised with NZ Police a 'Shoplifting Awareness' session held for retailers at HCBA offices and two weeks later at Centreplace receiving an extremely positive response from retail businesses.

2.4.4 Safety in the City

Quarterly police drop in sessions being held at HCBA offices providing the opportunity for businesses to give and receive feedback regarding key safety issues in the CBD.

'Your Help May Harm' campaign in collaboration with HCC and the People's Project rejuvenated to assist with the issue of people begging in the CBD. Collateral provided to City Safe and to businesses to educate people not to give money to people begging.

2.4.5 CBD Celebration Awards

HCBA launched the newly developed CBD Celebration Awards featuring traditional award categories and a selection of new 'Mainstreet' style awards in support of businesses helping in the rejuvenation of the CBD. A sold-out event held in the Riverbank Lane proved to be a huge success with those who attended and has set a new benchmark for CBD awards going forward. Held in September with over 200 attendees, the focus was on showcasing what the CBD has to offer; from the venue, to the caterer, to the drinks, to the entrants, to the judging panel and the MC. Next year's CBD Awards will be held at a new location with new contributing partners to continue to celebrate the capabilities of the CBD.

3.0 GOING FORWARD

3.1 Collaboration Projects

Ambassador Programme

HCBA and Hamilton Waikato Tourism are continuing to explore the best 'ambassadorial' programme for Hamilton. Having completed a brief HCBA and HWT are now looking for the best way to deliver the required material. NZ Tourism have provided an overview of a suggested programme and this will be compared against other providers before final appointment of the programme is made.

City Attraction Campaign

HCBA had all CBD award winners filmed in two-minute videos, available to view on Youtube, – the CBD Series. Each video tells the story of the business and provides a humanistic view of businesses in the central city. Promotion has been via the HCBA Facebook with 28,000 followers, Waikato Story and Hamilton invest website. In addition, each business was provided the video to promote via their channels. HCBA is continuing to explore additional CBD promotional opportunities and hoping to collaborate with other organisations in the future.

CBD Data Analysis

HCBA has collaborated with HCC and the commercial sector for the installation of pedestrian counters around the CBD. This is an ongoing project that will see more cameras introduced over the following year and a general share of the data with project contributors. In addition, HCBA and HCC are collaborating for Marketview data on CBD spend trends and CBD consent data to show developments underway. This data will help show future impacts on the CBD and provide commercial insights for businesses looking to relocate or expand in the CBD.

LTP Feedback

HCBA is looking to add a channel for gathering LTP feedback from the 1200 businesses and property owners in the CBD. In addition to traditional methods of email, e-newsletter and networking evenings, HCBA will also put together a team of University of Waikato interns to visit each individual business and conduct an LTP feedback survey. HCBA believe this will gain a significant number of additional views that will provide appropriate member feedback for HCBA's submission.

3.2 CBD Advantage Programme

HCBA is looking to put together a programme that supports the 22,000 workers in the CBD. This exclusive club will receive fortnightly emails of special offers, discounts and promotions from businesses in the CBD. This club is to build advantages, pride and a feeling of exclusivity in working in the CBD. This CBD Advantage Programme is in support of an overall Hamilton Ambassadorial Programme.

3.3 Governance and Support

The HCBA sits on the following groups in a Governance role or supportive capacity to ensure member views are heard and represented. Representation on these groups ensures the HCBA can advocate on behalf of members as required.

- Contributor to Safety Action Plan
- Safety Comes First Group - Safe Zone
- The People's Project
- Zeal Advisory
- Embassy Park Trust Group & Embassy Park Working Group
- Contributor to Boon Festival

4.0 RECOMMENDATION

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

Sarah King, Chair, Hamilton Central Business Association

SIX MONTHLY ACCOUNTS

Annual income 1st July 2017 to 31st December 2017

\$164,146.00

Annual spend 1st July 2017 to 31st December 2017

\$161,734.00

Account balances at 31st December 2017

00 Account - \$13,134.41

01 Account - \$4,616.20

50 Account - \$63,910.38

Council Report

Item 8

Committee: Growth and Infrastructure Committee

Date: 10 April 2018

Author: Sean Murray

Authoriser: Sean Murray

Position: General Manager Venues, Tourism and Major Events

Position: General Manager Venues, Tourism and Major Events

Report Name: Hamilton and Waikato Tourism - Half Year Report to 31 December 2017

Report Status	<i>Open</i>
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Purpose

1. To present the half year report from Hamilton and Waikato Tourism Limited (HWT) for the period 1 July to 31 December 2017.
2. Jason Dawson (Chief Executive) will attend the meeting to speak to the report.

Staff Recommendation

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

Background

4. HWT is a subsidiary company of Waikato Regional Airport Limited.
5. The report is provided as a condition of HWT's three-year service level agreement with Council for 2015 to 2018 (aligned to the 10-Year Plan).
6. HWT is supported by six other councils, with a total funding pool of \$1,215,000 across all partner councils. The following table provides a contribution breakdown from the partnering councils. HWT also raises funding contributions and leverages its partnerships with private sector interests.
7. Table 1: Council funding of Hamilton and Waikato Tourism

Council	Annual Funding
Hamilton City Council	\$585,000
Waipa District Council	\$150,000
Waikato District Council	\$150,000
Matamata-Piako District Council	\$150,000
Otorohanga District Council	\$ 60,000
South Waikato District Council	\$ 60,000
Waitomo District Council	\$ 60,000

Attachments

Attachment 1 - HWT Half Year Report to 31 December 2017

Item 8

Six Monthly Report to Hamilton City Council
1 July – 31 December 2017

Executive Summary

Hamilton & Waikato Tourism (HWT) is the region's Regional Tourism Organisation (RTO) whose role is to generate competitive economic benefit through visitor sector strategies focused on increasing visitor length of stay and spend. HWT is funded through a public/private partnership with the region's seven local authorities and the tourism industry.

Hamilton & Waikato is in a very exciting position right now because we are in a growth phase. While some regions are positioning to drive or create growth, we are focused on managing and dealing with current and projected growth, which is a great opportunity and challenge for us.

We have worked hard for many years to promote our region as a 'must visit' destination, both nationally and internationally, often alongside many of the iconic and emerging tourism businesses.

Even though some parts of New Zealand are reaching peak demand during the high summer visitor season, the Waikato region has capacity to absorb the additional international arrivals, especially during our shoulder seasons (autumn and spring). Our collective marketing efforts are starting to pay off, with the current trend for international visitors to stay in the Waikato for the first or last night of their visit to New Zealand.

Recent data released by the Ministry for Business, Innovation and Employment (MBIE) show the region's visitor expenditure has climbed to \$1.478 billion for the 12 months ended December 2017, a 5% increase on the previous year. Hamilton and Waikato are the fifth largest region by expenditure behind Auckland, Christchurch, Queenstown and Wellington.

Currently international visitors contributed an estimated \$345 million to the region, while domestic spend delivered \$1.13 billion. Commercial guest nights are also growing with an estimated 1.4 million commercial guest nights in the region, an increase of 3.1% on the previous year (Commercial Accommodation Monitor: year ending November 2017).

Hamilton and Waikato is now the third largest region behind Auckland and Wellington for conventions, meetings and business events for the year ending December 2017. Our region has now secured an 11% market share of total events of this lucrative market.

Every conference we can secure for Hamilton and Waikato is significant for the region, regardless of the sector or size. Conference delegates are also influenced to return for a future holiday based on their positive Waikato experiences.

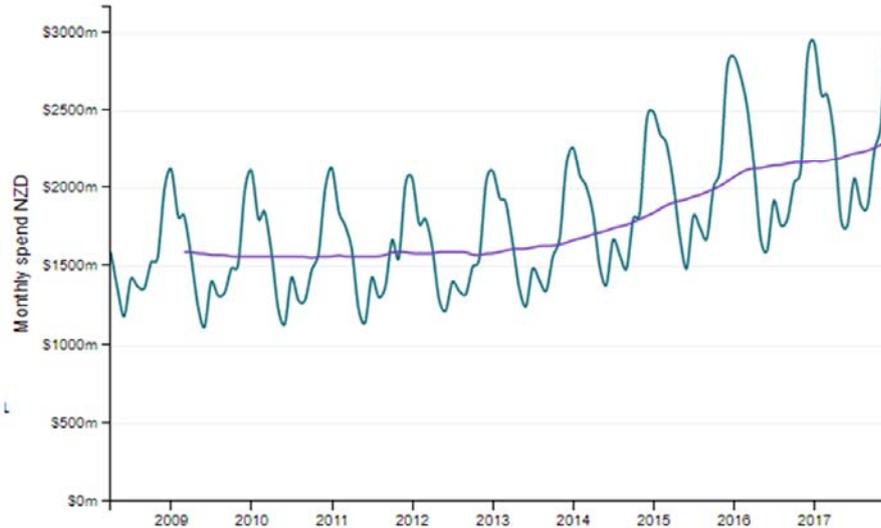
Performance targets

Hamilton & Waikato Tourism (HWT) have seven performance targets which are set in the 'Schedule of Services for Local Government 2017-2018'. HWT and the sector have performed well in the previous six months (1 July to 31 December 2017).

Measure	Result
 Visitor nights 5% increase of total visitor nights' vs national	 2.8% for Hamilton & Waikato 2.5% national growth rate (Year ending December 2017)
 Visitor spend 5% increase in visitor spend across the region	 5% increase on previous year \$1.478 billion annual expenditure (Year ending December 2017)
 Conventions & business events Grow market share of business events from 9% to 10%	 10.6% market share Third largest region behind Auckland & Wellington (Year ending December 2017)
 Visitor awareness & perceptions Improve by 3 points, including Waikato residents	 To be completed This research is conducted in June 2018.
 Website & social media: hamiltonwaikato.com 5% digital engagement on previous year	 9.29% 1 July – 31 December 2017 (1 July 2017 - 31 June 2017 = 10.4% engagement rate)
 Industry investment \$400,000 of industry contributions towards marketing activities	 \$265,141 international & domestic partnerships, trade show investment, famil in-kind contributions and visitor guide sales (Year ending December 2017)
 Return on investment Total visitor spend per dollar of HWT spend	 \$1,216 Visitor spend per dollar of council funding 1.17 Commercial guest nights per dollar of council funding (Year ending December 2017)

Visitor statistics and expenditure

Hamilton & Waikato Regional Tourism Organisation
Historical spending pattern

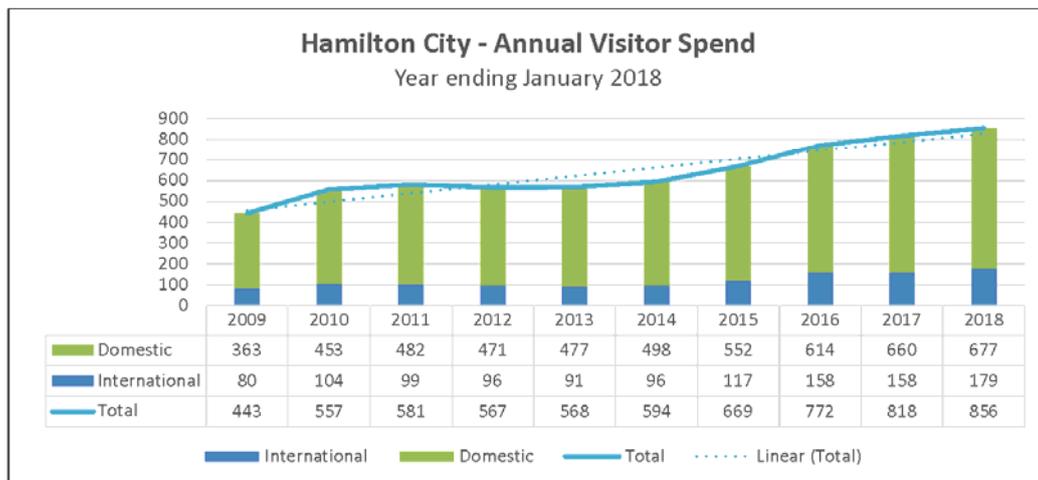


Source: Monthly Regional Tourism Estimates, MBIE (December 2017)

Visitor expenditure in Hamilton

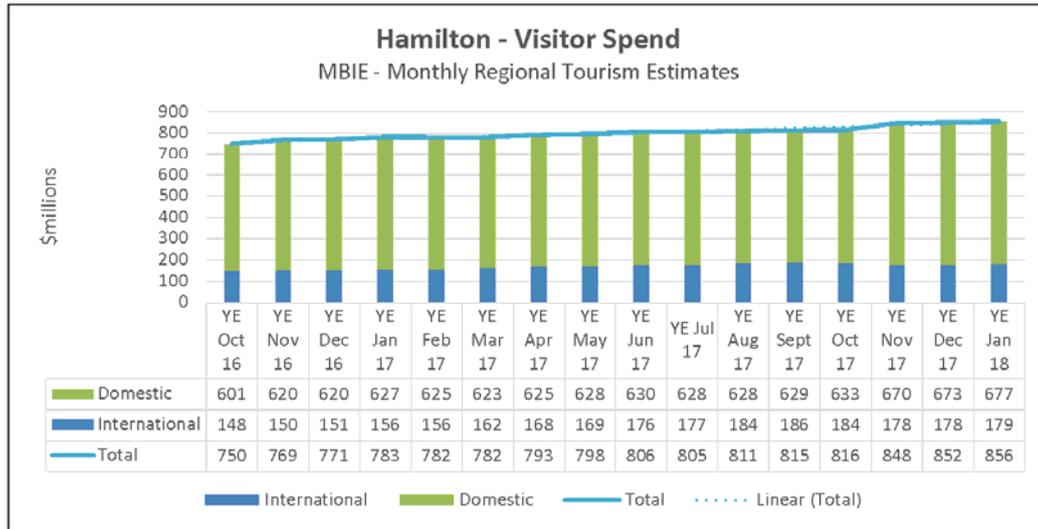
Visitor expenditure data is measured by the Ministry of Business, Innovation and Employment (MBIE) in the Monthly Regional Tourism Estimates (MRTE).

Annual visitor expenditure has continued to climb for Hamilton and reached a total of \$818 million for the year ending December 2017 – a six percent increase from 2016. Latest visitor spend data shows domestic visitors are contributing \$677 million into the city’s economy, with international bringing in \$179 million for the year ending January 2018.



Source: Monthly Regional Tourism Estimates, MBIE (January 2018)

From September 2016, we can now provide monthly visitor expenditure data at a territorial local authority level which shows a consistent spend level between domestic and international. From October 2016, domestic expenditure has increased by \$76 million and international spend by \$31 million.

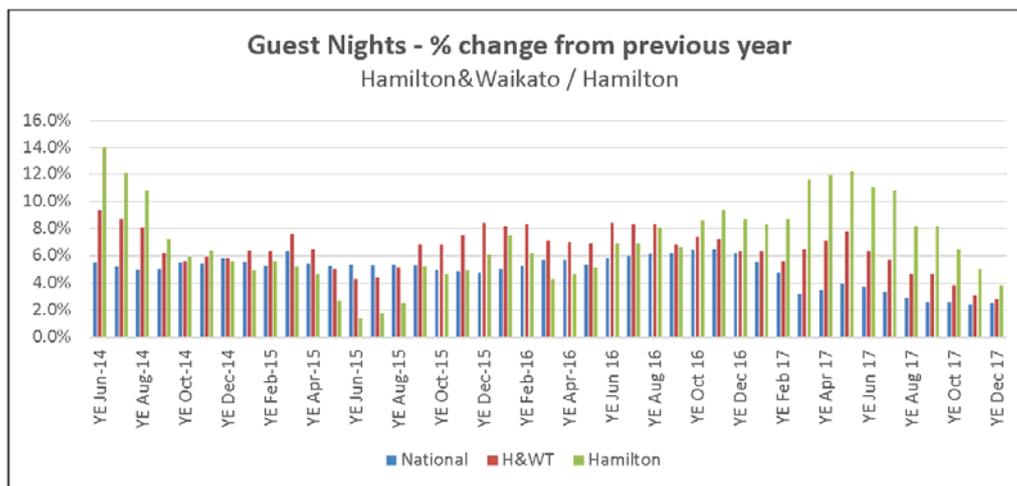


Source: Monthly Regional Tourism Estimates, MBIE (January 2018)

Commercial guest nights in Hamilton

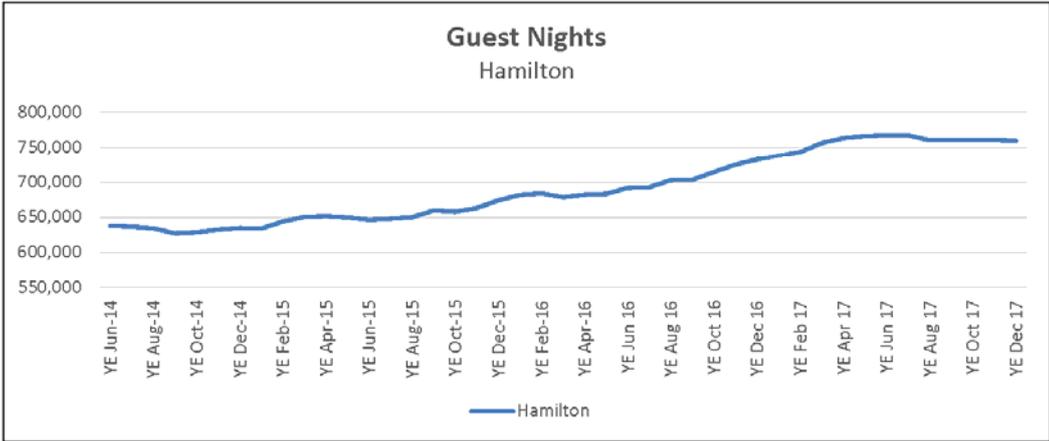
The percentage growth rate for Hamilton guest nights has dropped over the previous six months. This indicates accommodation is fully occupied and being utilised, with very little room for growth in bed nights until new commercial accommodation is developed.

Expansion of Novotel Tainui by 40 rooms and new proposed hotel developments will go some way to addressing the increased demand for commercial accommodation from our business, travel trade and event sectors.



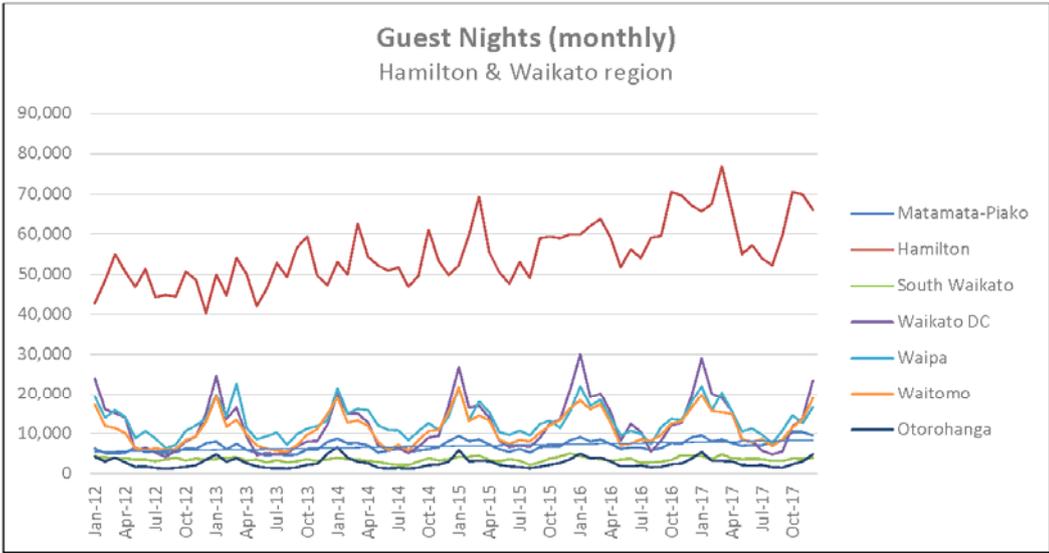
Source: Commercial Accommodation Monitor, Statistics NZ (December 2017)

Commercial guest nights (hotels, motels, backpackers & holiday parks) for Hamilton continued to grow and peaked at 760,136 (year ending December 2017). The trend continues to show strong growth and investment opportunities for commercial accommodation in Hamilton.



Source: Commercial Accommodation Monitor, Statistics NZ (December 2017)

A comparison of monthly commercial guest nights across the Hamilton & Waikato regional tourism area between January 2012 to December 2017 is provided below. Based on the significant amount of commercial accommodation in Hamilton, the city leads the monthly guest nights year on year.



Source: Commercial Accommodation Monitor, Statistics NZ (December 2016)

Trade & leisure marketing

Our first Short Escapes domestic campaign of the year ran from October - November 2017 across our key markets of Auckland, Wellington & Christchurch, and our neighbouring regions of Bay of Plenty and Taranaki. Short Escapes commenced with a two week campaign where HWT partnered with the AA Traveller to leverage their large database and reach.

The first Explore Your Own Backyard campaign was activated from December 2017 and ran through January 2018, encouraging locals to explore the Hamilton & Waikato region over the Christmas period, and purchase activity vouchers as christmas gifts.

For the second year, Hamilton & Waikato participated with Tourism NZ on a \$1.5m+ (NZD) consumer campaign targeting Australia's eastern seaboard during July – August 2017. Tourism NZ partnered with HWT, other North Island RTO's, key tourism operators, along with the Flight Centre and Air New Zealand. The second year has seen strengthened results as the campaign was targeted further.

Hamilton & Waikato Tourism published in December, the official 2018 Regional Visitor Guide and distributed nationally through i-SITES and airports, national and international trade shows, Tourism New Zealand's off-shore offices and conference delegate packs. This is a cost-neutral production with advertising sales funding production and distribution.

In November 2017, we participated in a travel trade event in Sydney for the Middle-earth partnership product, Experience The Trilogy. Over 100 Australian travel trade attended the event which was also supported by Auckland Tourism, Events & Economic Development (ATEED), Destination Rotorua, Hobbiton Movie Set, Great Sights, Air New Zealand, Tourism New Zealand, Te Puia and Discover Waitomo (THL).

Continued participation by HWT in the 'Explore Central North Island' (ECNI) collective which is an international marketing alliance with Rotorua, Taupō, Coromandel, Bay of Plenty, Ruapehu and Hawke's Bay regional tourism organisations. ECNI collective activity during this period including joint-trade training missions in the USA and Canada, in partnership with Tourism New Zealand.

HWT held a "Working with the Travel Trade" (inbound tour operators and wholesalers) workshop in September 2017 for tourism operators across the Waikato region. It was supported by specialist speakers from Tourism New Zealand and Inbound Tour Operator (AAT Kings) to provide attendees with the basic tools, knowledge and key contacts for success in working with the travel trade.

Marketing activity for Hamilton City

A summary of specific trade and leisure marketing for Hamilton is detailed below.

Target market	Campaign or activity	Hamilton experiences profiled
International consumer and travel trade - Australia	2nd Annual Tour the North Island Campaign (Tourism NZ) July - August 2017	Hamilton Gardens, Waikato River Explorer, Waikato Museum, Helicorp, Sudima Hotel Hamilton, Novotel Tainui Hamilton, Distinction Hotel Hamilton
Media – domestic & international	Media hosting and famils profiling Hamilton: <ul style="list-style-type: none"> • Middle-earth Instameet • International Hobbit Day Press Trip • Hobbit Day Influencers + TNZ Staff • AU social Influencer – Jarrad Seng • AU Social Influencer -Lauren Bath • China Be Wild Broadcast • Philippines Broadcast • Japan Garvy + B Pal Journalist • Indonesian Broadcast – Weekend List • New Strait Times – Malaysia • Blue Magazine – Japan 	Hamilton Gardens, Novotel Tainui Hamilton, Ibis Tainui Hamilton, Good George, Waikato Museum, Ventura Inn & Suites, Dough Bros, Gothenburg
Travel Trade - events	Experience the Trilogy Event – Australia, Nov 2017	Internationally trade-ready product: Hamilton Gardens, Sudima Hotel Hamilton, Novotel & Ibis Tainui Hamilton, Distinction Hotel Hamilton
Travel Trade - famils	Hamilton profiled in following trade famils: <ul style="list-style-type: none"> • ECNI Itinerary winner, Lise Croll – USA • ECNI Itinerary winner, Cindy Olsen – USA • Australian NI Golf - AU 	Novotel Tainui Hamilton, Hamilton Gardens, Good George
Travel Trade – Explore Central North Island Alliance	HWT are part of the Central North Island RTO alliance known as 'Explore Central North Island' which includes the two touring routes – The Thermal Explorer Highway and the Pacific Coast Highway <ul style="list-style-type: none"> • ECNI USA / Canada Roadshow, Oct 14–21, 2017 (Frontline Agent Training) • ECNI Representation for Waikato region at Kiwilink China and South East Asia (Philippines, Indonesia, Malaysia – Oct 2017 (Frontline Agent Training) • USA- Frontline Agent training via Webinar – July & Dec 2017 	Internationally Trade-Ready Product: Hamilton Gardens, Distinction Hotel, Good George Brewing, Novotel & Ibis Tainui Hamilton, Sudima Hamilton

Target market	Campaign or activity	Hamilton experiences profiled
Domestic – consumer	Hamilton was profiled as part of regional promotions in the following publications: <ul style="list-style-type: none"> • Go Travel Magazine • Kia Ora Magazine • Arrivals Magazine • Inspo Magazine - September • Inspo Magazine - November • Tempo Magazine • Hamilton Press • Air New Zealand Regional Brand Toolkit 	Hamilton Gardens, Good George, Duck Island, Gothenburg, Dough Bros, Hamilton Farmers Market, Ventura Inn & Suites, Hamilton Zoo, Sudima Hamilton, Novotel Tainui Hamilton, Ibis Tainui Hamilton, Summer Cricket, Waikato River, Te Awa River Ride, Hamilton Gardens Arts Festival, Balloons Over Waikato, HSBC Sevens
Domestic consumer – Auckland, Bay of Plenty & Taranaki, Wellington, Rotorua, Christchurch	‘Short Escapes’ campaign – October 17	Hamilton Airport, Good George, Hamilton Gardens, Waikato Museum, Novotel Tainui Hamilton, Ibis Tainui Hamilton, SKYCITY Hamilton, Sudima Hamilton, Ventura Inn & Suites, Hamilton Zoo, Gourmet in the Gardens, Mary Poppins, Waikato 100, Christmas Events, Cricket, HSBC Sevens, Hamilton Lake Domain
Domestic consumer - local, Hamilton & Waikato	‘Explore Your Own Backyard’ campaign, Dec 17 – Jan 18	Hamilton Airport, Good George, Hamilton Gardens, Waikato Museum, Novotel Tainui Hamilton, Ibis Tainui Hamilton, SKYCITY Hamilton, Sudima Hamilton, Ventura Inn & Suites, Hamilton Zoo, Gourmet in the Gardens, Cricket, HSBC Sevens, Hamilton Gardens Arts Festival, Hamilton Lake Domain, Christmas Events
Domestic consumer – Chinese New Zealanders	Ongoing campaign activity has continued through our Weibo social media channel, blogs, forums, etc	Waikato River, Sudima Hamilton, SKYCITY Hamilton, Hamilton Gardens, Cricket, Hamilton Farmers Market, Hamilton Xmas Parade, Taitua Arboretum, Paw Patrol, Silver Ferns
Domestic & International consumer and trade	2018 Hamilton & Waikato Regional Visitor Guide	Hamilton city profiled in ‘Regional highlights’ section as well as ‘Hamilton city’ section. A number of Hamilton-based operators have also advertised

Target market	Campaign or activity	Hamilton experiences profiled
Domestic & international consumer, travel trade and media	Quarterly e-newsletters are distributed to our consumer, trade and media databases	Hamilton Gardens, Novotel Tainui Hamilton, Rugby League World Cup, HSBC Sevens, Hamilton Zoo, Waikato Museum, Sudima Hamilton, Ventura Inn & Suites, Good George, Ibis Tainui Hamilton, Cricket, Magic Netball, Distinction Hamilton, Gourmet in the Gardens, Round the Bridges, SKYCITY Hamilton, Hamilton Airport, Hamilton Gardens Arts Festival, Waikato 100, Platinum Transfers & Tours, Balloons Over Waikato
Domestic & International consumer	Hamilton profiled through HWT's various social profiles including Facebook, Instagram, Twitter and YouTube.	Hamilton Airport, Good George, Hamilton Gardens, Waikato Museum, Novotel Tainui Hamilton, Ibis Tainui Hamilton, SKYCITY Hamilton, Sudima Hamilton, Ventura Inn & Suites, Hamilton Zoo, HSBC Sevens, Cricket, Round the Bridges, Bridge to Bridge Waterski Classic, Rugby League World cup, The Mane Event, Hamilton Fringe Festival, Gourmet in the Gardens, Ferment Fest, Waikato Wedding Fair, The Distinguished Gentlemen's Ride, Paw Patrol, Silver Ferns, City River Walks, NZ Film Festival, SPARK Festival, The River Kitchen, Matariki, The Wiggles, Hamilton Lake, Riff Raff, Furnace

Conventions & Business Events

The Hamilton & Waikato region remains the third largest region behind Auckland and Wellington for conventions, meetings and business events for the year ending December 2017. Our region has secured a 10.6% market share of total events of this lucrative market.

Every conference we can secure for Hamilton and Waikato is significant for the region, regardless of the sector or size. Conference delegates are also influenced to return for a future holiday based on their positive Waikato experiences.

A delegate attending a business event was worth twice as much of a leisure traveller to the region, with an average delegate per night value of \$350 per night for international delegates and \$509 per night for domestic delegates.

In July 2017, HWT supported by Tourism New Zealand, represented the region at the Get Global trade show in Sydney, alongside a couple of key regional operators.

Our main marketing engagement for the year, the Business Events Waikato Showcase, was held in August 2017. This was our second Business Events Showcase had more than 50 venues and suppliers from throughout the Waikato region exhibiting with more than 140 conference and business event organisers through the doors, an increase from the inaugural event last year. Students from the New Zealand School of Tourism also attended to learn more about the conference and business events industry.

This year’s showcase also included The Speaker Showcase with Tourism New Zealand sponsoring the panel discussion “Redefining Hamilton & Waikato as a Leading Business Events Destination” led by speakers University of Waikato Associate Professor Ryan Ko; Hamilton & Waikato Tourism chief executive officer Jason Dawson; and SparkTank Director Rachel Kelly.

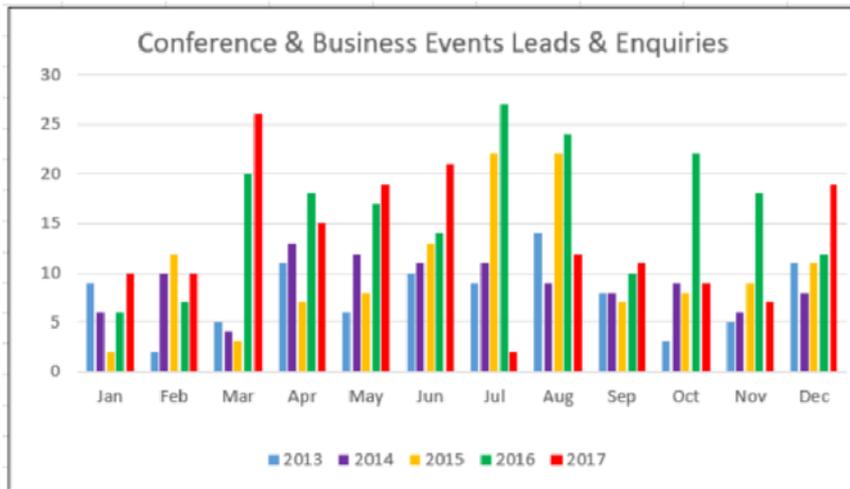
Guest speakers drew good crowds, with television and radio host Duncan Garner, and endurance athlete Rob Hamill speaking to a packed room. Speakers were sponsored by Essential Talent.

A hosted buyer programme for 15 buyers from throughout New Zealand was also introduced this year. A two-day famil programme of venues and suppliers followed their attendance at the Showcase.

In December 2017, HWT hosted a multiday famil for 13 national buyers around our region. This is the third multiday famil offered by the Convention Bureau this year.

ENQUIRIES

69 enquiries received 1 July to 31 December:



INTERNATIONAL CONFERENCE BIDS – in conjunction with Tourism New Zealand’s Conference Activity Programme (CAP)

Bidding for international conferences has become a key activity of the Hamilton & Waikato Convention Bureau, with the support of the Conference Assistance Programme from Tourism New Zealand.

Conference bid activity – August, September, October 2017

Wins: Two
Loses: Nil
Under consideration: Four

The following international conferences have been secured with the Conference Assistance Programme during the 2017-18 financial year to date:

Conference name	Date	PAX	Value (\$)
International Conference on Asian Digital Libraries – ICADL (won August 2017)	Nov/Dec 2018	230	\$496,960
Association of Australasian Engineering Educators – AAEE 2019 (won November 2017)	Dec 2019	TBC	TBC
TOTAL ESTIMATED VALUE TO THE REGION:			\$496,960

Product development

Development that furthers the Tourism Opportunities Plan (adopted 2016) continues to be a focus. The key focus of the Plan is based around five game-changers:

1. **Waikato River** – activate the Waikato River across the region
2. **Brand Strategy** – create a strong & compelling visitor proposition for the region
3. **Hamilton City Riverfront** – support plans to revitalise the Waikato River
4. **Kiingitanga Story** – deliver a suite of Maaori visitor experiences
5. **Regional Major Events Strategy** – develop an events strategy that further secures, develops, promotes and encourage events which generate financial and social benefits to the region

The Plan also identified the following opportunities for Hamilton:

- Support the developments at Hamilton Gardens;
- Continuing to improve the visitor experience at Waikato Museum & Hamilton Zoo;
- Agritourism, sports tourism and food tourism; and
- Themed-drive and walking/cycling itineraries.

Activating tourism opportunities in Hamilton

Opportunities and development supported in Hamilton over the last six months include:

Programme	HWT role	Hamilton City activity
Game Changer: Regional Major Events Strategy	Lead	Discovery phase & events audit completed. Consultation with event promoters and venues/facilities completed. First draft available April 2018.
Game Changer: Regional Brand Strategy	Lead	Regional brand audit completed; visitor proposition workshops held; regional story development completed. MBIE co-funding provided to deliver next phase by June 2018.
Game Changer: Waikato River	Support	Te Awa Lakes development – water adventure park proposal
Game Changer: Story of Kiingitanga - Maori tourism	Support	Waikato-Tainui Tourism Symposium held Sept 17; Maori tourism product & experiences being piloted; Waikato Region Maaori Economic Action Plan launched
Game Changer: Hamilton City Riverfront (River Plan)	Support	Victoria on the River – visitor promotion
Product development: New & emerging experiences	Support	Platinum Transfers & Tours eBike hire, Garden Place Founders Theatre – concept proposals Te Awa Lakes development Waikato Regional Theatre & art hotel Waikato Museum – guided tours

To find out more and download a copy of the Tourism Opportunities Plan:

www.hamiltonwaikato.com/TOP

Conclusion

The Provincial Growth Fund (PGF) has now been announced by the Government and wishes to target investment to lift productivity, create jobs and provide economic benefits to communities. The Fund has three investment tiers which will deliver these priorities:

- 1. Regional projects and capability:**
Support of economic development projects, feasibility studies and capability building identified by the regions.
- 2. Sector investment (including One Billion Trees programme):**
Investment in initiatives targeted at priority and/or high value economic opportunities.
- 3. Enabling infrastructure projects:**
Investment in regional infrastructure projects that will lift productivity and grow jobs.

The first funding announcement of the PGF targeted the 'surge' regions of Northland, Bay of Plenty, East Coast, Hawke's Bay, Manawatu-Whanganui and West Coast for early investment. Tourism has been identified as a key enabler for regional economic benefit with a number of new initiatives attracting funding in the 'surge' regions.

Hamilton & Waikato Tourism are keen to coordinate tourism opportunities which require funding for feasibility studies or development projects across the region. We are keen to advise and support Expressions of Interest or Application Forms from Waipa District Council to ensure our region attracts funding from the PGF.

According to advice from Ministry officials, the Tourism Infrastructure Fund (TIF) will be maintained and remain separate from the PGF. During round one of the Tourism Infrastructure Fund (TIF) in December 2017, the following Waikato councils attracted funding:

- Matamata-Piako District Council (\$221,000 for Wairere Falls carpark); and
- Waikato District Council (\$868,000 for new toilet and rubbish facilities at Raglan).

We will continue to work with our seven local councils to actively pursue any tourism infrastructure funding to help develop your local communities.

Finally, we would like to thank Waipa District Council, our local government partners and the industry for their continued support of Hamilton & Waikato Tourism.

Jason Dawson
Chief Executive
Hamilton & Waikato Tourism
March 2017

Council Report

Committee:	Growth and Infrastructure Committee	Date:	10 April 2018
Author:	Helen Paki	Authoriser:	Lance Vervoort
Position:	Business Manager Community	Position:	General Manager Community
Report Name:	Rototuna Town Centre Community Facilities - Options and Engagment		

Report Status	<i>Open</i>
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Purpose

1. To seek approval of the process (pending 10-YP budget approval) for development of an options report for Rototuna Town Centre community facilities and associated infrastructure.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) approves staff to carry out an expression of interest process and appointment for an independent consultant (by July 2018) to complete an options report (subject to 10 YP 2018-28 budget approval) for the Rototuna Town Centre community facilities; and
 - b) approves staff to undertake a public engagement process for Rototuna Town Centre community facilities and associated infrastructure to inform the options report.

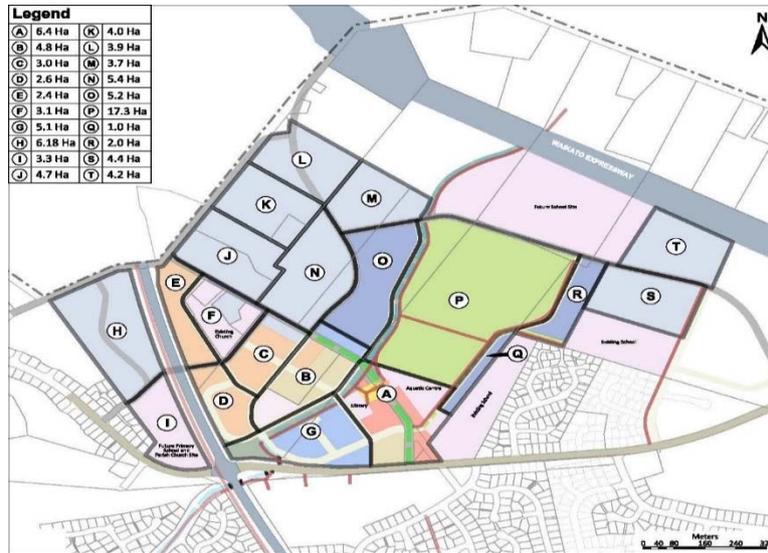
Executive Summary

3. A budget of \$18m has been included in years 2 – 4 of the Draft 10-Year Plan for development of community facilities.
4. Staff recommend an independent consultant is commissioned to undertake an options report for the development of Rototuna Town Centre community facilities and associated infrastructure, and implement an engagement process with elected members and the Rototuna community.
5. The options report will consider financial, location, social and community impacts of community facility development.
6. Staff consider the matters in this report have medium significance and that the recommendations comply with the Council's legal requirements.

Background

- Council finalised a land swap agreement with Kirkdale Investments Limited (Kirkdale) in 2014 to align with the Rototuna Town Centre Concept Plan which was adopted in the Operative District Plan in 2012. A Comprehensive Development Plan (CDP) for Area A (Figure 1 below) has been completed as required by the District Plan and resource consent for development has been granted.

Figure 1. Rototuna Town Centre Concept Plan



Discussion

- The scope of the options report is to determine the ideal community facility (either mixed location or single use), and recommend a business model. Advantages of undertaking an options report is to identify a range of design opportunities and potential partnerships in conjunction with the Rototuna community. This will provide a better understanding of intended outcomes and benefits and will form the basis of a business case with a recommendation for the best option.
- In addition to an options report, it is intended that expressions of interest will be sought for either a stand-alone aquatic facility or a combined community hub/aquatic facility. Other options may also be explored including a combined community facility/retail option.
- Any changes to the existing CDP layout, including land purchase or exchange, would need to be negotiated with Kirkdale and may incur additional cost either because of land value, Resource Management Act planning requirements and/or additional design requirements.
- Due to the complexity and specialisation required for investigation of design options and scoping of partnerships, including running an expression of interest process, it is recommended that an independent consultant is commissioned to undertake this work.
- Staff will run an engagement process with elected members and the Rototuna community to ensure there is an opportunity to input into design.
- The process and timeline for completing the Options Report and associated elected member and public engagement is outlined in attachment 1.

Financial Considerations

- The estimated cost to complete the options study is \$500,000, which is funded in year 1 (2018/19) of the Draft 2018-28 10-Year Plan.

Item 9

15. There is budget of \$18m in years 2 – 4 of the Draft 10-Year Plan for development of community facilities. This is a high-level estimate based on a 1500 m² stand-alone community hub (library and community rooms), public square and carparks only. The options report will consider financial, location, social and community impacts of community facility development.
16. The following table is based on estimated costs provided in the Draft 10-Year Plan for a stand-alone Community Hub, associated infrastructure and PPP aquatic facility (assumes land only contribution from Council). Costs associated with any alternative options will be provided in the options report and business case.

	Year 1 18/19 \$000	Year 2 19/20 \$000	Year 3 20/21 \$000	Year 4 21/22 \$000	Year 5 22/23 \$000	Year 6 23/24 \$000	Year 7 24/25 \$000	Year 8 25/26 \$000	Year 9 26/27 \$000	Year 10 27/28 \$000	Total over 10 years \$000
Total Revenue				100	100	100	100	100	100	100	700
Total Operating Expenses	500		250	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,750
Total Capital Expenses		1,350	8,000	8,650							18,000

**Note: costs exclude inflation*

17. Capital costs include consents, design and construction. Funding is required in Year 1 (2018/19) for a detailed business case for development in Rototuna as well as preparation for the selection of a private partner for the aquatic facility and/or other alternative combined build options.
18. Partner requirements will be clearly established and risks identified and mitigated prior to finalising a private partner selection.
19. Construction of the community hub and associated infrastructure is planned to take place over years 2 - 4 to ensure a short-term outcome for Rototuna residents. However, this will be confirmed as investigation of options and further detailed planning is required to ensure achievability and to identify a staged approach that is aligned with road and any other development that is likely to occur over the next five years.

Legal and Policy Considerations

20. Staff confirm that the recommendation complies with the Council's legal and policy requirements.
21. There are potential policy implications associated with making changes to the layout of the town centre including the community facilities. These would need to be addressed through planning and consent processes.

Risks

22. Public engagement is important to ensure community input and alignment with final design. It is important that community expectations are managed through effective communication of project parameters as part of the consultation process.

Significance & Engagement Policy

Significance

23. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation in this report has a medium level of significance

Engagement

24. Given the medium level of significance determined, the engagement level is medium. Engagement is required.
25. Planning and design processes are more likely to be aligned with community views if there is consultation to ensure input into concept development and feedback is provided on how this input influenced the final options and decision.
26. Opportunities for community input and feedback is included in the process outlined in this report.

Attachments

- Attachment 1 - Rototuna Town Centre Community Facilities - Process and Timeframe for Options Report and Community Engagement

Proposed Feasibility and Engagement Process and Timeframe for Rototuna Town Centre Community Facilities

Date	Item	Purpose
18 April 2018	North East Community Day	Formal consultation for the 10YP Engagement to learn people's views and get feedback from them Information sharing Responding to specific queries
10 May 2018 (tbc)	Elected Member Briefing	Workshop with Kirkdale to agree options available for consideration in the options report
May/June 2018	EOI for consultant	Scope to include options report for community facilities (including partnership options and any layout options agreed with Kirkdale)
May/June 2018	Community Engagement	To get input on community needs and preferences for design of facilities Process still to be designed in detail but would include world café sessions with schools and community - include Rototuna High School; Te Totara School; Hamilton Christian School; wider public event/s planned in conjunction with North-East Hamilton Trust
June 2018	Adoption of 10-Year Plan	Stage gate – if Rototuna proposal is adopted then proceed with next steps
July 2018	Recommendation to Council to engage consultant	Investigate mix and location of community facility and partnership options as follows: <ul style="list-style-type: none"> ○ Review community needs (informed by community engagement and workshop with elected members) ○ Scope potential partnerships and funding opportunities ○ Include expressions of interest – sufficient time will need to be allowed for interested parties to submit and for analysis of all options ○ Construction, ownership and operational modelling and costs – feasibility including costs, benefits and risks
Dates tbc	Feedback	Further input and information for community and elected members
Date tbc	Finalise report	Business Case - Options and recommendations
March 2019	Report to Council	Options and recommendation and timeframe/funding for development

Council Report

Item 10

Committee: Growth and Infrastructure Committee
Date: 10 April 2018
Author: Robyn Denton
Authoriser: Chris Allen
Position: Network Operations Team Leader
Position: General Manager City Infrastructure
Report Name: HCC's Draft 1 Submission to the Draft Waikato Regional Land Transport Plan

Report Status	<i>Open</i>
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Purpose

1. To seek approval of the **Draft 1** Submission to the Draft 2018 update to the Waikato Regional Land Transport Plan 2015-45 (draft 2018 RLTP).

Staff Recommendations

2. That the Growth and Infrastructure Committee:
 - a) receives the report;
 - b) approves HCC's **Draft 1** submission on the Draft 2018 Waikato Regional Land Transport Plan; and
 - c) notes the approved submission will be sent to Waikato Regional Council by 11 April 2018 and uploaded to Hamilton City Council's website.

Background

3. A draft 2018 update to the 2015 Waikato Regional Land Transport Plan (draft 2018 RLTP) has been prepared for public consultation following a robust review process over the last 18 months through the Regional Transport Committee (RTC).
4. Councillor Dave Macpherson is the Hamilton City Council representative on the RTC.
5. The release of the draft 2018 RLTP was delayed from December 2017 until March 2018 on the understanding that the Government would release its revised Government Policy Statement (GPS) on Land Transport early in 2018.
6. At the time of writing this report the revised GPS has still not been released.
7. In the absence of a GPS document being released in the timeframes expected, the draft 2018 RLTP was reviewed by staff in February 2018 to reflect the Government signals provided by the Minister of Transport (Hon Phil Twyford) and Associate Minister of Transport (Hon Julie Anne Genter) in correspondence to Regional and Local Councils.
8. The timeframes for completing the consultation on the draft 2018 RLTP were such that the decision was made to release the document for consultation on 9 March 2018 with submissions closing on 9 April 2018.

Attachment 1

9. Staff have secured an extension from WRC to the draft 2018 RLTP official submission closing date through to 11 April 2018.
10. Waikato Regional Council representatives made a brief presentation of the draft 2018 RLTP at the 5 April LTP Council Briefing session.
11. Overall, the content and direction of the draft 2018 RLTP is supported, particularly given its strong alignment with Access Hamilton and other key HCC transport plans and policies.
12. A copy of Draft 1 of the submission on the draft 2018 RLTP is included in this report as Attachment 1.

Attachments

Attachment 1 - HCCs Draft 1 Submission to WRCs Draft Regional Land Transport Plan (10 April 2018)

DRAFT 1**Submission by
Hamilton City Council****Waikato Regional Council's Draft Regional Land Transport Plan****10 April 2018****1.0 INTRODUCTION**

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the draft 2018 Waikato Regional Land Transport Plan (draft 2018 RLTP).
- 1.2 Overall, HCC supports the content and direction of the draft 2018 RLTP and the methodology used for the review of the 2015 – 2045 RLTP.
- 1.3 This submission outlines areas of specific interest to HCC.

2.0 INTEGRATED PLANNING

- 2.1 HCC is supportive of the draft Plan's focus on the Waikato as part of the wider Upper North Island, and recognising the role that the region plays in providing critical inter and intra-regional links for the movement of goods and people.
- 2.2 The integration of land use and transport planning is one of the Region's strengths, and the draft RLTP recognises the work of key transport stakeholders across a variety of work programmes which provide a solid foundation for the future development of the region. HCC has been closely involved in these work programmes, including UNISA, Future Proof and the Waikato Plan, and is pleased that the RLTP recognises, and is aligned with them.
- 2.3 External to this Plan, there are a number of business case processes underway that will impact on transport. One of these is the Auckland to Hamilton Corridor Plan. This emerging piece of work has evolved from a meeting between central and local government looking to address future development along the Hamilton to Auckland corridor. As this is scoped further, it is important that the draft RLTP seeks to align with, and input into the workstream.
- 2.4 It will become increasingly important for councils to remain agile in terms of planning for growth and it is important that planning documents, such as the RLTP, enable this to happen.

3.0 STRATEGIC CORRIDORS

- 3.1. HCC supports the aim for increased use of rail between Hamilton and Auckland, and the commentary, priorities and implementation measures included in the draft Plan to achieve this.

Section	Point	Comment
3.7 Strategic Corridors	Priority 7 <i>Progress work and advocate for a passenger rail service between Hamilton and Auckland</i>	Support the inclusion of this priority to enable HCC to pursue the Hamilton to Auckland rail service.
3.7 Strategic Corridors	Key Implementation Measure M3 <i>Waikato Regional Council (WRC) and transport partners to progress the strategic business case on transport connections between Hamilton and Auckland, and to progress work on the interim Hamilton to Auckland rail service as a matter of priority.</i>	Support the inclusion of this implementation measure to enable HCC to pursue the Hamilton to Auckland rail service.

4.0 ROAD SAFETY

- 4.1. HCC have adopted a road deaths target of zero by 2027 and is therefore supportive of the commentary, priorities and implementation measures included in the draft Plan to achieve this.
- 4.2. Recognising the recent correspondence and road safety focus by the Associate Minister for Transport Hon Julie Anne Genter, HCC supports the Safe System approach being proposed for the region noting the need for renewed investment into Safe Speeds and Safe Roads and Roadsides.

Section	Point	Comment
3.8 Road Safety	Key Implementation Measure M19 <i>RCAs to develop and implement district speed management plans to feed into a regional speed management plan</i>	Support the inclusion of this implementation measure to ensure regional consistency in the approach and timing of speed management changes in the region.
3.8 Road Safety	Key Implementation Measure M23 <i>HCC to implement road safety actions in Access Hamilton Strategy</i>	Support the inclusion of this measure to enable Hamilton City to respond to safety issues in a timely manner.

5.0 AFFORDABILITY

- 5.1. HCC is supportive of the focus on affordability in the draft Plan, specifically advocating for new models of cross agency funding, and maximising new funding sources as they become available.
- 5.2. Council is continuing to pursue multiple avenues for new funding, one of which is the ability to charge a regional or sub-regional fuel tax. We support the inclusion of an implementation measure to enable this, however we request the following amendment to enable this to be applicable to all councils in the region.

- 5.3. We also request that WRC consider including reference to additional longer-term future funding models such as moving to Road User Charges (RUC) schemes implemented through vehicle technology (GPS or similar) that may become available as vehicles become less reliant on fuel.

Section	Point	Comment
3.11 Affordability	Key Implementation Measure M49 <i>The RTC and transport partners to explore innovative and collaborative alternative transport funding solutions, including co-investment arrangements, and including supporting initial investigations by HCC for the application of a future regional or sub-regional fuel tax.</i>	Amend as per strike through version. HCC is happy for reference to a specific council to be removed noting that other councils in the region are also showing interest in investigating this further.
3.11 Affordability	Additional Implementation Measure	Add reference to longer-term alternative funding models such as Road User Charges (RUC) schemes implemented through vehicle technology (GPS or similar) that may become available as vehicles become less reliant on fuel.

6.0 FURTHER INFORMATION AND HEARINGS

Should the Waikato Regional Council wish to discuss the points raised by HCC in this submission, or require additional information, please contact Robyn Denton (Network Operations Team Leader, City Transportation) on 07 838 6910, email Robyn.Denton@hcc.govt.nz in the first instance.

HCC **does wish to speak** at the WRC hearings in support of this submission.

Yours faithfully

Richard Briggs
CHIEF EXECUTIVE

Council Report

Committee: Growth and Infrastructure Committee
Date: 10 April 2018

Author: Robyn Denton
Authoriser: Chris Allen

Position: Network Operations Team Leader
Position: General Manager City Infrastructure

Report Name: Speed Management

Report Status	<i>Open</i>
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Purpose

1. To inform the Committee on the changes to Speed Management that have occurred since the 28 March 2017 report to the Growth and Infrastructure Committee.
2. To inform the Committee on the proposed Speed Management approach that will be developed during 2018.
3. To seek approval to commence engagement for changes to the Hamilton City Speed Limit Bylaw 2013.

Staff Recommendations

4. That the Growth and Infrastructure Committee:
 - a) approves the commencement of early engagement with community and key stakeholders on the proposed changes to the Hamilton City Speed Limit Bylaw (enabling changes to speed limits by resolution and the proposed introduction of a 60km/h speed limit on Gordonton Road);
 - b) approves a Determination Report and Statement of Proposal be prepared based on the outcome of engagement and be presented to the 29 May 2018 Growth and Infrastructure Committee meeting; and
 - c) notes that a Speed Management Plan for Hamilton City will be developed in 2018 in conjunction with community and key stakeholders.

Executive Summary

5. There has been a lot of work at both a regional and national level in regard to speed management in the last year, with an increasing focus coming onto how local authorities are going to be able to utilise speed management to improve road safety outcomes moving forward.

6. Changes are proposed to the Hamilton City Speed Limit Bylaw 2013 (Speed Limit Bylaw) which will assist in improving safety in Gordonton Rd via a lower speed limit, but will also enable more timely changes to speed limits to occur in the future by enabling changes to speed limits to be made via Council resolution rather than a full bylaw review each time Council was to make a change.
7. Approval is being sought to commence the process necessary for these changes to the Speed Limit Bylaw to occur. It is expected that these changes will be able to be adopted at the 6 September 2018 meeting of full Council.
8. In parallel to these bylaw changes, it is proposed that a Speed Management Plan be developed for the city. The plan would set out the proposed Speed Management activities (including consultation, education, engineering and enforcement) which would be completed in the next three financial years (commencing 2018/19).
9. It is proposed that early engagement be undertaken on both of these streams of work to ensure support from both the community and key stakeholders is in place when changes are then consulted upon in the future.

Background

10. The [28 March 2017 meeting](#) of Growth and Infrastructure Committee report on Speed Management in Hamilton City provided a full background on the speed management activities that had been undertaken both at a local and national level in the preceding years.
11. Since that report, the draft Land Transport Rule: Setting of Speed Limits 2017 Rule 54001/2017 (Speed Limits Rule) was consulted on by the NZ Transport Agency. The [20 June 2017 meeting](#) of Growth and Infrastructure Committee approved the Hamilton City Council submission on the Speed Limits Rule and the proposed changes that its adoption would enable.
12. The Speed Limits Rule was signed by the Associate Minister of Transport Hon. Tim Macindoe on 21 August 2017. The rule formalised the Speed Management Guide (published in 2016 by the NZ Transport Agency) as the approach to be used for speed management on New Zealand roads.
13. Road safety and speed management have gained greater focus in the last few years, as a result of the national road toll rising over the last four years.
14. The Minister of Transport Hon. Phil Twyford has provided guidance on the new priority areas that the revised Government Policy Statement on land transport (GPS) will take in 2018 to assist with planning – and in particular the development of Regional Land Transport Plans.
15. The GPS is central to investment decisions across the land transport system, and from a strategic priority perspective the Minister has proposed investment to achieve a system that:
 - Is a safe system, free of death and serious injury
 - Improves access to move towards more liveable cities and thriving regions
 - Ensures the land transport system enables better environmental outcomes
 - Delivers the best possible value for money.

A copy of the Ministers letter of 15 February 2018 is included in this report as Attachment one.
16. The Associate Minister of Transport Hon. Julia Anne Genter has hosted a Local Government Road Safety Summit (9 April 2018) to consider infrastructure investment, speed management and options to treat high risk roads. She is also interested in understanding plans to improve the safety for people who are walking and cycling.

17. The development of the draft Regional Land Transport Plan over the last 18 months has also highlighted road safety as being a key focus with a need for greater investment being necessary. A regionally consistent approach to speed management is one the three policies that are proposed for achieving the desired reduction in road trauma for the region.
18. The refresh of Access Hamilton last year resulted in a vision of zero road deaths by 2027 being adopted (the 20 June 2017 Growth and Infrastructure Committee meeting). Speed Management will form a key component of achieving this target.
19. The Speed Management Taskforce that was established in March 2017 was disestablished in early 2018. The speed management activities are now included in a revised Terms of Reference for the Access Hamilton Taskforce that was approved at the 20 February 2018 Growth and Infrastructure Committee meeting.
20. There are two key activities that are proposed for completion in 2018 that relate to Speed Management within Hamilton City:
 - Changes to the Hamilton City Speed Limit Bylaw 2013
 - Development of a Hamilton City Speed Management Plan

Proposed Hamilton City Speed Limit Bylaw Changes

21. There are two changes proposed to the Hamilton City Speed Limit Bylaw 2013 (the Speed Limit bylaw):
 - Review of the bylaw to enable speed limits to be set via Council resolution
 - Changing the speed limit on Gordonton Road.
22. **Review of Speed Limit Bylaw**
23. Speed limits are set in accordance with the Speed Limits Rule and require each Road Controlling Authority (RCA) to have a bylaw in place through which speed limits are consulted upon and documented.
24. The Local Government Act 1974 sets out the process that must be followed (including a Special Consultative Process) in order to change any component of a bylaw.
25. The current format of the speed limit bylaw forces the bylaw to go through a full review whenever any changes to speed limits are made by Council.
26. This proposed review aims to adjust the form of the bylaw so that speed limit changes can be addressed through Council resolution in the future. This will provide Council with the ability to respond more quickly and efficiently to speed limit change requests.
27. The Local Government Act allows the bylaw to be written so that information currently contained in the schedules is instead kept in registers. Changes to registers can be made by resolution by Council, as is currently done with changes to the city's Traffic Bylaw 2015 being undertaken by the Regulatory and Hearings Committee.
28. The delegation for approving speed limit changes would then sit with the Regulatory and Hearings committee. This will involve considering the results of public consultation and staff recommendations to make decisions regarding speed limit changes.
29. **Speed Limit Change on Gordonton Road**
30. The poor safety performance of the intersection of Gordonton and Thomas Road resulted in a variable intersection speed limit being introduced at the intersection late in 2017. The variable limit enables a speed limit reduction from 80km/h to 60km/h via electronic signage whenever there are vehicles turning into or out of Thomas Road at the Gordonton Road intersection.

31. While this change has resulted in a small decrease in the number and severity of crashes, it was only ever considered to be an interim solution until a permanent improvement for the intersection could be developed and put into place.
32. An update on the development of a permanent solution is included in the Gordonton Road Corridor report included in the agenda for this meeting of the Growth and Infrastructure Committee.
33. As part of the Gordonton Road corridor work it has been determined that a permanent speed limit reduction from 80km/h to 60km/h is needed for the length of Gordonton Road from Wairere Drive intersection northwards through the Thomas Road intersection. The final northern extent will be determined as part of the engagement process in conjunction with design for the Thomas Road intersection improvement.
34. At the time of consulting on the variable 60km/h speed limit at the Thomas Rd and Gordonton Road intersection there were several comments made in support of introducing a permanent reduced speed limit. It is therefore expected that the engagement results will be favourable.
35. The proposed timeline for implementing these changes to the Speed Limit Bylaw are set out below:

Activity	Dates (2018)	Committee
Speed Management overview and permission to engage	10 April	Growth and Infrastructure
Early engagement with community and key stakeholders	16 April to 8 May	-
Determination and Statement of Proposal	29 May	Growth and Infrastructure
Formal consultation with community and key stakeholders	5 June to 5 July	-
Hearings Report	1 August	Regulatory and Hearings Committee
Deliberation and Adoption Report	6 September	Council

36. While this work is being undertaken, it is proposed that the development of a Hamilton City Speed Management Plan is completed in parallel.

Development of a Hamilton City Speed Management Plan

37. The Speed Management report to the 28 March 2017 meeting of Growth and Infrastructure proposed the development of a Speed Management Plan for the city. This work has made very little progress to date but with the renewed focus on this topic at local, regional and national levels it is important to get this work underway again.
38. The development of a Speed Management Plan for the city is recommended to compliment the proposed change in the Speed Limit Bylaw to allow speed limits to be changed via Council resolution. The Speed Management Plan will clearly set the proposed direction for Speed Management for the city into the future.
39. Early and full engagement with community and key stakeholders is a critical factor to the successful development and subsequent delivery of a Speed Management Plan which would set out a three year programme of works (commencing in the 2018/19 financial year).
40. The Speed Management Plan would include the work required for consultation, education, engineering, speed limit changes and enforcement, with enforcement being carried out by the NZ Police. The consultation requirements are set out in the Speed Limits Rule.

41. The scope of the Speed Management Plan would be not only encompassing local Hamilton roads. By working closely with the NZ Transport Agency and neighbouring Councils the Speed Management Plan would work to ensure coordination of speed limit setting and implementation across all roads within and adjacent to the city.
42. The Speed Management Plan will look to target to the following areas where:
 - There is strong community support for change reflected in the engagement feedback and in the requests for speed limit changes that have been received from residents over recent years
 - There is greatest potential to reduce deaths and serious injuries and improve economic productivity, particularly in the short-term as identified by the NZ Transport Agency in the Speed Management maps
 - There are high benefit opportunities to improve the credibility of speed limits. These will be corridors where road users already travel at the safe and appropriate speed, but where the posted speed limit is out of alignment. These have also been identified by the NZ Transport Agency in Speed Management Maps.
43. To deal with unplanned situations, it is also proposed that the Speed Management Plan would have a list of key principles which could be used to deal with situations where the site hasn't been specifically dealt within the Speed Management Plan. The principles would provide generic guidance on the speed management approach that is required, eg:
 - All schools will have 40km/h speed limits on any roads which the school accesses directly. This will be achieved either through variable or permanent speed limits.
44. As part of the development of the Speed Management Plan, it is proposed that sites for implementation in early 2019 be identified. Once the bylaw review is complete and the Speed Management Plan is in place, any speed limit changes would be able to be made by resolution following consultation in accordance with the Speed Limits Rule
45. It is most likely the current Speed Management Policy (Attachment 2) will be superseded by the Speed Management Plan. A final decision on this can be made once the Speed Management Plan is developed.
46. The development of the Speed Management Plan will be undertaken under the guidance of the Access Hamilton Taskforce throughout 2018, with the aim of getting the plan approved no later than the 6 December 2018 meeting of the Growth and Infrastructure Committee.

Financial and Resourcing Considerations

47. It is proposed that the implementation of the speed limit change and associated engineering works in Gordonton Road necessary to support the lower speed limit will be completed in conjunction with the Gordonton Road and Thomas Road intersection improvements. These are planned for completion next financial year (2018/19).
48. Beyond these specific engineering changes, the key activities associated with the development and then delivery of the Hamilton City Speed Management Plan (community engagement, education, bylaw changes and engineering works) will be programmed into the Discretionary Transport, Road Safety Education and Transportation Activity Management programmes.
49. Funding for the implementation of the Speed Management Plan would be from the Discretionary Transport and Road Safety Education programmes. Budgets in the 10 Year Plan include provision for this work and no additional funding is required beyond that planned.

Legal and Policy Considerations

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

Risks

51. The risks association with the completion of the work outline in this report are considered low.
52. The consultation undertaken in 2017 for the variable (60km/h) speed limit in Gordonton Road at Thomas Road resulted in many requests for a permanent lower speed limit to be imposed.
53. The proposed change to the Speed Limit Bylaw reflects an approach that is used by many other Road Controlling Authorities in New Zealand (eg Auckland, Tauranga and Wellington) and has already been in use for the city's Traffic Bylaw since 2015.
54. A legal review of the proposed change has been completed and no risks to Council have been identified.
55. The development of the Speed Management Plan will ensure that in the longer term there are good opportunities for engagement with stakeholders and the community well in advance of any changes being made.
56. Following the NZ Transport Agency's Speed Management Guide and its associated framework will ensure that any changes are consistent with decisions being made nationally and regionally.

Significance & Engagement Policy

57. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of recommendation(s) in this report.

Engagement

58. Community views and preferences are already known to the Council for the proposed change in Gordonton Road as a result of the speed limit change that was undertaken at the Thomas Road intersection in 2017.
59. Engagement with the community and key stakeholders will be undertaken following approval of the recommendations in this report. The outcomes of the engagement will be included in the Statement of Proposal report to 29 May 2018 meeting of the Growth and Infrastructure Committee.

Attachments

Attachment 1 - Letter from Minister of Transport re GPS priorities 15.2.18

Attachment 2 - Speed Management Policy

Hon Phil Twyford

MP for Te Atatu
Minister of Housing and Urban Development
Minister of Transport



15 FEB 2018

Tena koutou,

As you know, the Government Policy Statement on land transport (GPS) is central to investment decisions across the land transport system. It provides guidance on how over \$3.5 billion of New Zealanders' money is spent through the National Land Transport Fund (NLTF) each year. It also provides signals for spending of a further \$1 billion each year on land transport through local government investment. Through the GPS, the Government ensures that the revenue raised delivers the best possible land transport system (infrastructure and services) to support the needs of New Zealanders and the country's economic growth and productivity.

In November 2017, when I wrote to you, I noted that work was underway to develop a new GPS 2018 and I indicated the new priority areas. We have been very conscious that the GPS is central to your planning, and the impact that investment direction in the GPS may have on your work.

I have asked officials to prepare a draft GPS for my consideration in late February 2018. This will enable engagement to begin in March 2018, for around a month.

This Government's vision for transformation is considerable. Reflecting the scale of that transformation in this GPS was not going to be realistic within the time available. Fully reflecting our vision will be a longer term process that officials need to scope, and this will likely involve engagement with the sector later in the year.

In the meantime, and focussing on GPS 2018, I wanted to share some of the detail of what is likely to be in the engagement draft of this GPS, with the intention that this information will support your planning.

Firstly, we are retaining the current GPS framework – so the structure of the document will look familiar to you. It will continue to have strategic priorities, six objectives, themes, results, reporting, funding levels and activity class information.

Investment priorities will, however, change. From a strategic priority perspective, the GPS proposes investment to achieve a land transport system that:

- *is a safe system, free of death and serious injury* – New Zealand roads, speeds, vehicles and user behaviours are a long way from what is required to achieve our aim of a land transport system that is free of death and serious injury. There needs to be increased efforts across the system to significantly reduce death and serious injury on our roads
- *improves access to move towards more liveable cities and thriving regions* – the GPS focusses on how transport can enhance the well being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling
- *ensures the land transport system enables better environmental outcomes* – we are committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling,

providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and bio-fuels, encourage efficient network and speed management is also key to this priority area

- *delivers the best possible value for money* - value for money in transport will deliver the right infrastructure and services to the right level at the best cost. This consideration needs to take into account the full range of benefits and costs over the whole of the life of the investments.

The draft GPS will also include themes. The themes include broad issues that support the effective delivery of the strategic priorities and objectives. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The following themes are likely to be included in the GPS engagement document:

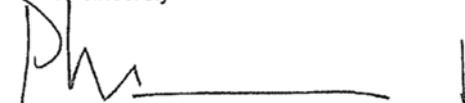
- a mode neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery.

Currently, the funding information, including activity class funding ranges, are under development. I expect the ten activity classes in the current GPS are likely to remain the same. However, I am considering how signals for investment in mass transit can be provided, and a new activity class may be required. Activity class funding ranges are being reprioritised to reflect this Government's priorities for transport and will be included in the draft GPS for engagement.

Following engagement, feedback will be considered and revisions made. In line with the Land Transport Management Act 2003, I intend to consult with the New Zealand Transport Agency Board, before releasing the final GPS before 30 June 2018.

I look forward to hearing your feedback following the release of the draft GPS. I hope these signals help you better understand the direction of GPS 2018 and help inform your planning.

Yours sincerely



Hon Phil Twyford
Minister of Transport

First adopted:	1 November 2012
Revision dates/version:	Review by November 2015
Next review date:	
Engagement required:	
Document number:	D-712916
Associated documents:	
Sponsor/Group:	General Manager Infrastructure

Speed Management Policy

Purpose and scope

1. The purpose of this Policy is to outline Council's philosophy for managing speeds on Hamilton roads in order to achieve increased road safety and pedestrian amenity.
2. Managing speeds on roads within Hamilton city is key to the achievement of road safety and vulnerable and road user amenity. It also contributes to a number of strategic outcomes – nationally, regionally and locally.
3. This Policy sets out a speed management philosophy for the city which will inform future reviews of city speed limits. The Policy also outlines high level criteria for the location of Safe Speed Areas as a means of managing travelling speeds and increasing neighbourhood amenity.
4. The Policy covers the roading network within Hamilton City boundaries. It does not include state highways which are managed by the New Zealand Transport Agency but the Policy will form the basis of Council advocacy for state highways in the future.

Strategic alignment

5. The Policy assists in the delivery of Council's outcomes and goals as follows:

Prosperous and Innovative	Outstanding City Leadership	People Love Living Here
<ul style="list-style-type: none"> ▪ Hamilton has a strong, productive economy and we build on our economic strengths. ▪ We have a thriving Central Business District (CBD). ▪ It's easy to do business here. ▪ Our city grows and prospers in a sustainable way. 	<ul style="list-style-type: none"> ▪ The city is led by effective, open and responsive governance. ▪ Council's finances are sustainable for the long term. ▪ We operate efficiently and provide exceptional service. ▪ The city takes a leadership role regionally and nationally. 	<ul style="list-style-type: none"> ▪ Hamilton embraces the Waikato River and it is the focal point of our city. ▪ We value, preserve and protect Hamilton's natural, green environment. ▪ Our city is attractive, well-designed and compact with outstanding architecture and distinctive public spaces. ▪ Our city is a fun place to live with a vibrant arts scene. ▪ Hamilton is a safe city. ▪ It's easy to get around. ▪ We celebrate our people and many cultures.

■ = primary contribution

Principles

6. Managing speeds on roads plays a key role in developing communities, a sense of place and improving neighbourhood amenity and the safety of all road users.

Page 1 of 3

7. The implementation of changes to the speed limit philosophy for the city will be staged.
8. Council recognises the importance of consultation prior to implementing any speed limit or infrastructure changes.
9. Travel speeds should reflect a balance between road safety and economic productivity.
10. Speed limits will become intuitive and reflect the use and function of roads.

Policy

Desired speed limit philosophy

11. The following speed limit regime represents the long-term philosophy for Councils' road network:

Desired speed limit - km/h	Location
10/20/30/40	lower speed areas collector roads
60 or 80	Minor and major arterials
80 max.	Rural local roads

12. The achievement of this long-term philosophy is based on streamlining speed limits via the removal of the 50km/h speed limit option by either lowering the speed limit on these roads to 40km/h or raising them to 60km/h.
13. Council recognises that the removal of the 50km/h speed limit option will require physical work to either decrease the mean travelling speeds where speeds are to be lowered or to ensure safety for all road users groups where speed limits are to be increased.
14. The implementation of the long-term philosophy will occur progressively on the existing road network over time. This will coincide with the 'Safe System Approach' becoming embedded in the NZ driving culture and road hierarchies and layouts throughout New Zealand.
15. In some locations these speed limits will be dependent on physical works being completed prior to any change occurring.
16. The long-term philosophy will apply to the development of any new roads and will be documented in the 'Criteria for the Form of Transport Corridors' set out in the proposed District Plan.

Lower speed areas

17. Lower Speed Areas are those areas where there is higher pedestrian and cyclist activity occurring. Lower travelling speeds recognise vulnerable road users in these areas.
18. The speed limits for the following lower speed areas are outlined as follows:

Speed Limit	Area
10 km/h	Shared zones
20 km/h	Transport Centre, parks, cemeteries
30 km/h	Shopping precincts
40 km/h	Local residential streets, collector roads and variable school zones

19. Any changes to existing speed limits to achieve the long-term philosophy will be set through the Hamilton City Speed Limits Bylaw and will adhere to the requirements outlined in the Local Government Act 2002 and the Land Transport Rule: Setting of Speed Limits 2003.

Safer Speed Areas (40Km/h)

20. Council supports the development of Safer Speed Areas to reduce travelling speeds and the number and the severity of crashes.
21. The selection of Safer Speed Areas will be prioritised according to the following considerations:
- Safety.
 - Traffic volumes.
 - Traffic speeds.
 - Presence of kindergartens/childcare facilities.
 - Previous requests for traffic calming or safer speed area treatment.
 - Previous traffic calming completed in the area.
 - Presence of care facilities, e.g. for the aged or disability community.
 - Presence of home based businesses.
22. Safe Speed Areas will be based on natural groupings of local residential roads which are bounded by roads of higher classification in the road hierarchy.
23. A variety of mechanisms will be used to achieve lower travelling speeds ranging from communications and education to signage and physical engineering works.

Monitoring and implementation

24. The General Manager, Infrastructure will monitor the implementation of this Policy.
25. The Policy will be reviewed every three years or at the request of Council, in response to changed legislative and statutory requirements or in response to any issues that may arise.

References

- Safer Journeys Strategy 2010.
- Infrastructure Technical Specification.
- Speed Limit Bylaw 2013.
- ACCESS Hamilton Strategy.
- Manual for Streets (Department of Transport) 2007.
- Proposed Hamilton City District Plan – Criteria for the Form of Transport Corridors.
- Land Transport Rule: Setting of Speed Limits 2003.

Council Report

Item 12

Committee: Growth and Infrastructure Committee
Date: 10 April 2018

Author: Jason Harrison
Authoriser: Chris Allen

Position: City Transportation Unit Manager
Position: General Manager City Infrastructure

Report Name: Parking - Central City Trial Update

Report Status	<i>Open</i>
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Purpose

1. To provide the Growth and Infrastructure Committee with an update on the central city on-street parking trial.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) receives the report; and
 - b) requests staff to report back to the 29 May 2018 Growth and Infrastructure Committee with a further update on the central city on-street parking trial with a recommendation on how to proceed beyond the nominated June 2018 trial period.

Executive Summary

3. Council has approved the installation of new parking technology which enables the collection of extensive parking information, 1302 sensors have been deployed within on-street parking bays in the central city.
4. In conjunction with the installation of this new technology Council also approved the commencement of a parking trial that allows for 2-hour free parking within the central city with the ability to extend this time period on the basis of paying \$6 for every hour stayed beyond the initial 2-hour free offer.
5. The parking offer applies for the hours 8.00am to 8.00pm Monday to Saturday with parking on Sunday and Public Holidays remaining free with no time restrictions.
6. The trial period was due to commence on 1 October 2018 and continue through to June 2018.
7. In progressing this trial Council noted that a key aspect of the parking strategy was to achieve an optimum 85% occupancy for on-street parking noting that free parking should be adopted as a short-term policy only to revitalise the central city and that this policy be reviewed periodically against the strategy of an 85% on-street parking utilisation factor.

8. The 85% utilisation factor means that parking services are well used, while providing sufficient opportunities for circulating vehicles to park quickly and conveniently. Above 85-90% indicates over-saturation of the parking resource which would be counter-productive for a vibrant central city.
9. Early data collected from the trial is positive in that parking utilisation has increased across the four defined parking precincts, potentially indicating that more vehicles are visiting the central city as intended.
10. The data also shows that across the city this parking utilisation is not in the 85-90% range which is also positive, but noting that some individual high demand streets at certain times of the day are beyond this.
11. Anecdotal evidence from the business owners who are benefiting from this proposal and part funding it is positive. On balance, anecdotal evidence from parking customers is also positive. Surveys are underway to formalise feedback.
12. Staff believe that more time will be required to collect further parking data prior to any firm conclusions being drawn from the trial and that a longer trial period may be beneficial. A report to the May 2018 Growth and Infrastructure Committee will have the benefit of one more months data together with more analysis of that data.
13. The deployment of the technology has been more difficult than expected and this has resulted in less reliable data in the early months of the trial which is a key reason for potentially extending the trial period.
14. The technology is still not as reliable as desired for validation efficiency and enforcement purposes. An unexpected outcome of the trial has been the manual resourcing demands for validation and self-validation options need to be considered alongside increasing warden resource post trial.
15. A better understanding of all parking events that exceed the 2 hours period is required as is more analysis to determine if there are people abusing the 2 hours total offer by moving vehicles prior to the 2 hours and taking the chance that validation will not pick up the non-compliance.
16. Part of the strategic direction set by the parking control task force was that travel demand management strategies that encourage biking, public transport and ride sharing for both visitors and workers need to be deployed alongside the parking strategy. This is work in progress that will be reported separately as part of Access Hamilton.

Background

17. At its 13 December 2016 meeting Council set up a parking control task force (Task Force). The Task Force has confirmed their strategic direction for parking in the Central City as follows:
 - On street parking should be provided as a service to support an active, strong commercial central city
 - On street parking strategies should target short term visitors and shoppers while longer term visitors should be directed to off street car parking
 - The target 85% parking utilisation factor should be retained
 - The maximum parking period of 2 hours should be retained
 - That parking management practices be directed more and more to education and compliance rather than enforcement
 - Travel demand Management strategies that encourage biking, public transport and ride sharing for both visitors and workers should be deployed alongside the parking strategy

18. At the 2017/18 Annual Plan meeting (7 March 2017) Council resolved that staff report to Council on 6 April 2017 with detailed costings on a proposal to provide 'free' 2-hour on-street parking within the CBD, from 1 October 2017, together with a report from the Task Force on their proposed parking strategy.
19. At the 6 April 2017 Annual Plan meeting Council received a staff report that outlined two options.
- Option One was the introduction of free 2 hour on street parking in the CBD from 8am to 8pm (Monday to Saturday with Sunday free) along with a proposed targeted rate with continued enforcement and issuing of infringements for expired warrants of fitness and vehicle registrations.
 - Option Two was to retain the status quo and continue the Central City Transformation Plan offer of free parking before 9am and after 3pm (Monday to Saturday with Sunday free), including enforcement and issuing of infringements for expired warrants of fitness and vehicle registrations.
20. At the 6 April 2017 Annual Plan meeting Council resolved;
- a) *Receives the report*
 - b) *Approves the preferred option of the Central City parking Control Task Force to;*
 - i. *Implement a maximum 2-hour free parking policy in the central city encompassing both the blue zone and the yellow zone as defined in the current Central City Transformation Plan, commencing 1 October 2017;*
 - ii. *That the free 2 hours will be a cumulative total between the hours of 8.00am to 8.00pm Monday to Saturday with parking on Sunday and Public Holidays remaining free with no time restrictions;*
 - iii. *Note that the implementation include the methods described in paragraph 28 of this report; and*
 - iv. *Note that there will be no change to the current 2-hour maximum on-street parking time limit within the CBD*
21. Paragraph 28 of the 6 April 2017 report proposed technology and time controls to mitigate the risk of workers utilising the on-street car parks and included
- Maximum stay is 2 hours unless otherwise decided by signage (eg loading zones)
 - No stay over 2 hours will be permitted and longer-term parkers will need to use off-street parking facilities
 - Pay Kiosks will not be required
 - The sensor coverage to be expanded to greater CBD area
 - Staff to consider its resourcing to manage revised hours and use of hand held devices
 - Visitors can change their geographic location provided they don't exceed 2 hours
 - Smart phone apps will be developed
22. The parking strategy adopted the 85% utilisation factor and it was noted that utilisation above 85-90% indicates over-saturation of the parking resource which would be counter-productive for a vibrant Central City.

23. It was also noted that any free parking initiative should be adopted as a short-term policy only to revitalise the central city and that this is reviewed periodically against the strategy of an 85% on street parking utilisation factor.
24. A technology risk was also noted about technical certainty about ability for information from parking sensors to reliably link to number plates and that further verification work was required.
25. Council also passed resolutions at this April 2017 meeting to propose targeted rates for the purposes of consultation as part of the 2017/18 Annual Plan and to report back to Council on 1 June 2017.
26. At the 1 June 2017 Annual Plan Deliberations meeting staff reported back on the submissions received as part of the 2017/18 Annual Plan Consultation document and the hearings heard on 18 May 2017. Of the 449 submissions received 74 supported the proposal, 370 did not support the proposal, and 5 respondents did not answer the questions specific to the parking proposal. Council approved the parking proposal for implementation in 2017/18 with the following amendments:
 - The continuation of parking meters in the central city, without the deployment of integrated kiosks;
 - Removal of the proposed increase to the Access Hamilton Targeted Rate (noting the targeted rate for the Central Business Improvement District is retained);
 - Provision for paid on-street parking beyond the 2 hours free parking limit;
 - An increase to user pays charges for metered on-street parking from \$2 per hour to \$6 per hour for every hour after the first 2 hours; and
 - The proposal will be implemented as a trial with a review by Council prior to 30 June 2018.

Technology Roll-out

27. The following aspects of the trial deployment are discussed in more detail
 - System Deployment (i.e. Parking Technology rollout)
 - Mobile Application uptake
 - Parking Trial Observations
 - Warnings and Infringements

System Deployment

28. As part of the trial deployment four Parking Precincts have been established; Northern, Barton, Civic and Southern (Attachment 1).
29. In total 1302 parking sensors have been installed with 809 of them covering parking bays that were P120 restricted while the rest have been installed in other bays that have bylaw restrictions that apply (i.e. other time restrictions, mobility parking, loading zones, bus stops, coach parking, and taxi stands).
30. The sensors enable real-time on-street parking data to be captured across the city and allow monitoring of parking trends.
31. While the trial is only 4 months old, as a result of the sensor data being captured staff are now able to see a picture of the parking demand and capacity in the central city on a 24/7 basis.

32. A number of key issues were encountered while deploying the technology which have impacted on the data staff were able to capture in the first two months of the trial (i.e. October and November 2017). The particular issues were:
- A delay in the Smartspot connections, which transmit data from the parking sensors to its database, to the electrical network – this delayed commissioning of the system and training of staff to use the system, and;
 - A change in the ambient Radio Frequency (RF) conditions, which occurred after the initial RF survey undertaken prior to tendering the work. This has led to significant data transmission interference and resulted in significant delays to the successful deployment. The source of this interference was an unforeseen 2degrees cellular network upgrade in the central city – this was alleviated by our supplier fitting frequency filters in its Smartspot Transmission network.
 - Unacceptable time lags were encountered in information updates on the warden handhelds. This required validation process modifications to reduce the lag in information– this has now been improved through a server architecture upgrade, Warden handheld median refresh rate is now between 3-9 seconds which is acceptable.
33. Multi-stay event monitoring has proven to be a real challenge for the system to provide appropriate and reliable data to our parking wardens hand-helds.
34. Multi-stay event monitoring is intended to cover the situation where a vehicle accumulates their 2 hours free parking and any subsequent paid parking using multiple parking bays.
35. Reliable and accurate data is required to issue legitimate infringement tickets for these multi-stay events. Currently we are taking a cautious approach to managing ‘multi-stay event’ tickets and are tending to issue warnings instead. As the Wardens complete their validations, their handheld devices identify when a vehicle registration has exceeded its daily 2-hour time limit; at this time the Warden does not have remote visibility of all the parking events that make-up this cumulative time. Wardens contact Parking Dispatch where the registration is checked for session arrival and departure times, the extent of the overstay is calculated and matched against that identified on the hand-held, issuance of a manual ticket may then be authorised. This is particularly time consuming for both Warden and office staff.
36. This technology risk was noted in the 6 April 2017 report to Council.
37. Despite these initial problems the technology is working well in terms of providing parking data which can be turned into valuable information to make evidence based decisions on. The initial implementation delays combined with the seasonal months of December and January not being representative, indicate that it would be beneficial to have an extended trial period.
38. System reliability for validation and enforcement is also an issue which would benefit from more time to improve.

Mobile Application Uptake

39. The mobile application – ‘PayMyPark’ (App) was rolled out as part of the parking trial on the 2nd October 2017. Data received from the vendor on 28th March 2018 indicated:
- 288 accounts had been established to use the ‘PayMyPark’ primarily in Hamilton.
 - A total of 308 accounts have been used to pay for parking in Hamilton.
 - On average 6.12 transactions per day are being made using the App.
 - A total of 1432 transactions had been made.
 - The total parking revenue collected by HCC through the App has been \$8,811.78.
 - Transaction fees apply when topping up accounts, this has been calculated at 6%.
 - No other transaction costs are experienced by the App paying customer.
 - The hourly parking charge for App users was set at \$5.50/hour during the period of the trial to ensure the App user were not disadvantaged when compared to the stated rate of \$6/hour (8% discount).
40. While there has been a low uptake of the App it does present an opportunity in the future to see how we could optimise its benefits for customers in terms of accessing heatmaps to identified available parking spots in the central city (as part of the customers travel planning) and payments for third and subsequent hours of parking.
41. Staff’s assessment of the low App uptake as part of the trial is attributed to the benefits only being marginal under the current offer conditions. (i.e. the offer is available without any action being taken by the customer).
42. Funds spent through the App are generally for short extensions over the 2 hr offer. The average time purchased past the 2 hours is 64 minutes.

Parking Trial Observations – Staff Feedback

43. At the commencement of the trial our Wardens noticed significant delays with data being refreshed on their hand-held devices. This issue was raised with the vendor and the median refresh rate on the warden’s hand-held devices is improved to now update between 3-9 seconds which is in an acceptable range.
44. The parking team had a target of validating 70% of parking events (i.e. wardens recording vehicle registrations against parking bay number). Through the duration of the trial we have identified that this can be a slow process and we are currently achieving validation rates of between 20-30%. The trial has indicated that validation with the existing set up is a resource hungry activity.
45. Going forward, if this trial was to become a permanent parking offering, it is recommended that options are explored to improve this validation rate. Preliminary views on the options to increase validation would be:
- make use of the ‘PayMyPark’ application a requirement of the parking offering; or
 - introduce kiosks; or
 - increase warden numbers.
46. The first of the two options requires “self-validation” where the person parking has to take affirmative action to validate their parking event, this poses the least risk to council in terms of enforcement risk.

47. Other miscellaneous feedback from the wardens regarding the trial include:
- Some people still confused by the offer
 - Positive comments received from the public regarding the free parking offer
 - Multiple stay events are currently difficult to manage
 - Public complain about too much signage but also about not enough signage
 - People have an expectation that they have to take some action to get free parking (self-validation)
 - Complaints about the parking service with less coverage of outer areas and school patrols due to resource requirements for validation in central city
 - Warden based validations (verses self-validation) is an onerous and unrewarding task with a significant increase in distance walked per day per warden
 - An increasing incident of abuse of parking spaces has been identified by the wardens

Parking Trial Observations – Hamilton Central Business Association Feedback

48. Staff have received feedback from the Hamilton Central Business Association which is represented on the Parking Taskforce by its General Manager. The feedback from the Association is positive and they believe that the free parking trial is adding to the vibrancy of the central city.
49. When asked about other things that they would like considered they advise:
- On Sundays businesses believe that workers are taking up on street parking spaces as they know this day is not part of the current parking trial offering
 - Commuter parking demand – what plans are in place to address commuter demand for parking.
50. During March 2018, the HCBA conducted a business survey of its members and as part of the survey it included a question about the parking trial. This information was not available at the time this report was prepared and a verbal update will be given.

Parking Trial Observations – Social Media

51. Staff have analysed the commentary and reactions to electronic articles or social media posts at, and following, the commencement of the free parking trial. In general terms, reactions were overwhelmingly positive, with some negative commentary.
52. Council published three Facebook posts at the commencement of the trial – one announcing the trial was coming and featuring a video of the Civic Choir, one announcing the commencement of the trial and one reminder of the new system.
- The initial post attracted 54 positive reactions and 26 comments, largely positive.
 - The second post attracted 145 positive reactions and 18, mostly negative comments.
 - The third attracted 65 positive facebook reactions and 37, mostly negative comments.

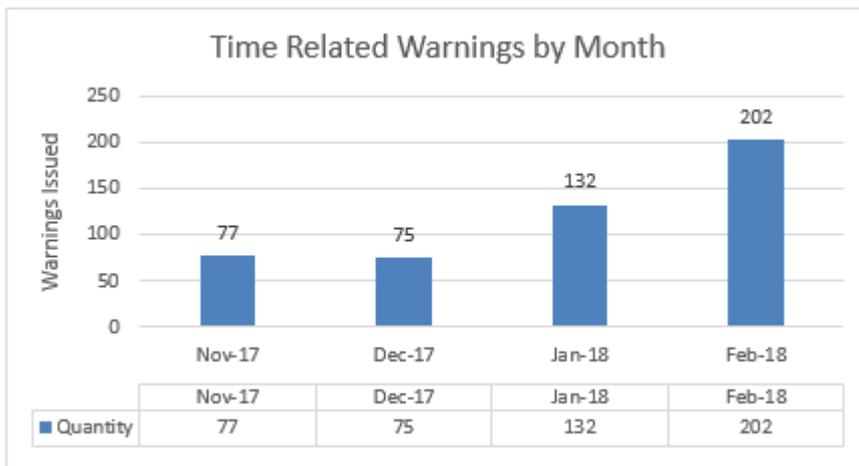
53. A similar trend was seen on the Waikato Times Facebook posts. Two posts were published at the end of September 2017 and mid-October 2017.
- The first, titled ‘Bye-bye meters’ attracted 304 reactions, of which 291 were positive, while comments were a mixture of positive and negative.
 - The second, a guide to paying for parking via the mobile app, attracted 107 reactions of which 100 were positive. Comments were largely negative and focussed on the \$6 charge, with a number of responses referencing the Base and free parking.

Parking Trial Observations – Customer Survey

54. During April 2018 staff will commence a customer survey at the point of parking (i.e. at the carpark). The purpose of the survey is to engage with customers utilising central city on-street parking and understand the level of awareness and understanding of the parking trial.
55. Results from this customer survey will be included in the 29 May 2018 Growth and Infrastructure report and a verbal update on progress will be provided.

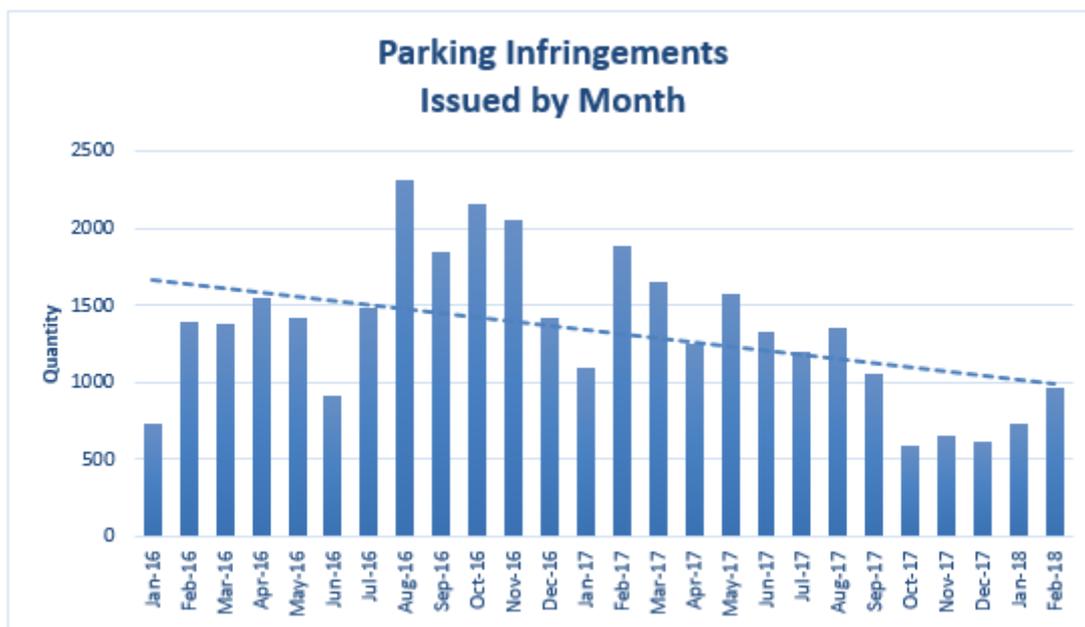
Warnings and Infringements

56. Time related warnings issued:



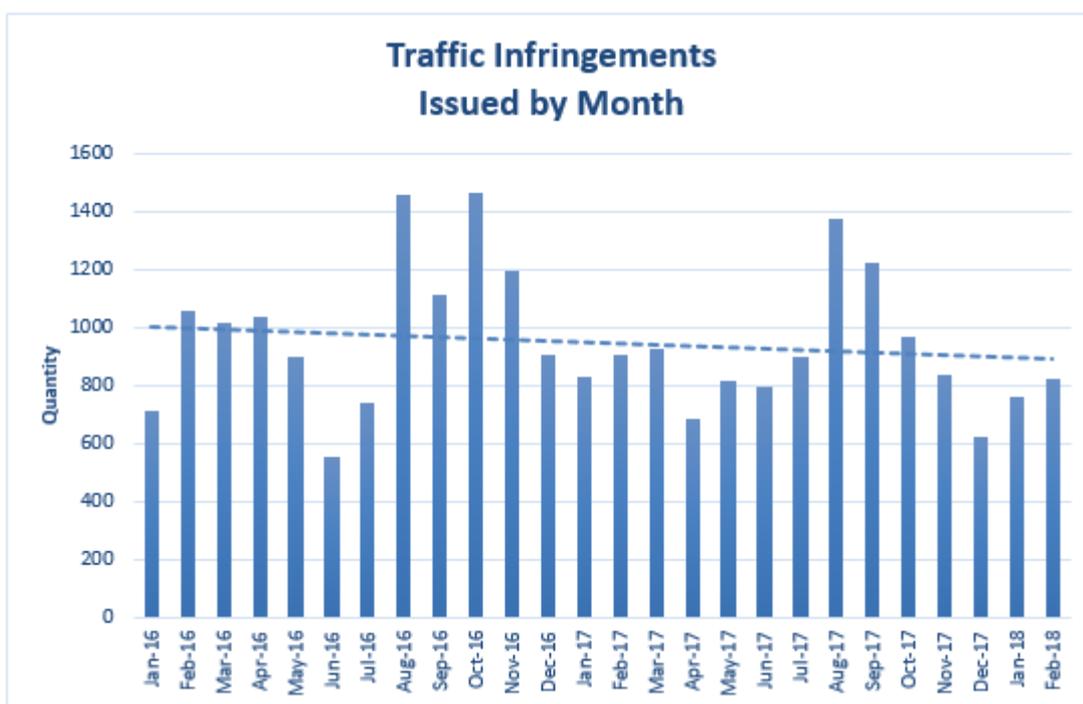
57. As the sensors came on-line and with the offer well socialised within the community the issuing of warnings rather than live infringements for time-related offences began. This approach was taken to inform motorists that the measuring of vehicle stays was underway and to encourage compliance with the parking offer. Time related warnings have continued and are often used for multiple event overstays.
58. Parking Infringements are those tickets given for parking related offences e.g. parked on broken yellow lines, over vehicle entrances, time related offences etc. The following graph shows parking infringements issued over the last 2 years. Since November 2017 wardens have started to transition back towards issuing live infringements for time related parking offences, rather than warnings.
59. Staff are currently unable to independently issue tickets for multiple session infringements. The database has always captured this information and Wardens can issue with office dispatch support.

60. The following parking infringements graph shows a decreasing trend on infringements issued.



61. Traffic Infringements are the tickets given for lapsed Registrations, Warrant of Fitness and Certificate of Fitness. The following graphs show the number of these infringements issued over the last 2 years.

62. The following graph shows a slight decline over time for the issuing of traffic infringements.



Monitoring Framework

63. The following monitoring framework is proposed to assess whether the parking strategy is achieving the strategic direction envisaged by the Task Force and as set out in Paragraph 17.

64. In particular the on street parking is to be provided to support an active, strong commercial city centre and that to ensure an optimum supply of on street parking availability a utilisation factor of 85% was adopted.

Table 1.0 – Parking Trial Measures and Metrics

Key Theme	Indicators	Who	How	Frequency	Comments
1. On-Street Parking	Occupancy Percentage of on-street car parks (809)	City Transportation	Summarise data collected from sensors	Monthly	Baseline data; ANPR surveys conducted bi-annually.
2. A Vibrant city centre	Increase in number of people living in Central City	Economic Growth & Planning	Statistics NZ	Quarterly	Baseline 2014 to be developed to align with Decisions on the PDP
3.	Increase in retail spend in Central City	Economic Growth & Planning	Marketview	Six Monthly or Annually	Base data has been developed back to April 2008
4.	Number of employees in Central City in comparison to rest of Business Centres in the City	Economic Growth & Planning	Statistics NZ	Quarterly	Baseline 2014 to be developed to align with Decisions on the PDP
5.	GDP – Central City	Economic Growth & Planning	Infometrics	Quarterly	Utilise Infometrics as wider area encompasses residential use which won't have an impact on GDP. WINTEC included.

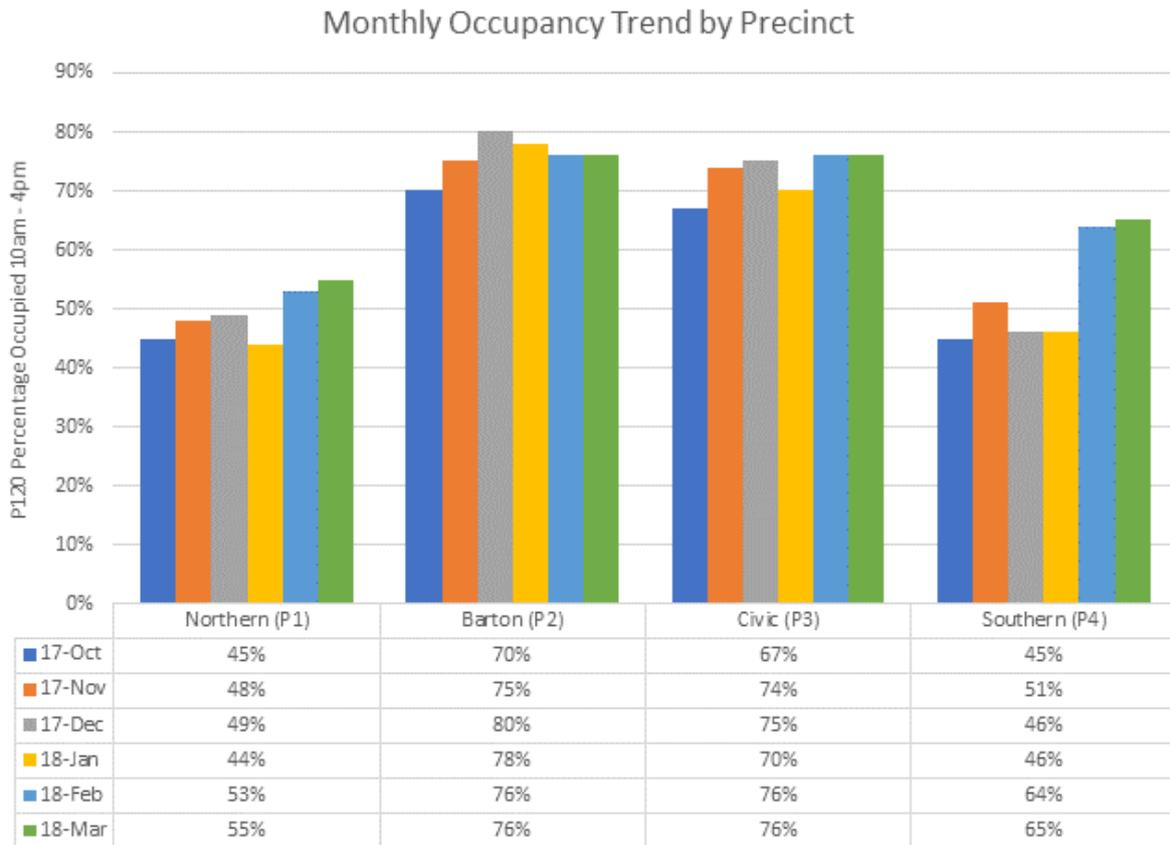
65. Items 2,4 and 5 are metrics provided by MarketView. This information is updated on 1st April 2018.
66. In addition, deployment of equipment that will provide pedestrian counting metrics is underway, this started in December 2017 with completion in April 2018. Numbers of pedestrians will add to the over-all picture of CBD vibrancy. The installation of this equipment commenced after the Parking Trial started, therefore it will not show trend data across the transition.

On-Street Parking Information- Key Theme 1 from Monitoring Framework

67. The key strategy metric is to achieve an optimum parking utilisation of 85% occupancy.
68. The following graph shows the overall central city occupancy trend by month.
69. The red data prior to the trial (September 2017) was collected periodically by way of Automatic Number Plate Recognition (ANPR) surveys undertaken over 3 working days at approximately 6 month intervals.
70. The blue data is data sourced in real time using our new sensor technology and represents the daily average for all working days of the month.
71. This data shows that as an overall metric parking utilisation has improved since the trial commenced which is a positive trend for an active, strong commercial centre provided the parkers are the short term parkers the strategy is seeking to attract.

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- 73. The following graph below shows the monthly occupancy trend for each of the four precincts since the trial started (noting that no before information is available).
- 74. This graph generally shows the same trend in that there is increasing occupancy over the period of the trial, noting that the January data follows a seasonal trend for Hamilton as people are on holiday.
- 75. Once again the graph also shows that the occupancy for each precinct is not above 85% which is positive as well in terms of the trial.

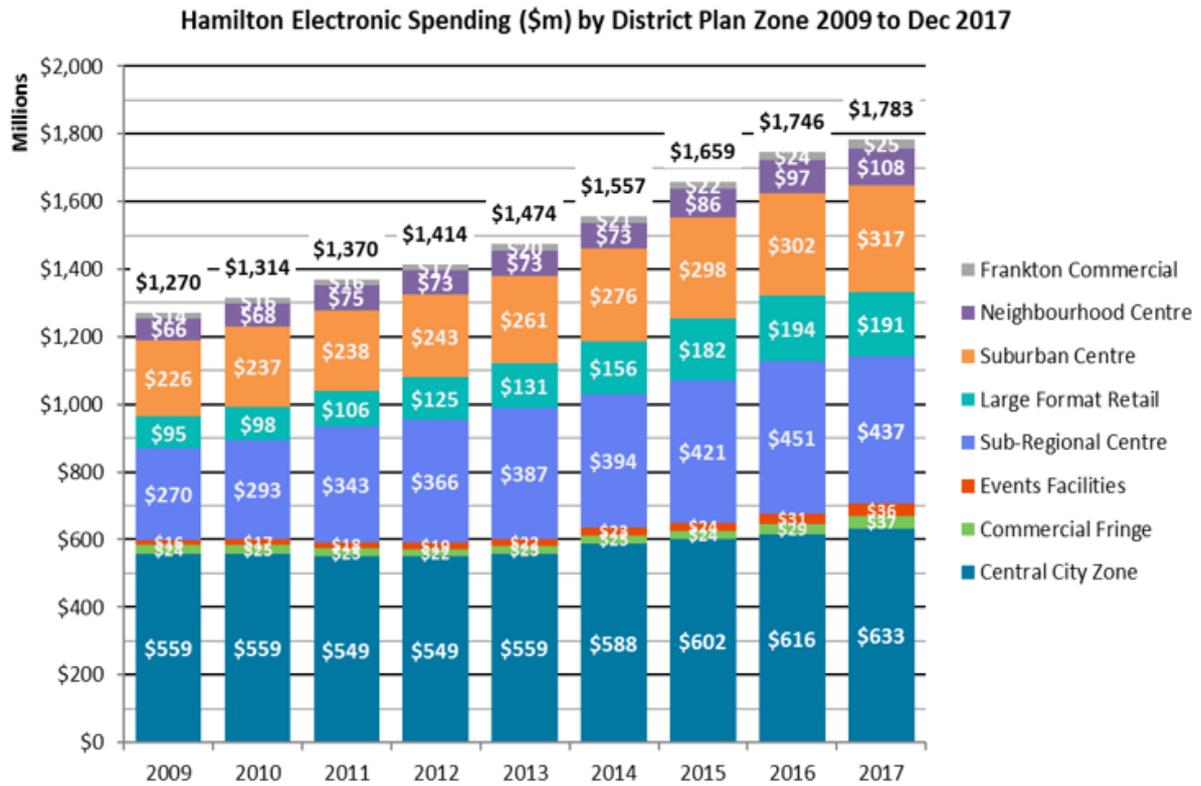


- 76. For more detailed street by street occupancy information a “heat map” is attached (Attachment 2).
- 77. In this heat map the February 2018 sensor occupancy data has been placed over the September 2017 ANPR survey. This map enables a street by street view of the change experienced in central city occupancy. This is a busy map and staff are considering better ways to represent this data.
- 78. The heat map can be used to show some trends, some examples include:
 - Utilisation of Harwood Street has increased potentially showing commuter use.
 - Some streets such as Barton Street continue to be high occupancy streets and may be over congested to be able to offer efficient parking.

79. While the overall occupancy is a useful metric it does not give the full picture on what is happening with parking. Included in Attachment 3 are expanded data sets for each of the 4 precincts showing occupancy and stay time period:
- Occupancy – is the time that parking spaces are occupied, this can be shown at any selected interval. The key period of interest for retail businesses is 10am to 4pm. This period forms the quarterly business reporting metric.
 - Stay Time Period – is the length of stay that vehicles are recorded as having spent in parking spaces.
80. One of the important observations from these graphs is the % of parking events that exceed the free 2 hours:
- Precinct 1 (Northern) - 13.51%
 - Precinct 2 (Barton) - 9.43%
 - Precinct 3 (Civic) - 10.27%
 - Precinct 4 (Southern) - 23.8%
81. The technology in place allows the same sort of analysis on a street by street basis and can be targeted at any time period of the day.
82. The parking team is now turning their attention to analysing the parkers over 2 hours and looking to use the data to find out how many of these over 2 hour parkers might be abusing the process by re-parking their vehicles in a different spot and testing our compliance checking. This is a work in progress and more information will be available in May 2018.
83. Parking occupancy is also being monitored during Sunday and outside standard business hours to identify parking availability within the central city parking trial precincts. This is a work in progress and more information will be available in May 2018.

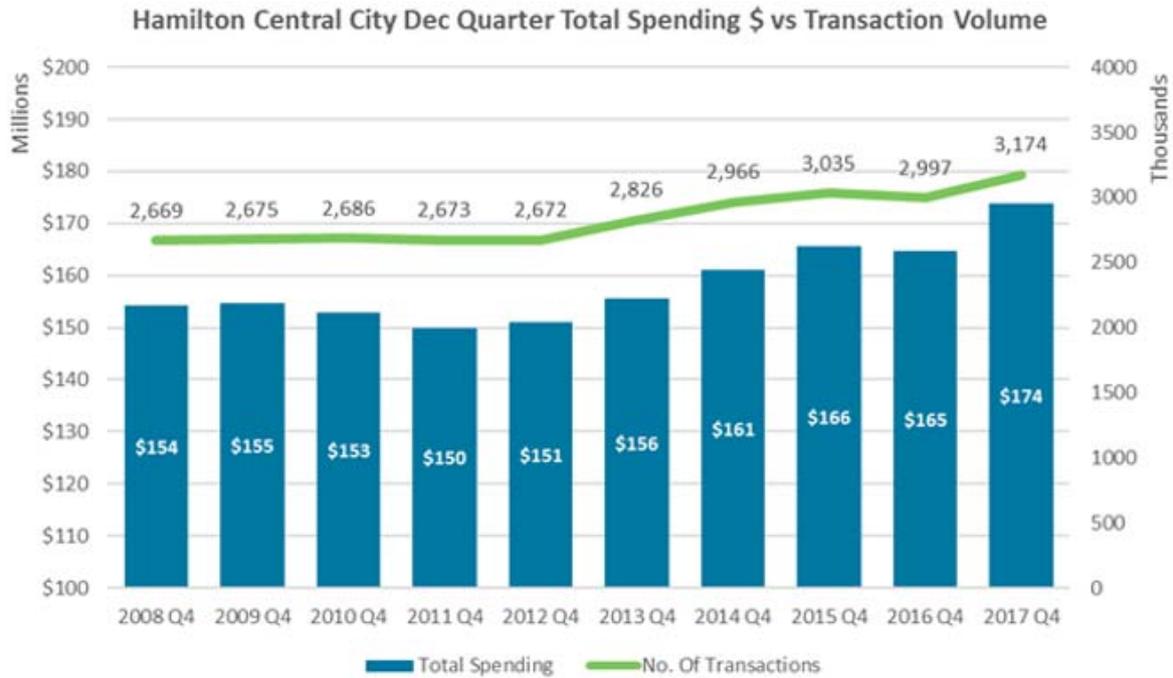
Increase in Retail Spend- Key Theme 3 from Monitoring Framework

84. The increase in economic activity was identified as a key metric to be used to evaluate the performance of the 2-hour free offer regarding driving an active, strong commercial centre.
85. Marketview retail spend figures are used and shown in the graph below. This shows a significant positive movement, we cannot attribute this to the current parking trial but is useful trend information to start monitoring.

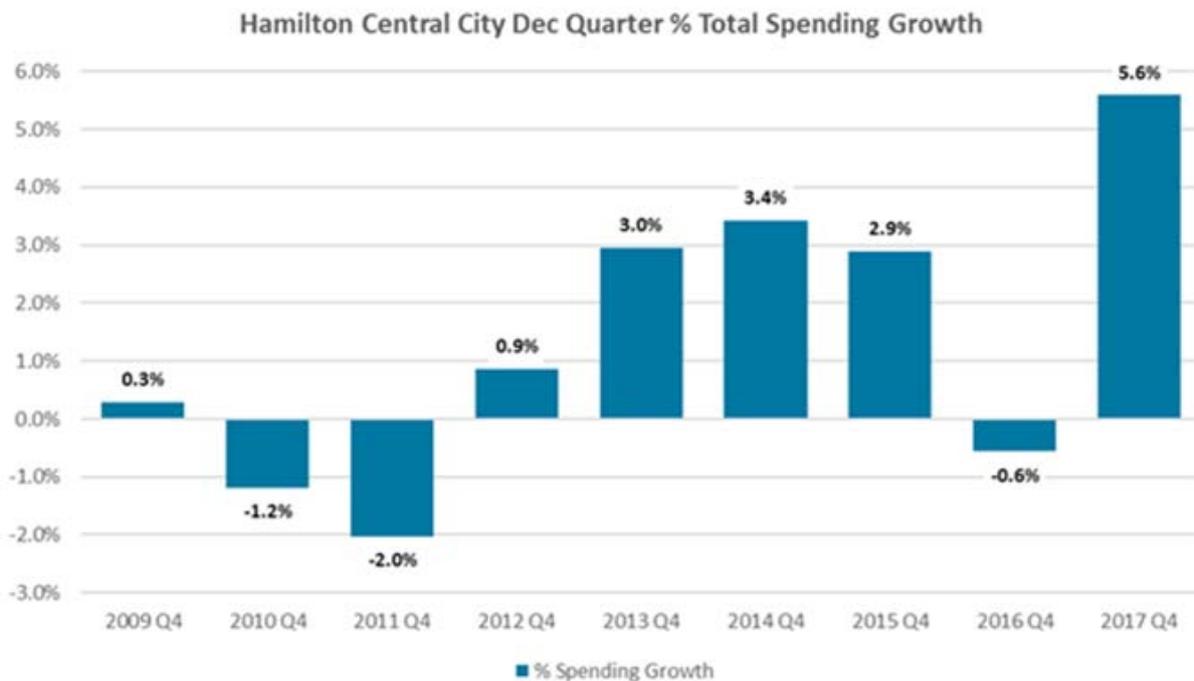


As can be seen from the graph above CBD spend has steadily increasing since 2012. There are many contributory factors to this including:

- Growth of business locating or relocating to the CBD and an increasing workforce.
- A rise in the number of new and redevelopments in the CBD contributing to Hamilton being an attractive proposition to out of town businesses.
- A number of major events in the past four years that have been able to be leveraged in the CBD; including the Cricket World Cup, Lions tour and Rugby League World Cup.
- A significant increase in tourism numbers to the region that bring central city benefits in accommodation, hospitality and retail spend.
- A number of collaborative ventures between Council and local businesses in the CBD to create a revitalised city centre including two-hours free on-street parking.



86. Percentage movement in retail spend year on year, shows the December 2017 has the largest movement in the presented data (also sourced from Marketview)

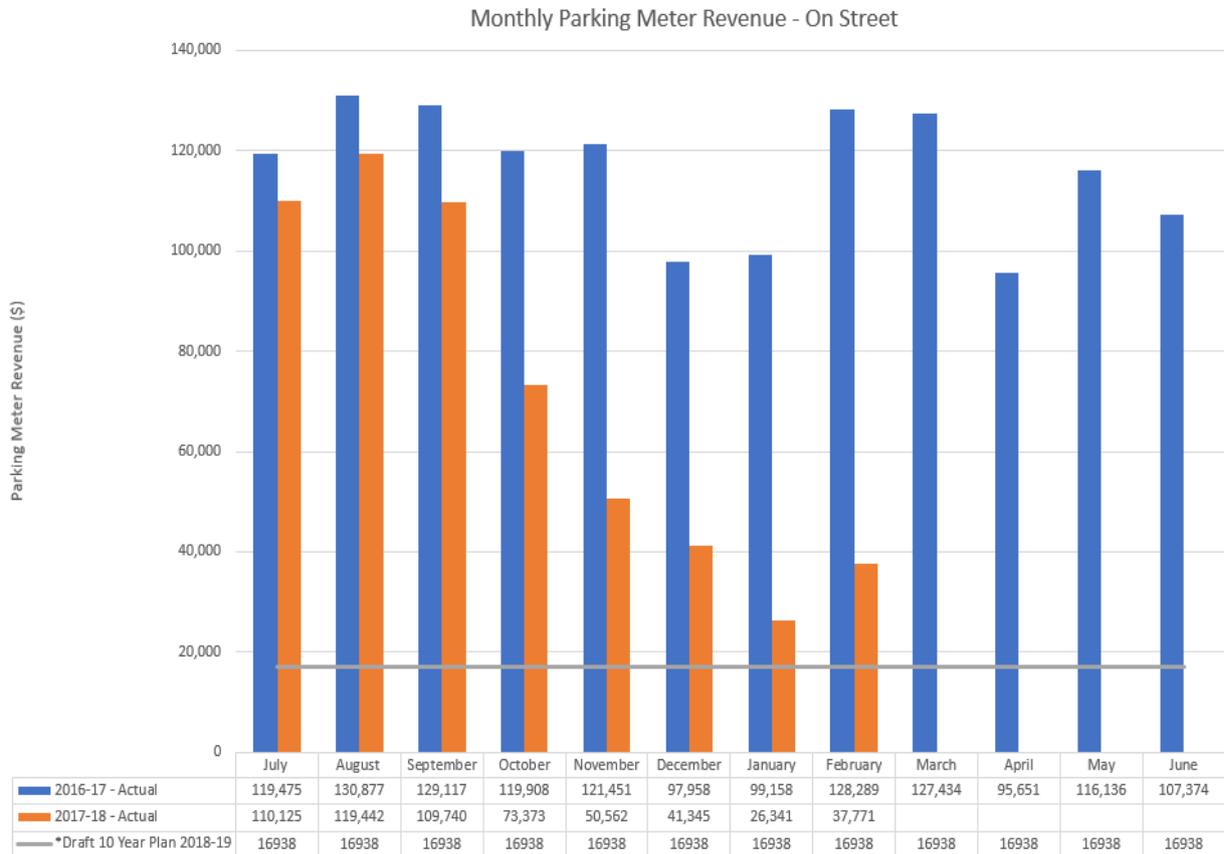


Financials

Parking Revenue

87. The following graph shows that on street parking revenue has reduced as per pre-trial expectations and follows the reduction programmed into the 2017-18 Annual Plan.

88. An estimate of reduced parking revenue was made for the 2017-18 Annual Plan noting that the parking trial would only impact 9 out of the 12 months of the financial year. The annual plan budget for 2017-18 of \$415,759 was approved for parking meter revenue.



89. As at February 2018 the actual revenue received from on street parking (meters and App) is \$568,700 showing a favourable variance year to date. Revenue is expected to continue to reduce during the trial period to June 2018.
90. A further breakdown of revenue from coin payments received from parking meters within precincts is shown in Attachment 4.
91. In addition to the on street parking revenue, on the 1 June 2017 Council approved a targeted rate for the Central Business District for 2017-18 of \$109,000 commencing from October 2017.
92. An assumption made during the Draft 2018-28 10 Year Plan was that the parking trial was to continue therefore includes revenue for on street parking of \$203,259 annually for each year commencing in 2018-19. The above graph shows this revenue being distributed evenly over 12 months.
93. The Draft 2018-28 10 Year Plan also includes the continuation of the Council approved targeted rate for the Central Business District of \$145,000 annually from 2018-19.

Project Costs

94. The approved 2015-25 10 Year Plan budget for the Parking Improvement project was \$730,000.
95. The costs to date are \$558,000 and the project is expected to be delivered within the approved budget.

Risks

96. There are staff resourcing risks and technology improvements moving forward particularly in being able to successfully implement the multi event enforcement in an efficient and reliable manner. This may include additional resources, some software development and stationery reprinting costs.
97. Parking revenue projections may continue to fluctuate as parking behaviour is still being established.
98. Parking occupancy rate may exceed 85% in some areas which may require a review of the on-street parking offer as above 85-90% indicates over-saturation of the parking resource would be counter-productive for a vibrant central city.

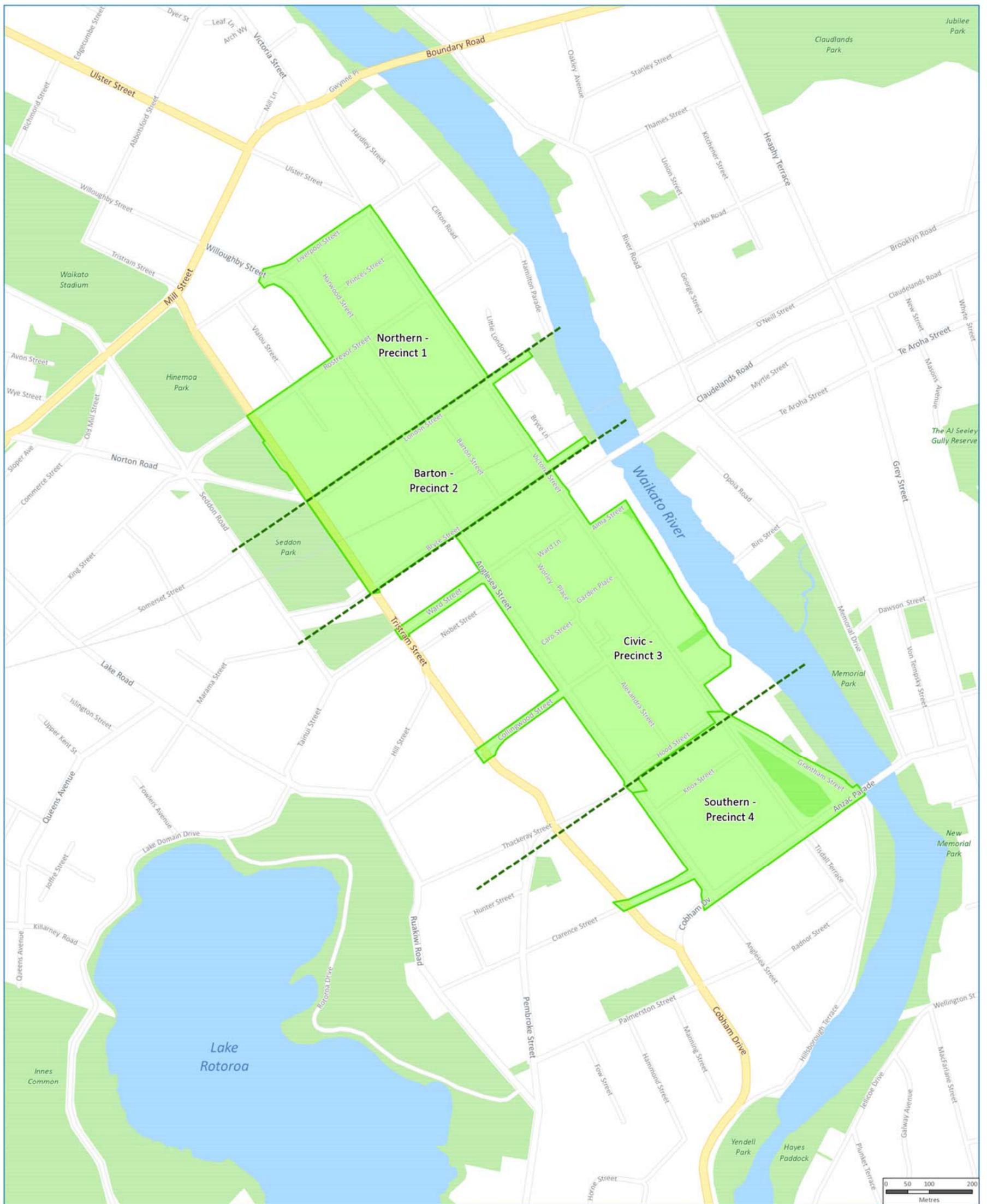
Attachments

Attachment 1 - Parking Trial Precinct Map

Attachment 2 - Street Occupancy Heat Map

Attachment 3 - Monthly Precinct Occupancy and Stay Time Analysis

Attachment 4 - Monthly Parking Meter Revenue by Precinct





Legend

Average Percent Occupied (Week Days) - Feb 2018

- 10 - 20%
- 21 - 40%
- 41 - 60%
- 61 - 80%
- 81 - 100%

Parking Percent Occupied - Sept 2017

- 10 - 20%
- 20 - 40%
- 40 - 60%
- 60 - 80%
- >80%



PROJECT
ANPR SURVEY
HAMILTON CBD

CLIENT
 Hamilton City Council
Te kaunihera o Kirikiriroa

CONSULTANT
AECOM New Zealand Limited
www.aecom.com

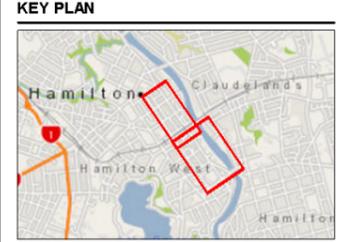
SPATIAL REFERENCE
Scale: 1:3,500 (A3 size)
40 20 0 40 80 120 Meters
Map features depicted in terms of NZTM 2000 projection.
Data Sources:
Cadastral Boundaries - LINZ NZ Cadastral Dataset 2016

PROJECT MANAGEMENT

Approved		Date	22/03/2018
Checked	MJT	Date	22/03/2018
Designed	DHK	Date	22/03/2018
Drawn	DHK	Date	22/03/2018

ISSUE/REVISION

Rev	Date	Description
A	22/03/2018	FOR INFORMATION

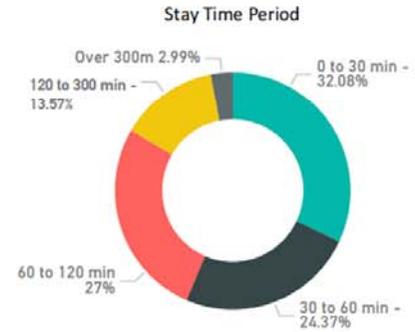
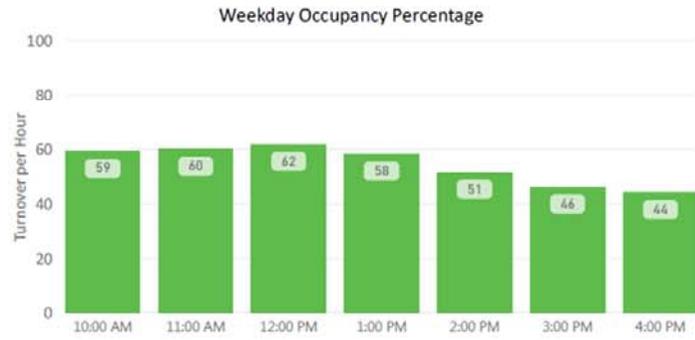


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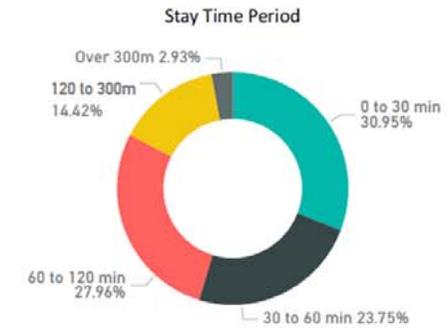
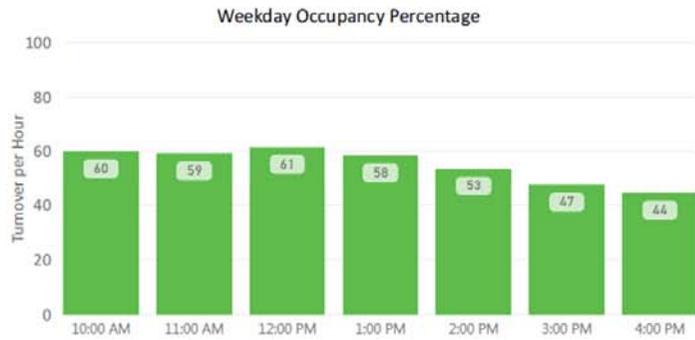
SHEET TITLE
PARKING OCCUPANCY PERCENTAGE
COMPARISON - SEPT 2017 VS FEB 2018

MAP NUMBER
FIGURE 1

Northern - Precinct 1 February 2018

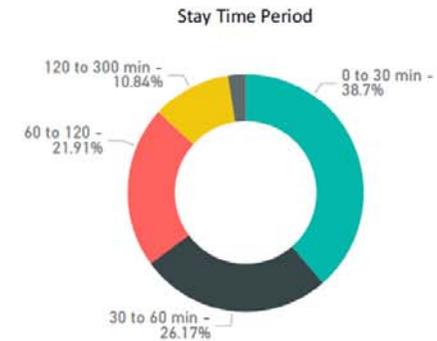
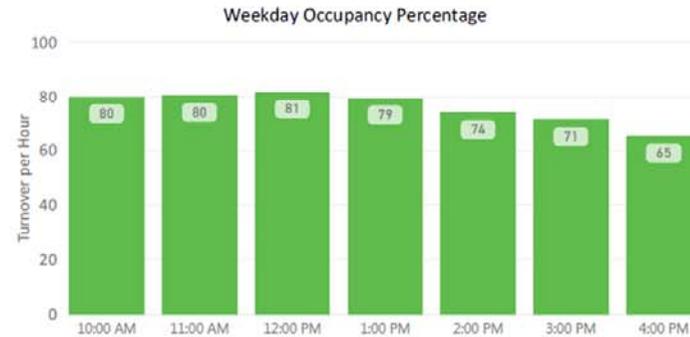
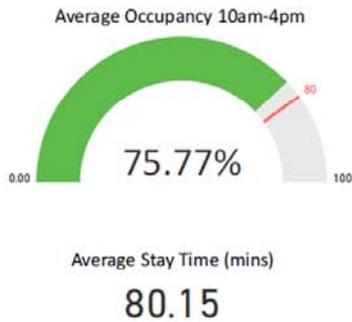


Northern - Precinct 1 March 2018



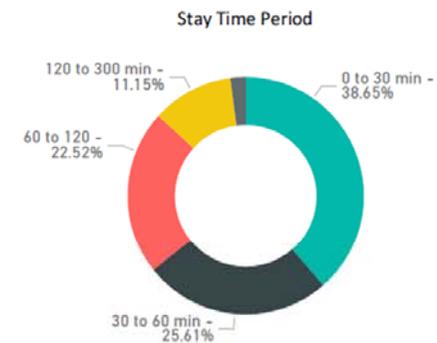
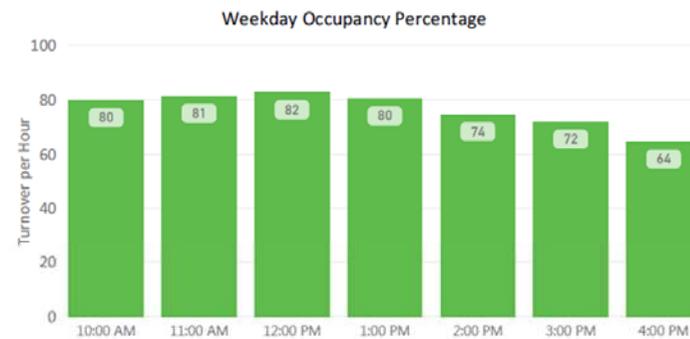
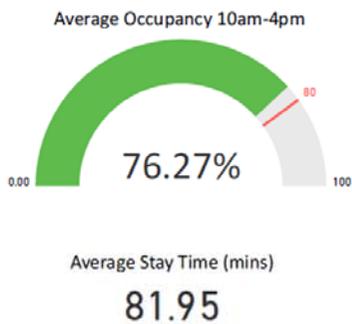
Barton - Precinct 2

February 2018



Barton - Precinct 2

March 2018

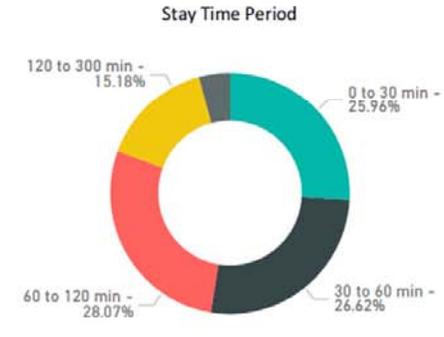
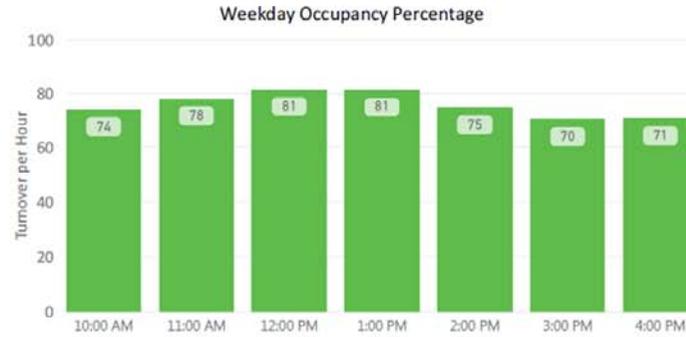


Item 12

Attachment 3

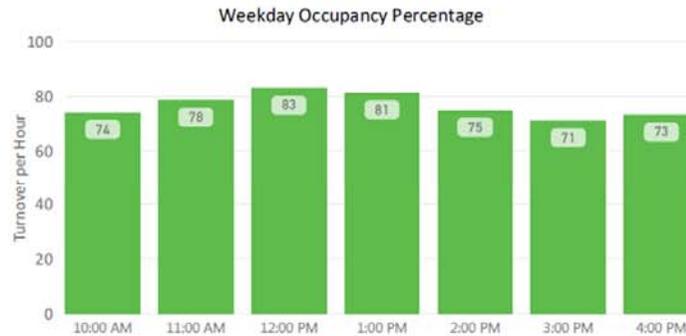
Civic - Precinct 3

February 2018



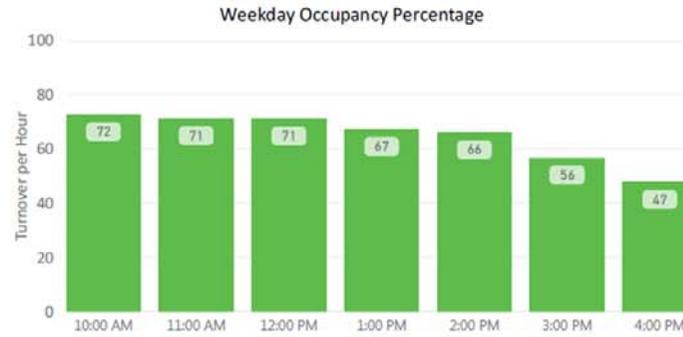
Civic - Precinct 3

March 2018



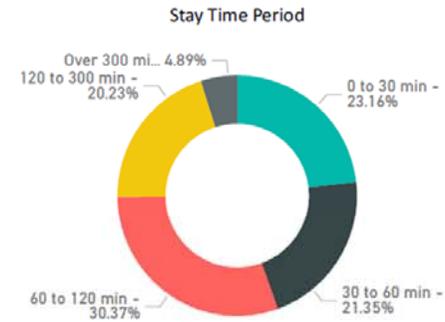
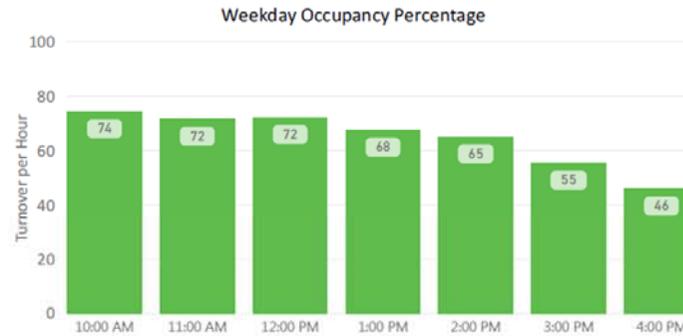
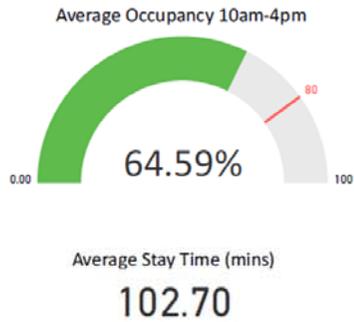
Southern - Precinct 4

February 2018



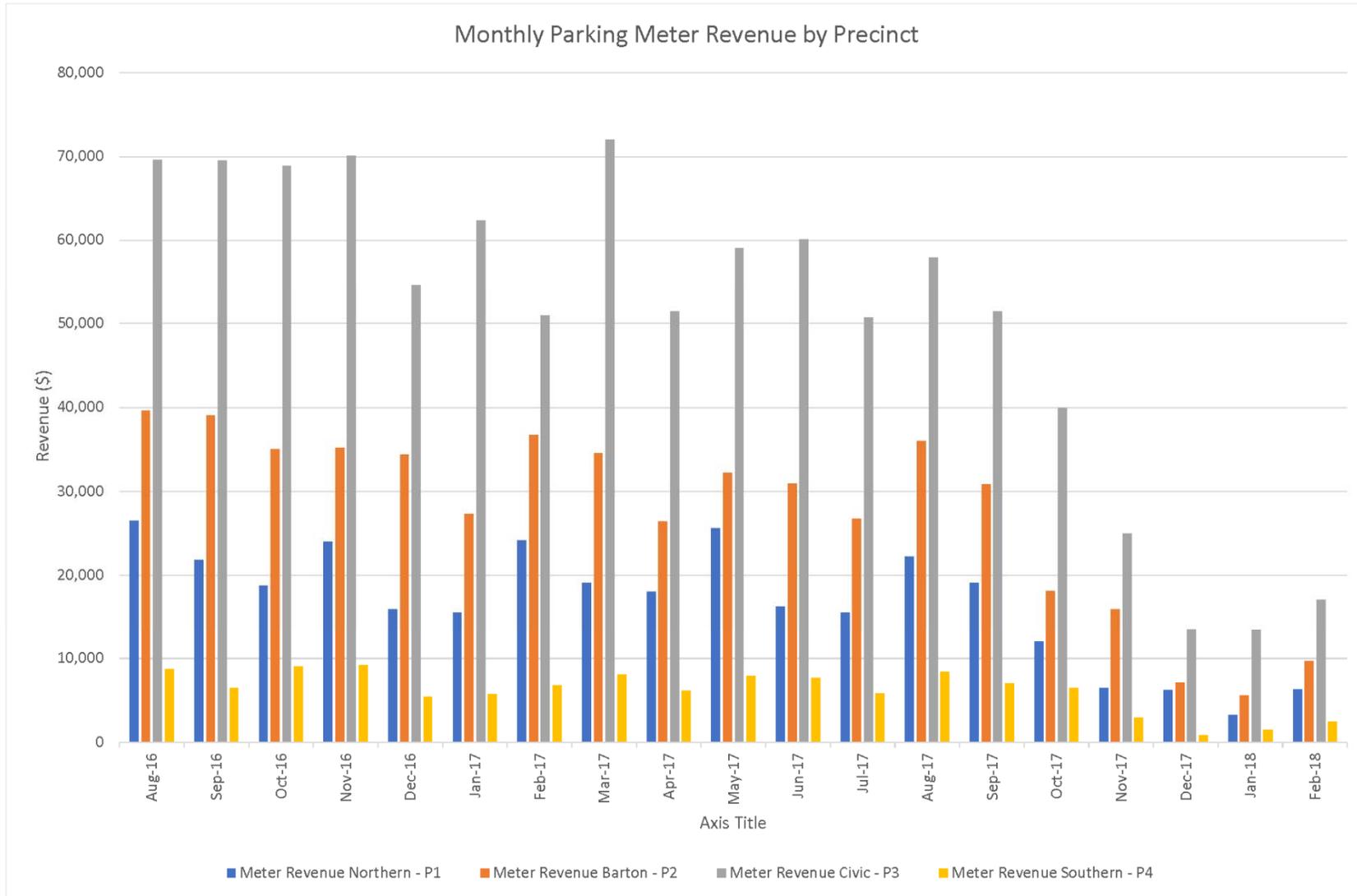
Southern - Precinct 4

March 2018



Item 12

Attachment 3



Council Report

Item 13

Committee: Growth and Infrastructure Committee
Date: 10 April 2018
Author: Christopher Barton
Authoriser: Andrew Parsons
Position: Project Development Manager
Position: City Development Manager
Report Name: Gordonton Road Corridor Improvements

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee on progress of the upgrade of the Gordonton Road Corridor and intersection of Thomas and Gordonton roads.
2. To seek committee approval of the preferred form of the Thomas / Gordonton intersection upgrade.

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) approves the macro scope of the upgrade at the Thomas-Gordonton intersection as a signalised intersection; and
 - b) approves staff to progress detailed design of the Thomas-Gordonton intersection upgrade to enable construction in the upcoming 2018/19 summer construction season, subject to subsequent funding confirmation from the New Zealand Transport Agency (NZTA).

Executive Summary

4. Over recent years the Gordonton Road corridor in the city's north-east has been under increasing pressure as a result of increasing traffic volumes, and particularly the intersection of Thomas and Gordonton roads has been the location of an increasing crash problem.
5. As previously reported to Committee on 24 October 2017, staff have commenced investigation and design of an upgrade of the Thomas / Gordonton intersection in the context of the overall Gordonton Road corridor.
6. The preferred solution for the Thomas/Gordonton upgrade is a signalised intersection in conjunction with a permanent reduction in the speed limit along the Gordonton Road corridor to 60 km/hr – which will be progressed through the speed bylaw process.
7. It is anticipated that physical works for the Thomas/Gordonton intersection upgrade will commence in October 2018 and be complete in December 2018. In the interim staff are continuing to monitor the intersection, and at this stage advise that the short term variable speed limit intervention appears to be performing adequately.

8. NZTA are jointly committed to addressing corridor and intersection safety issues. Staff have been co-ordinating closely with NZTA on works to date and are progressing through an accelerated NZTA business case process in the view of confirming NZTA subsidy funding in May 2018.
9. Further potential Gordonton Road corridor improvements as currently provided for in the draft 2018-28 10 Year Plan including an intersection upgrade at Puketaha Road and improved walking and biking facilities along the corridor are also being investigated as part of the corridor business case.
10. Staff consider the matters in this report to have medium significance and that the recommendations comply with the Council's legal requirements.

Background

11. Gordonton road is currently a rural standard 80km/h road which runs along the current Hamilton City / Waikato District boundary in the Huntington, St James and Rototuna areas (refer locality map – Attachment 1).
12. The traffic volumes along Gordonton Road have been steadily growing in the past few years – reflecting the growth in the residential housing that has occurred in the north eastern corner of the city and within the adjacent Waikato District area.
13. The intersection of Thomas and Gordonton roads is a strategically significant connection as a exit/entry point into the Rototuna area, and with increased volumes of traffic this intersection has become the site of an increasing number of crashes.
14. The site is now listed on the NZ Transport Agency list of High Risk Intersections as #18 nationally, and is included in the safety improvements recommendations for the Access Hamilton Strategy. Safety has been reconfirmed as a key focus in the review of the Regional Land Transport Plan for the 2018/28 period.
15. As an interim safety improvement a variable speed limit was implemented in late 2017 on Gordonton Road at the Thomas Road intersection (60km/h down from 80km/h) which is triggered any time that a vehicle is about to make a turning movement at the intersection. Monitoring of the variable speed limit has identified that there has been a decrease in speeds and consequently a decrease in the severity of crashes at the intersection with Thomas Road, however this is only considered to be a short-term solution.
16. Along other sections of the Gordonton Road corridor, short term minor improvements such as shoulder widening and installation of street lighting have been advanced, funded from existing operations and maintenance budgets.
17. In order to further address issues at Thomas-Gordonton Intersection and along the corridor transformational improvements are required.
18. A report was presented to the Growth and Infrastructure Committee on 24 October 2017, where it was resolved that the Committee:
 - *recommends to Finance Committee that funding is approved for the investigation, design and land procurement for an upgrade of the intersection of Thomas and Gordonton roads from Risk and Opportunities this financial year; and*
 - *request to include intersection upgrade construction funding in year one of the 2018-28 10-Year Plan for further consideration and consultation.*

Discussion

Thomas-Gordonton Intersection Upgrade

19. The preferred option emerging through the investigation and design process for the intersection is a signalised intersection as shown in Attachment 2, in conjunction with a Gordonton Road corridor speed reduction to 60km/h, which is currently being progressed as a parallel process in accordance with the speed bylaw.
20. In order to support a 60km/h posted speed, which is supported by the NZTA safe and appropriate speed guidelines and is required to realise the safety benefits of the intersection upgrade, Gordonton Road corridor treatments are proposed as part of the scope to encourage safer speeds. Works proposed to support safer speeds include raised safety platforms on intersection approaches and a northern gateway treatment between Borman Road and Thomas Road in conjunction with other minor works along the corridor.
21. Through development of the preferred concept, a roundabout or signals were identified as the two most viable options. Though it was identified that both intersection forms are anticipated to provide roughly equivalent vehicle safety performance improvements with a Gordonton Road speed reduction to 60km/h, benefits of a signalised intersection compared with a roundabout solution are:
 - Safer intersection for active modes (pedestrians and cyclists)
 - Smaller intersection footprint – which minimises the need for land procurement and enables accelerated implementation
 - Enables enhanced intersection control and flow/capacity management
 - Lower construction/implementation cost – current estimates are approximately \$2m for a signalised intersection compared with a \$4m estimate for a roundabout.
22. It has been identified that the Thomas-Gordonton intersection will likely be a key connection point into the future R2 growth area, which is the area between Gordonton Road and the Waikato Expressway. The proposed signalised intersection will be designed to retain provision for a potential future eastern leg into the R2 area, and while this would be sufficient as an interim connection, a future intersection upgrade would likely be required subject to R2 transport network planning and development timing.
23. In development of the preferred option staff have been working with NZTA on an accelerated business case process and have held workshops with attendees from NZTA, Waikato District Council, NZ Police, AA, Road Transport NZ, and Infrastructure Alliance, and have engaged with Cycle Action Waikato and Waikato Regional Council.
24. NZTA have confirmed that they recognise the need to take action to address the safety issues at the Gordonton Road - Thomas Road intersection and to better understand the role that this intersection plays within the longer Gordonton Road Corridor. The NZTA Business Case is not yet complete, and no project subsidy or funding will be available until this is confirmed. In the interim all works will need to be funded by Council, however NZTA have confirmed that provided work is consistent with the recommended option of the business case once complete, they would be open to considering project subsidy for all relevant project costs including retrospective costs.
25. If the proposed signalised intersection scope is endorsed, staff propose to further progress detailed design and physical works procurement to enable works to commence in October 2018, in accordance with current draft 2018-28 10 Year Plan funding and aligned with the summer construction season. Subject to the extent of required service relocations, it is anticipated that the new intersection would be complete in December 2018.
26. If the recommendation to advance detailed design is not approved this could potentially delay timeframes for implementation.

Gordonton Road Corridor Improvements

27. Work is also underway to develop a corridor business case for Gordonton Road between the Wairere Drive / Gordonton Road roundabout and the city boundary (north of Borman Road).
28. In addition to the Thomas Road intersection and proposed Gordonton Road posted speed reduction this assessment is seeking to develop a concept of further targeted interventions to address other corridor issues including upgrading the existing Puketaha intersection and providing improved corridor walking and cycling facilities.
29. The upgrade of the Puketaha Road – Gordonton Road intersection is currently included in the draft 10 Year Plan for construction in the 2020/21 financial year, and includes the connection of St James Drive. This project will likely require land procurement.
30. The walking and cycling improvement project has been identified to specifically enhance network connectivity for pedestrians and recreational / non-confident bikers, primarily via providing a safe alternate route parallel to the high speed Gordonton Road corridor through the adjacent residential streets and reserve areas. Substantive Gordonton Road improvements for on-road / sports cyclists are not currently proposed, however any corridor improvements will be assessed to at least retain on-road cycling functionality.
31. At this stage a full urban upgrade of Gordonton Road is not funded in the draft 2018-28 10 Year Plan.
32. It is anticipated that the corridor business case will be complete by late 2018 to confirm these subsequent projects.
33. Staff consider that the upgrade of the Thomas Road – Gordonton Road intersection with signals is consistent with the anticipated corridor treatment.

Financial Considerations

34. There is currently funding allocated in this Financial Year and in the draft 2018-28 10 Year Plan for Gordonton Road corridor improvements as outlined in the table below:

Component	2017/18 (funded via R&O)	2018/19* (incl. in draft 10YP)	2019/20* (incl. in draft 10YP)	2020/21* (incl. in draft 10YP)	2021/22* (incl. in draft 10YP)	Total
Thomas-Gordonton Intersection Upgrade	\$400,000	\$3,300,000				\$3,700,000
Gordonton Road Corridor Walking & Cycling Improvements		\$751,000				\$751,000
Puketaha-Gordonton-St James Intersection Upgrade		\$700,000	\$2,044,000	\$3,876,000	\$767,000	\$7,387,000
Gordonton Road Corridor General Improvements		\$500,000		\$300,000	\$300,000	\$1,100,000
Total:	\$400,000	\$5,251,000	\$2,044,000	\$4,176,000	\$1,067,000	\$12,938,000

35. An NZTA business case and associated funding application is in progress seeking subsidy to a value of 51% of the project cost. A decision on the funding for the Thomas Road intersection is anticipated to be made by May 2018.
36. Consequential operational and associated asset depreciation costs are currently included in the draft 2018-28 10-Year Plan in accordance with the proposed implementation program as outlined.

Legal and Policy Considerations

37. Staff confirm that the recommendations of this report comply with the Council's legal and policy requirements.

Risks

38. The likelihood of further serious crashes at the Thomas-Gordonton intersection has been decreased with the installation of the variable speed limit through the intersection, however it is a short-term measure and permanent solution will need to be quickly progressed in-order to mitigate the developing safety risk on this section of the network.
39. If further serious crashes do occur at this intersection prior to the upgrade works commencing and it is determined that the intersection is not safe, the interim contingency option would be to restrict turning movements at the intersection, likely to a left in to Thomas Road from Gordonton Road only. This however would be highly undesirable given the large number of traffic movements that occur at this intersection.
40. Construction activities in the surrounding area are also currently underway, including construction of the Hamilton Section of the Waikato Expressway by NZTA. Although no closures or traffic restrictions are anticipated on Gordonton Road, it is likely that the parallel Horsham Downs Road where it will cross the Expressway will be closed for a period which will likely coincide with the proposed Thomas-Gordonton construction. It is anticipated that a closure of Horsham Downs Road would not significantly impact on Gordonton Road traffic volumes or the viability of undertaking construction activities, though any traffic redistribution will need to be further assessed subject to Expressway construction programming.
41. Subject to detailed design, a small amount of property purchase for widening for the south-bound right turn bay from the adjacent Waikato District rural land and driveway relocation may be required. If land purchase is required this will involve third parties and could introduce program delays.
42. At the Thomas-Gordonton site it is likely that some utility service relocations will be required to enable construction. The potential impact on utility services is currently unknown, however there are a number of key strategic services in the vicinity including Transpower transmission line. Service relocation requirements could significantly impact on project costs and potentially introduce program delays.
43. Upgrade works will involve new road pavement construction and surfacing works, which require dry construction conditions. Works are planned for commencement at the start of the summer construction season, however any desire to accelerate works for winter construction or wet conditions during construction could introduce additional risk to the project quality, cost and timeframes.
44. Cost estimates are currently indicative only and will be confirmed through the detailed design phases.

Significance & Engagement Policy

Significance

45. Staff considered the following factors under the Significance and Engagement Policy:
 - Community interest is high
 - The form of engagement used in the past for similar proposals and decisions
 - The portion of the community affected by the proposal or decision
46. Based on these factors, staff have assessed that the matters in this report have medium significance. This means that there will be a need to engage with the community early in the all stages of this project to ensure that the final design meets the needs of all parties.

47. Specific consultation requirements will need to be followed if designation or land purchase is required by this project.

Engagement

48. In development of concepts to date a number of key stakeholders have been involved in workshop sessions including Waikato District Council staff, NZ Police, NZTA, AA and Road Transport NZ.
49. Feedback was sought in regard to the variable speed limit on Gordonton Road at the intersection of Thomas Road. In conjunction with majority support for the installation of the lower variable speed limit, there were a number of comments regarding the need for a more permanent solution at this site.
50. Given the medium level of significance determined, the engagement level is medium. Engagement is required.
51. A public open day is scheduled for 18 April regarding the program of works currently underway and planned in the Rototuna area, at which specific feedback will be sought regarding the Gordonton Road corridor improvements, including the proposed corridor posted speed reduction and Thomas Rd intersection upgrade.

Attachments

Attachment 1 - Thomas Road / Gordonton Road Intersection - Location Plan

Attachment 2 - Thomas Road / Gordonton Road Intersection - Signals Concept Plan

Thomas Road/Gordonton Road Intersection - Location Plan



Item 13

Attachment 1



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Plot Date: 07 Feb 2018 @ 3:16 PM Path G:\202400\202499_00 HCC Panels Contrad 1411026 Thomas_Gordonton Intersection\6 Drawings\2-32499.20 SK009 Signal Junction - Islands.dwg SK009

DRAFT
 Issued 7/02/2018

Council Report

Item 14

Committee: Growth and Infrastructure Committee
Date: 10 April 2018
Author: Christopher Barton
Authoriser: Andrew Parsons
Position: Project Development Manager
Position: City Development Manager
Report Name: Borman Road Extension

Report Status	<i>Open</i>
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Purpose

1. To seek approval to enter into contracts with Pemberton Civil (Hamilton) Ltd. and Blue Wallace Surveyors Ltd. to design and construct the western extension of Borman Road to Kay Road.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) approves the award of a contract with Pemberton Civil (Hamilton) Ltd. for the construction of the Borman Road extension to Kay Road with an Approved Contract Sum of \$1,550,000; and
 - b) approves the award of a contract with Blue Wallace Surveyors Ltd. for the design and construction supervision of the Borman Road extension to Kay Road with an Approved Contract Sum of \$100,000.

Executive Summary

3. The extension of Borman Road to Kay Road is a critical network connection, required to provide appropriate network connectivity and facilitate construction of Resolution Drive, as planned and funded in current 2017/18 budgets.
4. Staff recommend engaging Pemberton Civil (Hamilton) Ltd. to complete the construction of Borman Road. Pemberton are currently undertaking similar works on the surrounding development land, and through this arrangement Council can leverage value from co-ordination of activities and scale, and can also utilise existing construction rates as per the existing contract with the land developer.
5. The normal process would be to enter into a Private Development Agreement directly with the developer (Ryvington Holdings Ltd.), however in this case the developer's preference is for Council to engage their contractors directly.
6. It is anticipated construction will be complete by the end of 2018.
7. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

8. Borman Road is a minor arterial roading corridor in the Rototuna area, which provides a strategic east-west connection between River Road & Kay Road in the west to Gordonton Road in the East.
9. Borman Road has been constructed in stages in association with land development timing in the Rototuna area, with sections still to be completed being the final 300m extension to Kay Road in the West, and the section from Kimbrae Drive to Horsham Downs Road, as shown on the plan below.



10. Currently due to Borman Road not connecting to Kay Road at its western end, many trips in the Rototuna area are utilising inappropriate routes which result in network issues and safety risks. The extension of Borman Road to Kay Road is a critical network component which will enable more appropriate network transport movements, encouraging vehicles to use a purpose built minor arterial road rather than local roads which are not designed to cater for high volumes, or city fringe rural standard roads.
11. It has specifically been identified that there are current issues with volumes and speeds of vehicles on the currently rural standard Kay Road between River Road and North City Road. It is anticipated that the connection of Borman Road to Kay will significantly alleviate currently identified issues on Kay Road by providing an alternative route. As part of the detailed design process consideration will be given to potential Kay Road pedestrian path opportunities.
12. The extension of Borman Road is also required to facilitate the construction of Resolution Drive major arterial extension to the Waikato Expressway Hamilton Section, by providing an appropriate route for traffic as an alternative to Kay Road.
13. The connection with Kay Road is proposed to be a give-way controlled T intersection, which will require minor widening on Kay Road to incorporate a right turn bay.

14. A project Business Case was approved by Finance Committee on 20 August 2015 in conjunction with the Resolution Drive Extension project Business Case.

Discussion

15. To complete the extension of Borman Road, agreements needed to be reached with the land owner, Ryvington Holdings Ltd, who is currently developing the adjacent residential land known as The Meadows.
16. Through discussions with the developer, it is highly desirable to ensure that works are as co-ordinated and consistent with adjacent land development works as possible. The best way to achieve this is to utilise the same design and construction team as currently delivering the subdivision works.
17. An opportunity exists for Council to directly engage Blue Wallace Surveyors Ltd. as the existing designers and Pemberton Civil (Hamilton) Ltd. as the existing contractors to deliver the Borman Road extension for HCC as an integrated part of the Meadows development.
18. The current contract was tendered within the market, and to confirm value for Council staff have undertaken a review of the scheduled rates to confirm consistency with existing market rates on similar projects.
19. The alternative option for delivery would be for Council to separately design the works and procure physical works contractor via public tender, however this would likely result in significant delays to implementation, introduce risks of misalignment with development works, and result in duplication of contract management and physical works overhead costs resulting in an overall higher cost to Council.
20. Staff recommend delivery of the Borman Road Extension via direct appointment of the existing designers and contractors.

Financial Considerations

21. The total cost to complete this project is \$2,450,000, which is funded in the 2017/18 Financial Year within CE15092 – Roading Upgrades and Development in Rototuna.
22. The budget for this financial year includes an allowance of \$800,000 for land procurement, which is being progressed as a parallel process.
23. Based on current schedules and contract estimates, it is estimated that the physical works cost will be approximately \$1.5m. Including a \$50k contingency value, it is proposed that the Approved Contract Sum for the physical works contract is set at \$1,550,000.
24. It is proposed that the Approved Contract sum of the design and construction supervision engagement is set at \$100,000 in accordance with current estimates.
25. Physical works are anticipated to be completed over the rest of the 2018 calendar year. In accordance with the proposed construction program which has been a result of alignment with development timing and land procurement, a financial deferral of up to \$1m will be required to 2018/19, as has been previously forecast in capital monitoring reports to Finance Committee.
26. The delay in this project is due to protracted negotiations with the land owner which has resulted in Council using the Public Works Act to acquire the land.
27. Consequential operational and associated asset depreciation costs are currently included in the draft 2018-28 10-Year Plan in accordance with the planned implementation program.

Legal and Policy Considerations

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

Risks

29. Due to the nature and greenfield location of the works, delivery of this contract involves risk primarily regarding unsuitable ground materials and potential issues with tying-in to the existing Kay Road. If condition of the existing ground or the existing Kay Road pavement are poorer than anticipated, additional work and associated cost may be required in order to complete works.
30. The current city boundary runs along the southern boundary of Kay Road between River Road and Osbourne Road. As the new Kay Road intersection will be within the Waikato District area, WDC approval will be required regarding the proposed new intersection.

Significance & Engagement Policy

Significance

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

Engagement

32. Community views and preferences are already known to the Council through the 2015-25 10 Year Plan consultation process.
33. Given the low level of significance determined, the engagement level is low. No engagement is required.
34. It is proposed that further public information regarding this project will be provided as part of the planned North-East suburbs public information evening on 18 April 2018.

Attachments

There are no attachments for this report.

Council Report

Item 15

Committee: Growth and Infrastructure Committee
Date: 10 April 2018
Author: Christopher Barton
Authoriser: Chris Allen
Position: Project Development Manager
Position: General Manager City Infrastructure
Report Name: Ruakura Reservoir Bulk Watermains

Report Status	<i>Open</i>
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Purpose

1. To recommend to Council the award of Contract 17141 for the planned installation of a new bulk water supply to Ruakura in accordance with delegated authority.

Staff Recommendation (*Recommendation to Council*)

2. That the Growth and Infrastructure Committee:
 - a) receive the report;
 - b) recommends to Council the award of Contract 17141 to West Construction 2011 Ltd for the installation of a new bulk water supply to Ruakura with an Approved Contract Sum of \$4,200,000.00; and
 - c) delegate authority to the General Manager City Infrastructure to execute Contract 17141 and approve all contract progress payments up to the Approved Contract Sum, subject to Council approval of contract award as outlined in b).

Executive Summary

3. The Ruakura bulk water supply project is a key infrastructure capital works project planned for physical works in the 2017/18 and 2018/19 financial years.
4. Works are part of the \$21.845M Ruakura Reservoir project which will supply currently consented and further planned development in the Ruakura area, in accordance with the Ruakura Private Development Agreement and as currently budgeted in the 2017-18 Annual Plan and draft 2018-28 10 Year Plan.
5. Following a public tender process the preferred tenderer is West Construction who provided a high quality tender submission and have previously delivered similar works for HCC successfully.

Background

6. The Ruakura bulk water supply project is the first stage of the Ruakura Reservoir project, required to deliver bulk water supply lines to the new Ruakura Reservoir and from the Reservoir to the Ruakura residential and industrial development area, while also improving existing city water network storage and resilience on the eastern side of the city.
7. This project is consistent with infrastructure requirements outlined in the Ruakura Private Development Agreement with Ruakura Ltd. & Chedworth Properties Ltd. which contractually commits Council to deliver a new water reservoir and strategic bulk mains by June 2020 to enable development of the Ruakura area.
8. Current water supply servicing is insufficient to allow new development to happen in the area without introducing significant risk to water supply level of service of both new and existing users.

Discussion

9. The contract was publicly tendered and assessed using the price-quality method as outlined in the tender documentation.
10. The price-quality method involves first assessing tenderers non-priced attributes to assess their demonstrated skill and ability to complete the works on time, to budget and to the required quality standards, which is converted into a dollar value called the Supplier Quality Premium (SQP).
11. The tenderers were evaluated on their Sustainability, Local Impact, Methodology, Relevant Experience/Track Record, Relevant Skills and Financial Viability.
12. The prices of tenderers were then reviewed, and SQP values deducted off the tender price for each tenderer to identify the evaluation price. The preferred tenderer is the respondent with the lowest evaluation price.
13. The results of the evaluation are shown in the table below:

	Supplier Quality Premium	Tender Price	Evaluation Price
West Construction 2011 Ltd	\$ 363,035.71	\$ 3,519,238.74	\$ 3,156,203.03
Waipa Civil Ltd	\$ -	\$ 3,279,758.91	\$ 3,279,758.91
GT Civil Ltd	\$ 254,464.29	\$ 4,386,463.00	\$ 4,131,998.71
Connell Contractors Ltd	\$ 390,178.57	\$ 5,460,106.90	\$ 5,069,928.33

14. Following evaluation, the preferred tenderer West Construction 2011 Ltd. had the lowest evaluation price of \$3,156,203.03.
15. In their tender submission West Construction 2011 Ltd. demonstrated significant relevant experience, a successful track record of delivering similar projects including the recently completed Rototuna Reservoir bulk water mains, and a robust methodology which resulted in a high SQP value.

Financial Considerations

16. Works are funded within existing 2017/18 Annual Plan and draft 2018-28 10 year plan capital budget allocations as part of the overall Ruakura Reservoir project, as shown in the table below:

Comment	Project Component	2016/17	2017/18 (funded in AP)	2018/19 (incl. in draft 10YP)	2019/20 (incl. in draft 10YP)	2020/21 (incl. in draft 10YP)	Total
Contractually committed and in progress	Design, land procurement and consenting	\$384,906	\$500,000	\$250,094			\$1,135,000
Project subject to this report	Bulk mains - this report (incl. project management & construction MSQA costs)		\$1,020,000	\$3,400,000			\$4,420,000
To be procured following 10 Year Plan decision	Reservoir (incl. project management & construction MSQA costs)			\$6,048,206	\$8,380,400	\$41,760	\$14,470,366
Future project timing subject to third party	Trunk mains (incl. project management & construction MSQA costs)				\$1,820,182		\$1,820,182
	Total:	\$384,906	\$1,520,000	\$9,698,300	\$10,200,582	\$41,760	\$21,845,548

17. Due to the nature of the works delivery and associated financial risk profile as outlined in the risk section below, it is recommended to retain a contingency value of 20% of the tendered sum within the approved contract sum value.
18. Accordingly, it is recommended to set the approved contract sum at \$4,200,000.00, comprised of the tendered sum of \$3,519,238.74 and a contingency value of \$680,761.26.
19. This is a multi-year contract which Council committed to through the Ruakura Private Development Agreement. Funding has accordingly been included in the approved 2017-18 Annual Plan and in the draft 2018-28 10 Year Plan. Authority to approve award of the Contract is with Council.

Risks

20. Due to the nature of the works delivery of this contract involves significant financial risk in regard to unsuitable ground materials, suitability of in-situ materials for pipe bedding and backfill, technical tie-ins to the local water reticulation, construction adjacent to and across Wairere Drive, and co-ordination with city water and transportation operational requirements.
21. Should Council choose not to approve funding for the bulk mains project in the Draft 2018-28 10 Year Plan, the funding requirements in 2018-19 will be addressed through risk and opportunities.

Significance & Engagement Policy

Item 15

Significance

22. 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

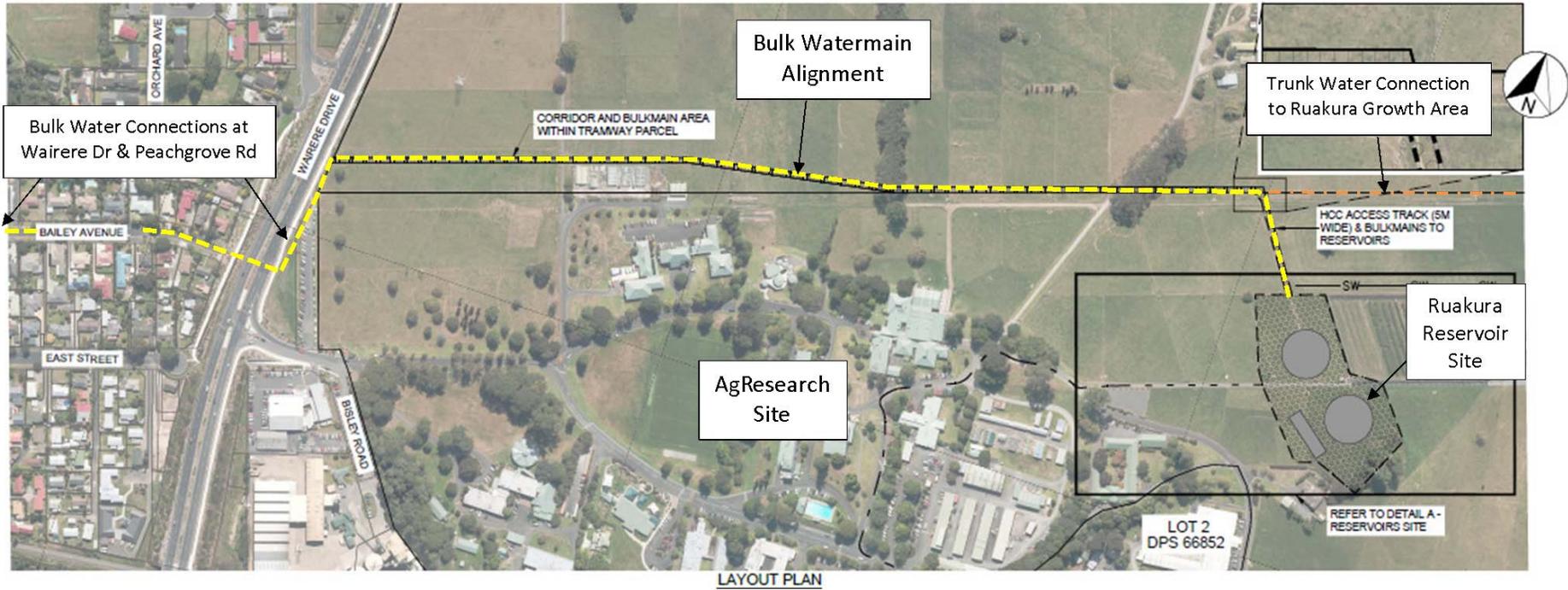
Engagement

23. Community views and preferences are already known to the Council through consultation of the 2015-25 10 Year Plan and 2017/18 Annual Plan, and delivery of works is contractually committed via the existing Ruakura Private Development Agreement.
24. Staff recommend that no further engagement on this matter is required.

Attachments

Attachment 1 - Ruakura Water Reservoir and Bulk Mains - General Layout Plan

Ruakura Water Reservoir and Bulk Mains – General Layout Plan



Item 15

Attachment 1

Council Report

Committee: Growth and Infrastructure Committee
Date: 10 April 2018

Author: Andrew Parsons
Authoriser: Chris Allen

Position: City Development Manager
Position: General Manager City Infrastructure

Report Name: Private Developer Agreement Tasman Greig Development Limited

Report Status	<i>Open</i>
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Purpose

1. To inform the Committee of the negotiations between staff and Tasman Greig Developments Limited (TGDL)
2. To seek the committee's approval to enter into a Private Developer Agreement (PDA) with Tasman Grieg Development Limited (TGDL) to acquire land and construct a collector road in the Rotokauri development area.

Staff Recommendation (*Recommendation to Council*)

3. That the Growth and Infrastructure Committee:
 - a) delegates authority to the Chief Executive to enter into a Private Developer Agreement with Tasman Grieg Development Limited for the acquisition of land and the construction of a collector road, noting that funding is available for the land acquisition and road construction in the current financial year within the roading upgrade programme for Rotokauri; and
 - b) recommends to the Council that \$2.335 million be included on the Risk and Opportunities Register for the land acquisition and road construction, and that this cost be offset by savings from CE15090, Roothing Upgrades and Development in Rotokauri.

Executive Summary

4. TGDL has been granted a subdivision consent to develop land within the Rotokauri Structure Plan area for industrial purposes. A collector road is shown over the subject land connecting Tasman Road to Arthur Porter Drive (Attachment 1).
5. The developer is not compelled to construct or vest the road as they can develop the land without the need for this road. However, the road corridor as shown in the structure plan must be left available for the construction of the road at some point in time. Council would be required to purchase the land at some point in time and to construct the road.
6. The collector road is strategically important to complete the planned road network in the area. It will also give frontage to the land recently acquired by Council for the proposed Public Transport Hub, and will enable better bus route planning especially for the Orbiter bus service, and integration with any rail facilities.

7. This road will also enable Tasman Road to be amalgamated into the proposed Transport Hub, potentially with restricted areas for vehicles or if necessary closed to vehicles. Without this connection Tasman Road will have to remain open.
8. TGDG has recognised that their development would function better with a short length of the collector road in place. They will construct this length of road and have offered to enter into an agreement to construct the remaining length of the collector road to link Tasman Road to Arthur Porter Drive on behalf of Council. The agreement would also include the acquisition of land for the remainder of the road corridor.
9. TGDG have offered to share the costs for the land and the road construction on a 36% cost TGDG and 64% cost HCC basis, given their needs for about a third of the road to provide better access to their land.
10. Staff have looked at the costings in detail and recommend this as a fair cost sharing proposal.
11. Staff consider this proposal to be of low significance and that the recommendations comply with the Council's legal requirements.

Background

12. TGDG have a subdivision consent to develop the industrial land fronting Tasman Road. Access to the proposed lots will be from a right of way to be constructed by the developer.
13. The collector road shown on the Rotokauri Structure plan lies in the north-western boundary of the TGDG land. This road will give frontage to the land recently acquired by Council for the proposed Transport/Rail Hub
14. An offer has been made by TGDG to construct the collector road connecting Tasman Road to Arthur Porter Drive. This proposed road gives frontage to the land acquired by Council for the Transport Hub.
15. Funding provision has been made in the draft 2018/19 10 Year Plan to start the development of the Transport Hub. The proposed collector road, which is independent of the Transport Hub, completes the transport network in the area. If it is not constructed, bus route planning will be compromised.
16. TGDG is developing land for industrial use, and wants to construct part of the collector road to facilitate better access to his land. TGDG has offered to sell land for the road corridor to HCC, and construct the collector road as part of their infrastructure contract.
17. Funding for the road and land is available in this year's 2017/18 Annual Plan within the Rotokauri Road Network budget, (CE15090)

Discussion

18. The proposed collector road will form part of the strategic public transport network as it will enable buses a direct route to the Transport Hub.
19. It is possible that Tasman Road will be amalgamated into the Transport Hub so that any future rail platform can be installed on the western side of the rail tracks. This road will be the alternative route if and when Tasman Road is closed or restricted to through traffic.
20. Staff have consulted with the Waikato Regional Council and they support the proposal in this report from the perspective of public transport planning.
21. The developer is willing to partner with HCC to provide the road link now on the basis of a 36% developer, 64% HCC cost share for the land and road construction.

22. TGDL has recognised that their development would function better with a short length of the collector road in place. They will construct this length of road and have offered to enter into an agreement to construct the remaining length the collector road to link Tasman Road to Arthur Porter Drive. The agreement would also include the acquisition of land for the remainder of the road corridor.
23. The total estimated cost of the work and land is estimated at \$3.515 million. The estimated cost to Council is \$2.335 million based on the land, \$1.4 million, and the road construction costs of \$935,000, 64% of the total cost.
24. TDGL will pay \$1.180 million made up of \$552,000 of contributed land and \$628,000 for road construction costs, 36% of the total costs.
25. Staff have reviewed the schedule of works for the road construction and are satisfied that the work is priced within the current market rates. The developer's contractor is known to Council and is recognised as competent to carry out the work to the required standard.

Options

26. Staff have assessed that there are 3 reasonable and viable options for the Committee to consider. The options are set out below:
27. Option 1: Partner with TDGL to purchase the land and construct the full length of the collector road between Tasman Road and Arthur Porter Drive on a 36/64 percentile basis. This is the recommended option.
28. Option 2: TDGL form a stub road off Arthur Porter Drive and Council purchase the remaining land to protect a future road linking to Tasman Road noting that Council would have to fund the road construction in future years. This option is not recommended as the investment in the land only does not provide the immediate benefit that the road construction and land acquisition would.
29. Option 3: Do nothing and reassess in future years. This option will likely require a designation and is most likely to be the highest cost option given the need to work with the multiple business owners that will result from the proposed development. It is also likely that if the Council does not acquire the land for the road corridor, there could be some challenges mounted to the structure plan by the land owners once the TGDL land is subdivided and on sold. Not Recommended.
30. Staff recommend Option 1 because it would complete a planned link identified in the Rotokauri Structure Plan and enable options to remove or restrict vehicles on the northern section of Tasman Road at the time the transport Hub is created.

Financial Considerations

31. The financial implications of Option 1 are as follows:
32. The total cost to acquire the land and construct a standard industrial collector road is \$2.333 million, which can be funded via existing budgets in the 2017/18 Annual Plan within CE15090 – Roading Upgrades and Development in Rotokauri.

33. The total 2018/19 budget for CE15090 – Roading Upgrades and Development in Rotokauri is \$4.734m and is allocated as below:

Component	Status	Budget Allocation
TGDL Collector Road	This Report	\$2,335,000
Rotokauri Residential Stage 1 Arterial Roads	Contractually committed via development agreements.	\$1,584,000
Rotokauri Park and Ride Land Purchase (Offset funding via R&O)	Contractually committed and paid.	\$635,000
Rotokauri Industrial Corridor Design and Designation	Contractually committed, substantively complete.	\$180,000
Total		\$4,734,000

34. Depreciation and consequential opex costs regarding this road are currently included in the 2018-28 Draft 10 Year Plan commencing from the 2020/21 financial year. Advancement of this work would result in these operational costs being realised from the 2018/19 financial year.

Legal and Policy Considerations

35. Staff confirm that the recommended option complies with the Council's legal and policy requirements.

Risks

There is a risk that if this road is not constructed the Tasman Road will have to remain open to through traffic. This will have a negative effect on how the Transport Hub can be developed. There is a risk that if the offer by TGDL is not accepted and the consented subdivision proceed, Council may have to deal with many landowners in the future to secure the road corridor. The Rotokauri Structure Plan is indicative only. The roads necessity and/or location can be challenged by the owners of the land over which the corridor lays. This is a risk to Council's ability to create the road that is an integral element in the strategic road network.

Significance & Engagement Policy

Significance

39. 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.

Engagement

40. Community views and preferences are already known to the Council through the public consultation process for the Rotokauri Structure Plan.
41. Given the low level of significance determined, the engagement level is low. No engagement is required.

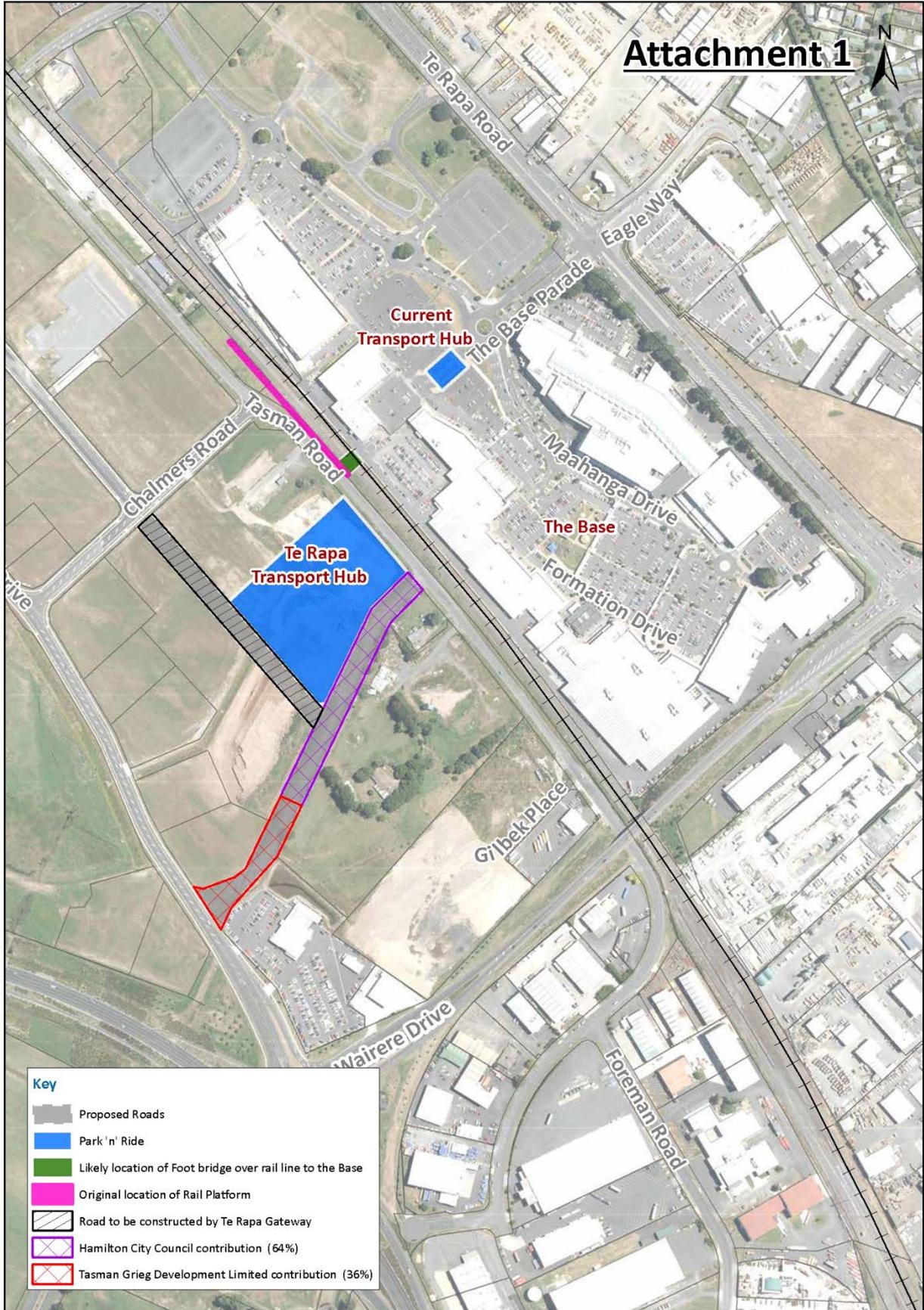
Item 16

Attachments

Attachment 1 - Transport Hub Location March 2018

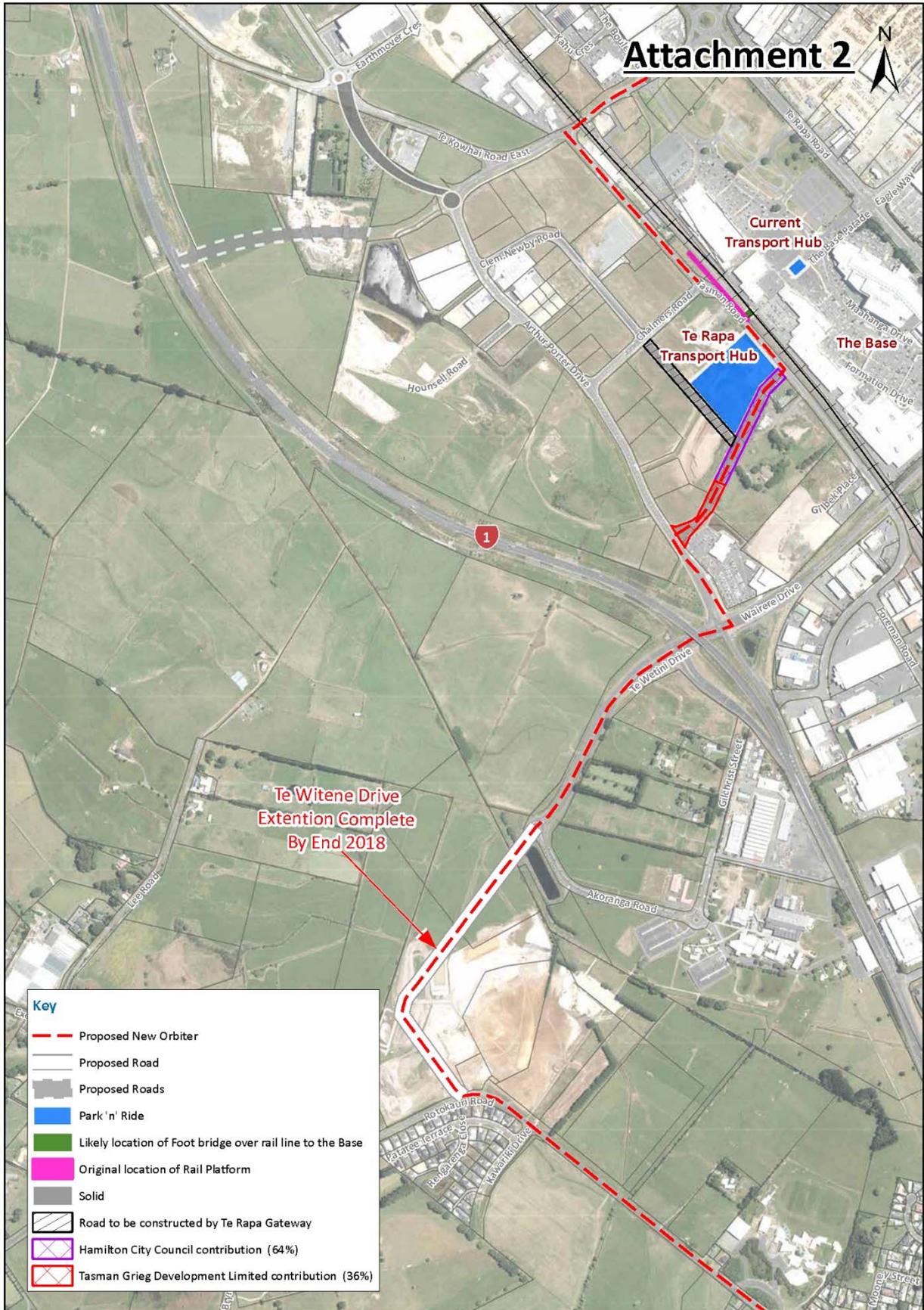
Attachment 2 - Proposed Orbiter Road March 2018

Attachment 1



Item 16

Attachment 1



Council Report

Item 17

Committee: Growth and Infrastructure Committee
Date: 10 April 2018
Author: Keith Hornby
Authoriser: Jen Baird
Position: Strategic Policy Analyst
Position: General Manager City Growth
Report Name: NPS-UDC Future Proof Quarterly Indicator Report

Report Status	<i>Open</i>
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Purpose

1. To provide the Growth and Infrastructure Committee with the Future Proof Quarterly Indicator Monitoring Report for the three months from July to September 2017 (Attachment 1), as required by the National Policy Statement on Urban Development Capacity (NPS-UDC).

Staff Recommendation

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

Background

3. The National Policy Statement on Urban Development Capacity (NPS-UDC) came into effect on 1 December 2016.
4. The overarching purpose of the NPS-UDC is to ensure that planning enables development through providing sufficient development capacity for housing and businesses over the next 10 to 30 years. 'Sufficient' means the provision of enough development capacity (district plan-zoned land supplied by infrastructure) to meet housing and business demand, and which reflects the demands for different types and locations of development.
5. The NPS-UDC identifies the Future Proof sub-region as a high-growth urban area. As such, the Future Proof councils are required to meet all the requirements in the NPS-UDC. This includes undertaking monitoring of the housing and business market indicators (PB6) and price efficiency indicators (PB7) on a quarterly basis.

Indicator Monitoring Report - September 2017

6. The NPS-UDC Policies PB6 and PB7 seek to ensure that local authorities are provided timely information about market changes that may affect the sufficiency of development capacity for housing and business land.

7. PB6 directs local authorities to monitor a range of market indicators on a quarterly basis including:
 - a) Prices and rents for housing, residential land and business land by location and type; and changes in these prices and rents over time,
 - b) The number of resource consents and building consents granted for urban development relative to the growth in population; and
 - c) Indicators of housing affordability.
8. PB7 directs local authorities to use information provided by indicators of price efficiency in their land and development market, such as price differentials between zones, to understand how the market is functioning and how planning may affect this and when additional development capacity might be needed.
9. The purpose of the quarterly monitoring report (Attachment 1) is to provide key decision makers in the Future Proof sub-region with timely information about market changes that may affect the sufficiency of development capacity for housing and business land. The policies encourage local authorities to publish the results of their monitoring. The format and content of this indicator report will be progressively refined in subsequent quarters.
10. The key findings of the indicator monitoring are summarised on the first page of the attached report.

Next Steps

11. The next quarterly indicator monitoring report (December 2017) will be provided at the next Growth and Infrastructure Committee meeting (29 May 2018).

Attachments

Attachment 1 - Future Proof NPS-UDC Indicator Monitoring Report - September 2017



Housing and Business Market Indicators Quarterly Monitoring Report

Meeting the requirements of the National Policy Statement on Urban
Development Capacity (PB6 and PB7)

Q3 September 2017

1. FUTURE PROOF MARKET INDICATORS SUMMARY

Residential indicators

The Future Proof sub-region experienced a moderate slowdown in the rate of house price growth in the September quarter, rents however have continued to increase at similar rates. The high levels of buyer activity from Auckland based multiple property owners in Hamilton City has clearly declined. Buyer activity by local multiple property owners has picked up again in Waikato and Waipa.

Residential consents have continued to increase, with record numbers for more intensive types of residential development in Hamilton City and Waipa District. Whilst the gap between the number of residential consents issued (as proxy for supply) and demand for new dwellings (household growth) in Hamilton has narrowed in the last quarter, potential supply constraints are still indicated.

Business indicators

The available business indicators currently suggest that there are no major concerns regarding the sufficiency of office and retail capacity in Hamilton City. While there has been further decline in the in both office and retail vacancies in the Hamilton city central business district (CBD), further supply (via new development and refurbishment) is expected.

Strong uptake of industrial land in Hamilton has continued leaving overall vacancy rates for industrial leases at very low levels with available supply tight.



Tāngata Whenua



Hamilton City Council
Te kaunihera o Kirikiriroa



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2. INTRODUCTION

The National Policy Statement on Urban Development Capacity (NPS-UDC) came into effect on 1 December 2016. The overarching purpose of the NPS-UDC is to ensure that planning enables development through providing sufficient development capacity for housing and businesses over the next 10 to 30 years. The NPS-UDC identifies the Future Proof sub-region¹ as a high-growth urban area. As such, the Future Proof councils are required to meet all the requirements in the NPS-UDC. This includes monitoring, and reporting, on a quarterly basis the housing and business market indicators (PB6) and indicators of price efficiency (PB7). Other demand and supply drivers outside of the scope of NPS-UDC monitoring that impact on urban development include: natural population growth; strong migration; low interest rates; investor confidence and activity; tax incentives; and low measured construction productivity².

3. PURPOSE OF REPORT

The purpose of this second quarterly monitoring report from the Future Proof partners is to fulfil the requirements of PB6 and PB7 of the NPS-UDC. These policies direct local authorities to monitor a range of indicators on a quarterly basis to ensure that local authorities are well informed with timely information about demand, urban development activity, how well the market is functioning and how market changes may affect the sufficiency of development capacity for housing and business land in the Future Proof sub-region. The NPS-UDC encourages local authorities to publish the results of their monitoring. This report includes the following PB6 market indicators;

- a. Prices and rents for housing, residential land and business land by location and type; and changes in these prices and rents over time,
- b. The number of resource consents and building consents granted for urban development relative to the growth in population; and
- c. Indicators of housing affordability.

PB7 requires the use of indicators of price efficiency in the local land development market to understand how well the market is functioning and how planning rules may affect this, and when additional development capacity might be needed. This report presents the following PB7 price efficiency indicators which have been made available to date by MBIE³;

- a. Price cost ratio, and
- b. Price differentials between zones.

4. OUTLINE OF REPORT

The indicators described in this second indicator report are presented in two broad categories; residential indicators and business indicators. Eleven residential and five business indicators are presented. An overview narrative is provided at the start of each section with some further commentary provided for each indicator. Where available, indicators include data for each territorial authority (Hamilton City Council, Waikato District Council and Waipa District Council), and for the combined Future Proof sub-region ('Greater Hamilton').

Other than the introduction of comparative building consent statistics and the PB7 residential and business land price efficiency indicators (which were not available for the June report), this report begins to examine the recent quarterly change in some of the indicators. Technical notes and data sources are provided at the end of the report. Ongoing refinements to the reporting framework and indicators will be made in successive quarterly reports.

¹ The combined Hamilton City Council, Waikato District Council and Waipa District Council geographic area.

² Auckland Chief Economist, June 2017

³ The Ministry of Business, Innovation and Employment are responsible for providing the key NPS-UDC indicators.

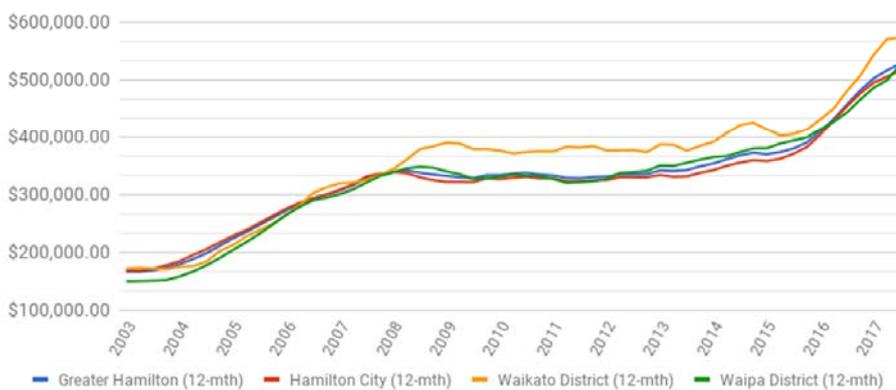
5. RESIDENTIAL INDICATORS

The Future Proof sub-region experienced a moderate slowdown in the rate of house price growth in the September quarter of 2017, rents however continued to increase at similar rates. The high levels of buyer activity from Auckland based multiple property owners in Hamilton City has clearly declined and the proportion of activity from first home buyers has recovered. The surge of Auckland multiple property owner activity occurred to a lesser extent in the Waikato District, and was not apparent in Waipa District. Activity from first home buyers declined in both Waikato District and Waipa District. This, however, has not been the case in Waikato District and the Waipa District.

Residential consents number continued to increase, with record (or near record) for more intensive types of residential development. Whilst a potential shortfall in supply is evident, particularly in Hamilton, this gap between supply and the demand for new dwellings (household growth) appears to have narrowed slightly. This continued demand for housing has put land supply under pressure across the Future Proof sub region particularly in Hamilton where there is some suggestion of constraints on capacity, however the extent of these constraints requires further investigation. These barriers may include urban planning policies that constrain development, land banking, lending rules or construction industry skilled labour and capacity constraints.

5.1 DWELLING SALE PRICE AND RENT TRENDS

12-month rolling average Dwelling sales price (actual)



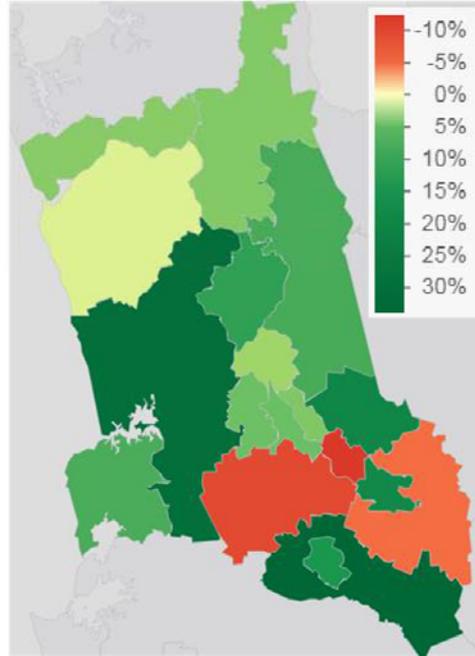
Indicator 1: Dwelling sales prices (actual)

Apart from the Waipa District the period of rapid house price growth in the Future proof sub-region, since 2015, appears to have slowed in the September quarter 2017, particularly when compared with the increase experienced in same quarter the year before (2016).

	June '17 (Q2)	Sept '17 (Q3)	Change btw Q2 and Q3 '17	Change btw Q2 and Q3 '16
Future Proof Area	\$519,313	\$530,939	2.2%	6.2%
Hamilton City	\$510,000	\$516,625	1.3%	6.4%
Waikato District	\$569,675	\$585,000	2.7%	7.2%
Waipa District	\$498,400	\$527,000	5.7%	3.8%

Indicator 2: Change in dwelling sale price (inflation adjusted)

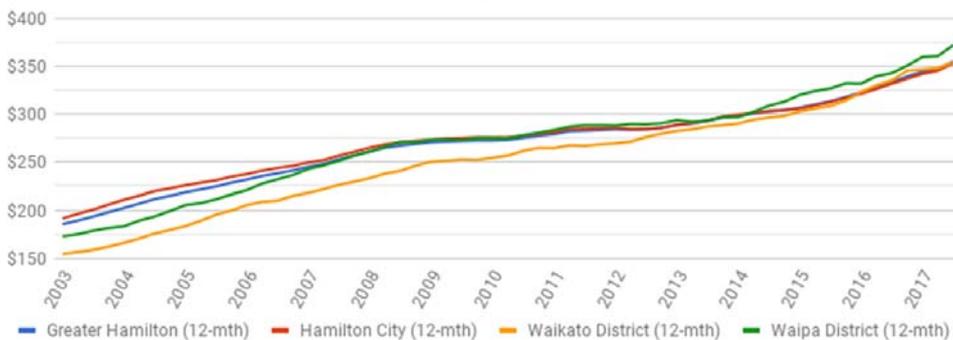
The map to the right displays the change in dwellings sale price (adjusted for inflation) by Ward over the year from September 2016 to September 2017. Whilst the dwelling sales price growth was a fairly moderate for Hamilton City (4%) and the Waikato District (3.4%) the Waipa District experienced strong growth at 25.8%. At the Ward level in Hamilton City, dwelling sales prices increased in the West Ward by 4% and in the East Ward by 2.5%. In the Waipa District the sales price declined in the rural wards; Pirongia Ward (-9.3%), and Maungatautari Ward (-4.3%). The declines in the rural wards were offset at the District level by strong gains in the urban wards of Cambridge ward (18.6%) and Te Awamutu (13.9%).



In the Waikato District, all wards experienced an increase in dwelling sales price over the year to September 2017. In the urban wards sales prices increased marginally; Awaroa ki Tuakua Ward (4%), Huntly Ward (13.3), Ngaruawahia Ward (3%), Raglan Ward by 9.5%. Strong to moderate dwelling price growth occurred in the rural wards of Whaingaroa (33%), Eureka (22%) and Hukanui-Waerenga Ward (10%), Newcastle (5.8%), Whangamarino (4.3%), and the Onewhero Ward by 2%.

Indicator 3: Dwelling rents (actual)

12-month rolling average Dwelling rents (actual)



The geometric mean weekly rent in the Future Proof sub-region in the September quarter of 2017 was \$355. Hamilton City increased by 1.1% from the previous quarter to \$353, Waikato District increased by 1.1% to \$354 and the Waipa District increased at a higher rate of 2.2% to \$372.

	June '17 (Q2)	Sept '17 (Q3)	% change
Future Proof Area	\$347	\$355	1.1%
Hamilton City	\$345	\$353	1.1%
Waikato District	\$348	\$354	1.1%
Waipa District	\$361	\$372	2.2 %

5.2 INDICATORS OF SUPPLY AND DEMAND

Indicator 4: New dwelling consents compared to household growth

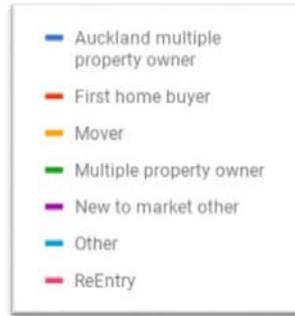
The updated Indicator 4 graphs below provides a rough estimate of movements in both demand and supply for new residential dwellings, and the gap between the two. As displayed on the first graph, the Future Proof sub-region has, since 2013, continued to experience both strong population growth (demand) and increase in the number of new residential consents (supply). Overall a shortfall in supply is suggested for the Future Proof sub-region (namely in Hamilton City), however this shortfall appears to have narrowed or improved over the last quarter. Supply and demand appear to be matched in Waikato and Waipa. What the net shortfall for the Future Proof sub-region over this period may be is currently unknown. Factors that may contribute to the shortfall in supply may include potential planning and construction industry capacity constraints.



Indicator 5: Buyer classification- Hamilton

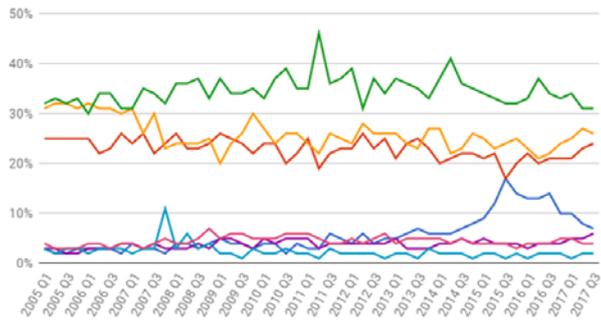
Future Proof TAs experience markedly different patterns of house buyer activity, as indicated by the quarterly buyer classification provided by CoreLogic.

The surge of Auckland multiple property owner activity in Hamilton City over the last two years, which has now clearly declined, appears to have occurred to lesser extent in Waikato District with only a small elevation in activity over this period. Waipa District on the other hand did not experience any heightened activity from Auckland based investors.



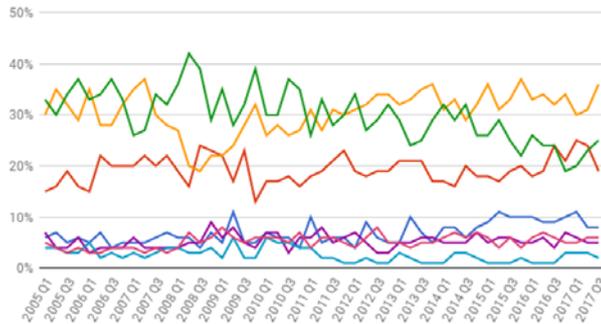
While Hamilton City buyers have long been dominated by local multiple property owners, Waikato District and Waipa District have since 2012 had larger numbers of Movers suggesting that the two districts have attracted more people permanently rather than property investors. The recent growth in Pokeno in the Waikato District and Cambridge in the Waipa District could account for this increased activity.

CoreLogic Buyer Classification - Hamilton City



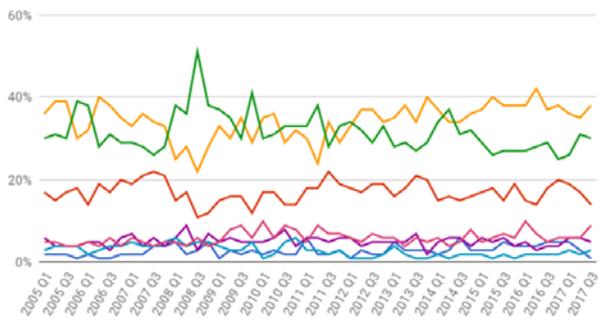
First home buyer activity increased further in Hamilton from 21% in December 2016 to 24% in the September 2017 quarter. Corelogic has commented that this is likely due to first home buyer reasons or purchasing (getting into the property market and long-term security) to ensure they find a way into the market at a time when rental yield and tougher lending criteria are affecting investors' desire and ability to buy.

CoreLogic Buyer Classification - Waikato District



In both the Waikato District and the Waipa District First home buyer activity has seen a decline since December 2016 falling from 21% to 19% and 20% to 14% respectively. The share of buyer activity by Local Multiple property owners increase over this period (December '17 to September 17) by 19% to 25% in Waikato District and from 25% to 30% in Waipa District.

CoreLogic Buyer Classification - Waipa District

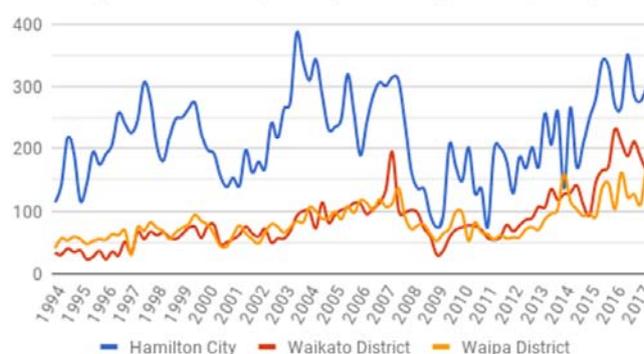


Indicator 6: Residential Building consents by territorial authority

New dwellings consents have continued to rise for Waikato District, Hamilton City and Waipa District, in the quarter to September 2017. This continues the upward trend since the low levels experienced after the GFC.

Notably, there was a record level of dwelling consents issued in the Waipa District during the September quarter, of which almost a third were for more intensive types of residential development as opposed to detached, or standalone houses (see further comment on this category below).

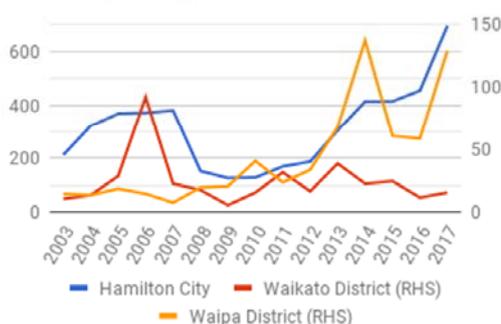
Building Consents by TA (Quarterly to Sept '17)



(Source: Statistics NZ, November 2017)

The Statistics NZ building consent category of 'Apartments, townhouses, units etc.' (see graph to the right) covers a range of smaller, usually more compact types of housing development. Growth in this category indicates both a shift in the types of dwellings which are being built and the intensification of urban areas. Also captured in this category are the units in retirement villages. These large developments, can be identified by the spikes in Waikato District and Waipa District numbers to the right.

Building consents: Apartments, townhouses, units etc. (Annual)



Overall, Hamilton City has maintained larger numbers of dwelling consents in the 'Apartments, townhouses, units etc.' category, with the impact of the GFC (after 2007) clearly evident, followed by increasing numbers of consents from 2010 to 2017. Lower levels are evident in Waikato District throughout the monitoring period, except for a peak in 2006. Waipa District has experienced a growing trend in the 'Apartments, townhouses, units etc dwelling category'. This is most evident in central Cambridge where several townhouse and apartment dwellings have been constructed in recent years.

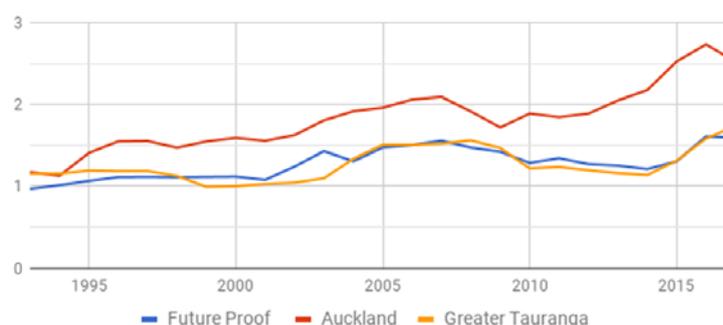
5.3 PRICE EFFICIENCY INDICATORS

Indicator 7: Price Cost Ratio

The price cost ratio indicator shows house prices compared to construction and other costs, in order to estimate how much of the remaining house price is driven by the cost of land. It provides a general indication of the degree to which the supply of land and development opportunities are constrained relative to demand. A modest ratio is between 1 and 1.5; where land comprises up to one third of the price of a home. A high ratio *may* indicate insufficient land supply, impact on prices due to a surge in houses prices or illustrate the extent of a lag in the supply of houses.

As seen in the graph to the right, in the 1990s the price-cost ratio for the Future Proof sub-region remained largely constant at a little over 1. The ratio then increased in the early 2000s, reaching 1.4 at the time of the property boom in 2003 and rising again

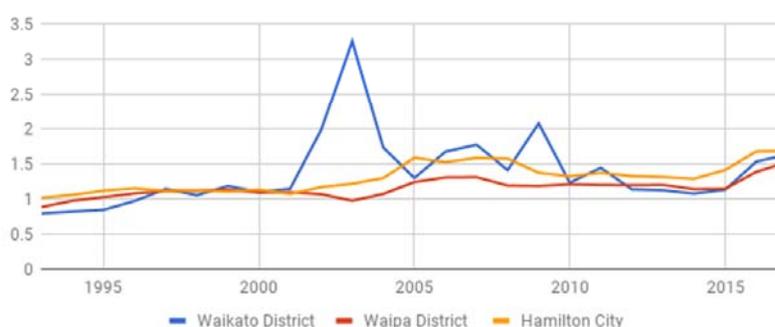
Price - Cost Ratio



to around 1.5 in 2007 in the pre GFC property boom. The ratio then gradually declined to 1.2 in 2014 suggesting that land supply over this period was responsive to the lower level of demand over this period, post GFC. Between 2014 and 2017 the ratio rose sharply to reach 1.59, suggesting that the supply of land, and development opportunities, may not have kept up with demand. Compared with Auckland, the price-cost ratios for Tauranga/Smart Growth and the Future Proof sub-region appear to follow a similar pattern over the period. Auckland's price-cost ratio on the other hand has been over 1.5 for the last 20 years and has trended upward to more than 2.5 in the last year.

In the graph below Hamilton City, Waikato District and Waipa District have largely followed a similar trend since 1993, with Hamilton generally having a slightly higher ratio than the two districts. Since about 2015 there has been a marked increase in the ratio for all three TAs. The significant spikes in the Waikato District ratio are due to a small number of high priced sales skewing the indicator. These outlying sales will be accounted for in a future update to the ratio methodology.

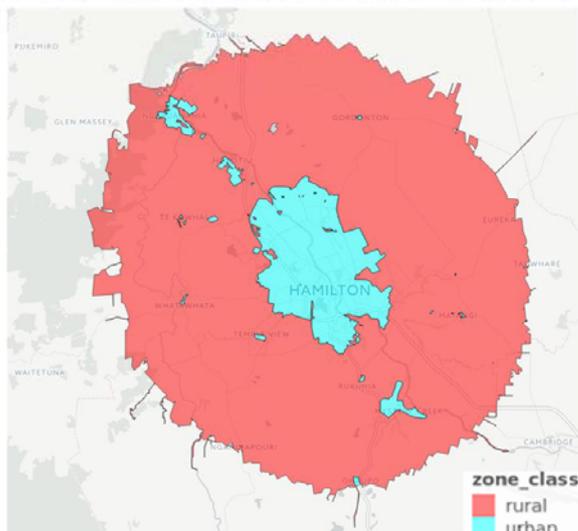
Price Cost Ratio



Indicator 8: Rural Urban differentials

Rural-urban differentials have been calculated by comparing the values of residential land 2km either side of boundary between urban and non-urban zones, after removing the impact of differences in amenities, geographic characteristics and infrastructure. If the value of land jumps where the zone changes, this may indicate that various land-use regulations are constraining urban development capacity. The differential estimates how much urban residential land values are being elevated because of these regulatory constraints. It is a key indicator of whether the District Plan provides sufficient development capacity.

Area of study: The calculation of this differential is focused on an area greater than the Hamilton City Council boundary (see Map to the right), encompassing Ngaruawahia to the north and the Airport to the south. The areas classified as urban are marked in light blue and the rural areas are marked as red.



Map: Location of rural and urban zones

Data source: The rural-urban differential for this area was calculated using the November 2015 valuation data for Hamilton City, the 2014 data for Waikato District and the November 2016 data for Waipa District. All data was updated to 2017 values using the Sales Price Appraisal Ratio. The underlying data reflects the land use permitted at the time of the valuation, consequently any subsequent enabling District Plan changes, which may permit new land use activity to take place, are not reflected in this analysis.

Results: The scatter diagram, see Figure 1, shows that land values drop sharply at the rural urban boundary. After removing major non-regulatory factors affecting land values, urban residential land close to the rural-urban boundary is worth just over 2.4 times the value of rural land next door, or \$227 more per square meter. The analysis suggests that regulations may be constraining development capacity and adding up to \$113,500⁴ to the value of a typical section in the Hamilton area.

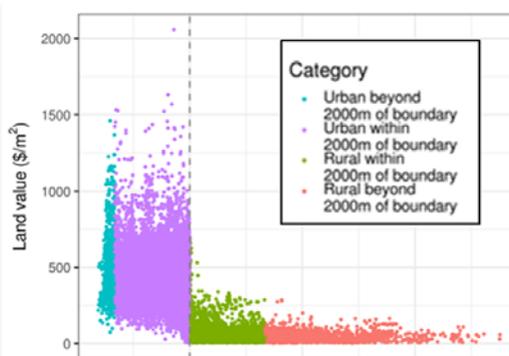


Figure 1: Distribution of land values immediately inside and outside of the rural-urban boundary

Commentary: Monitoring both the ratio level and change in the ratio over time is important. The current results suggest that development capacity is constrained. However, as noted

above, the differential measures the impact of Hamilton City District Plan operative in 2014 which was less permissive than the 2016/17 District Plan. Areas in the city with deferred zoning (e.g. Te Rapa North, Ruakura, Peackocks and Rotokauri) are also not captured in this analysis. The extent this extra capacity will be reflected in urban land values when the next revaluation is undertaken in November 2018 is unknown. Other factors, not controlled for, may also be reflected in the results of this analysis.

⁴ Cost may be overstated by as much as \$22,000 as the cost of local infrastructure and the net cost of growth infrastructure is not fully captured by development contributions. See Net Cost of Growth Report.

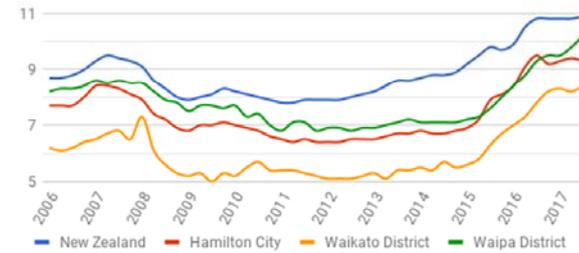
5.4 HOUSING AFFORDABILITY TRENDS

The two MBIE housing affordability measures used in last quarter have not been updated. The most recent Infometrics September 2017 quarter affordability indicators, are provided below alongside a measure that indicates changes in the ease of moving from renting to home ownership.

Indicator 9: Housing Affordability

This ratio measure of housing affordability (average current house value to average annual earnings) indicates a period of increasing unaffordability from early 2015 to late 2016. Since then the levels of housing affordability have remained largely unchanged in the year to September 2017, except for Waikato District where affordability has decreased.

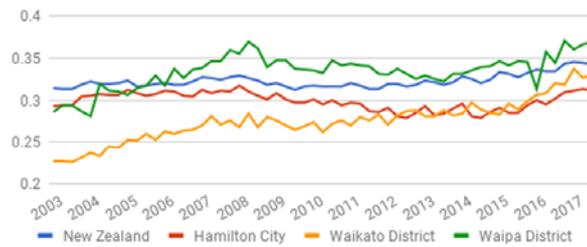
Housing Affordability: Quarterly to Sept'17 (Infometrics)



Indicator 10: Rental Affordability

This ratio measure of rental affordability (average weekly rents over average weekly earnings) indicates that affordability has steadily declined across all three Future Proof partners between 2013 and September 2017. Whilst the rate of decline has slowed in Hamilton City from the March 2017 quarter, rental affordability continued to decline more rapidly in the Waikato District and Waipa District.

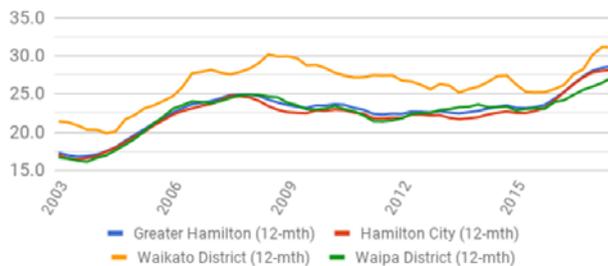
Rental Affordability: Quarterly to September (Infometrics)



Indicator 11: Ratio of dwelling sales price to rents

This ratio of prices and rents provides additional insight into the relationship between owning and renting dwellings over time. It indicates changes in the ease of moving from renting to home ownership, and shows trends in the average yield to an investor from renting out a dwelling. A higher house price/rent ratio reflects a larger gap between renting and buying. The price to rent ratio for the Future Proof sub-region has increased slightly from 28.4 in the June 2017 quarter to 28.6 in the September quarter. This means a median house is 28.4 times the mean annual rent paid. The ratios between house prices and rents have increased in all areas since 2015, largely driven by house price increases.

12-month rolling average ratio of dwellings sales price to rents



	June '17 (Q2)	Sept '17 (Q3)	
Future Proof Area	28.52	28.61	↑
Hamilton City	28.18	28.13	↓
Waikato District	31.26	31.12	↓
Waipa District	26.30	27.16	↑

6. BUSINESS INDICATORS

Non-residential building consent trends indicate that demand has largely returned to pre GFC levels across the Future Proof sub region. The latest vacancy reports for the Hamilton City central business note further declines in office and retail vacancies however the expectation is that further supply, via new development and refurbishment, will be forthcoming and capacity supply issues are not expected.

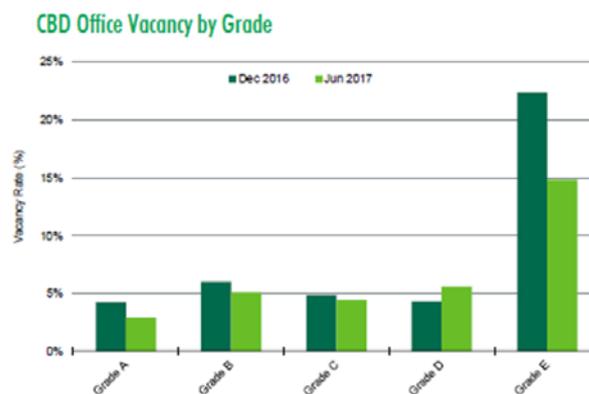
The latest report from Bayleys Research (August 2017) has highlighted that overall vacancy rates for industrial leases in Hamilton are at very low levels and that the available supply remains tight. This view aligns with land price differentials analysis which suggests that a level of insufficient capacity for industrial land use existed in 2015. Additional areas of zoned industrial land are now available and why this industrial land supply may still be constrained needs further investigation. Work continues to identify additional supply data and information for the other major towns within the Future Proof sub-region.

6.1 INDICATORS OF SUPPLY AND DEMAND

Indicator 12: Hamilton City CBD office vacancy rates

The overall vacancy rate in Hamilton's CBD decreased further to a new record low of 6.3% in June 2017. This was a further decrease from an historic low of 7.25% in December 2016. Demand for prime office space remains strong.

The Hamilton CBD office market is characterised by average to lower quality grade space which forms the bulk of stock, although its composition is slowly changing as local developers are actively converting older secondary premises and refurbishing them to a higher standard. This movement and demand for quality space has resulted a small increase in vacancy in Grade D and a four year low in Grade A. Although vacancy remains tight amongst prime office space CBRE NAI Harcourt's expect that this will not translate into significantly higher rents, as further supply via new development and refurbishment will be forthcoming.

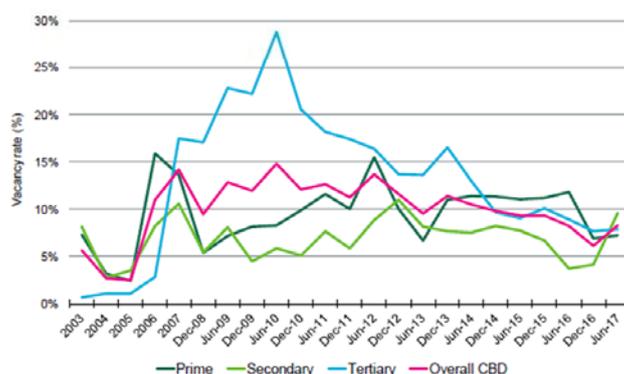


Indicator 13: Hamilton City central business district retail vacancy rates

The Hamilton CBD retail vacancy rate increased to 8.3% in June 2018, up 2.1% from 6.2% in December 2017. This marks the first vacancy increase since 2013. Vacancy increased by a total of two more vacancies than on the previous survey, however these two additional vacancies were both considerably large. While there were no new retail builds completed in the year to September 2017, two redevelopments were underway and six tenancies under refurbishment or fit out.

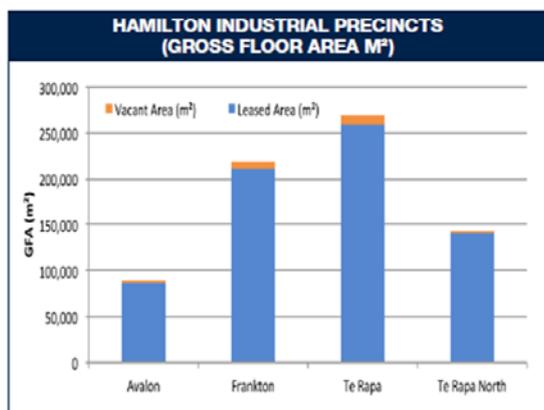
While the overall vacancy rate for the Hamilton CBD is well above rates recorded in other major centres like Auckland (2.4%) and Wellington (5.3%), NAI Harcourts CBRE expect the amount of space under refurbishment and the new development is having a dampening impact on vacancy rates. Despite this outlook vacancy levels remain high and do not indicate any capacity supply issues.

Historical CBD Vacancy by Grade



(Source: NAI Harcourts CBRE, June 2017)

Indicator 14: Hamilton City Industrial vacancy rates



Source: Bayleys Research

HAMILTON INDUSTRIAL VACANCY BY PRECINCT		
	2017	2016
Avalon	2.3%	7.1%
Frankton	3.3%	4.7%
Te Rapa	3.7%	6.9%
Te Rapa North	0.4%	2.0%
Hamilton overall	2.8%	5.4%

Source: Bayleys Research

The latest Bayles Research industrial vacancy survey (released August 2017) comments that demand remains strong for Industrial leases in Hamilton and that supply remains very tight across all of Hamilton’s major industrial areas. As at June 2017, the overall vacancy rate for Hamilton was a very low 2.8 %, ranging from Te Rapa North at just 0.4% to Frankton at 3.3%.

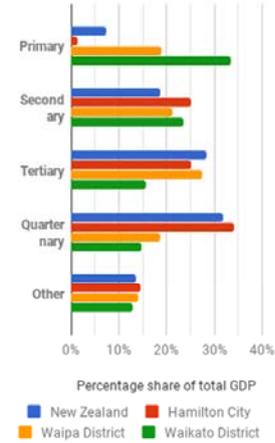
As noted in the June Quarterly indicator report the Colliers International New Zealand Industrial Report (September 2017) had stated that Hamilton’s industrial market has continued to achieve steady growth over the past year, resulting in “available prime vacant space being absorbed almost as soon as it became available”. While the Colliers report outlined that while there is strong demand, there is “speculative supply” in the pipeline for the norther industrial area of Te Rapa. The further commentary on falling vacancy levels suggest however that supply side constraints be investigated.

Indicator 15: Selected Non-Residential Building consents

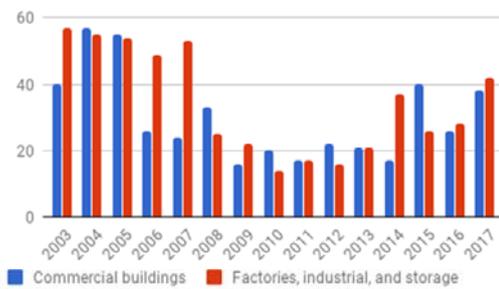
To illustrate historical levels of demand in the business sector, the numbers of non-residential building consents for the two main categories of non-residential consents (Commercial and Factories, industrial and storage) are set out below for the three Future Proof partner councils.

Overall the non-residential consents in the Future Proof areas appear to have recovered in since the levels experienced after the GFC (2007-2014). Comparing the consents levels on the graphs below to the GDP by sector chart to the right there is a clear relationship between the structure of the local economy in each Future Proof partner area and the level of building consents for the two main non-residential categories. See notes on page 17 for definition of the five broad economic sectors.

Contribution to GDP by broad sector (June 2016)

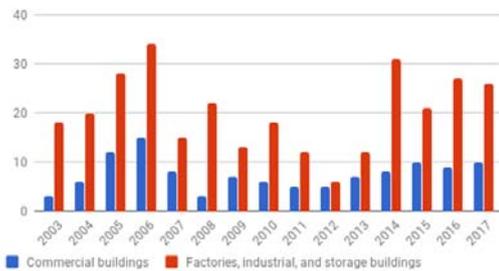


Hamilton City: Non-Residential consents



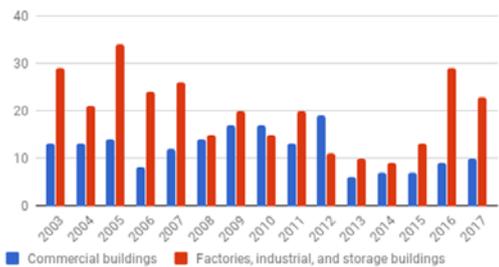
Hamilton City: The Hamilton City economy has very low levels of activity in the Primary sector. Economic activity is focused in the Secondary and Tertiary sectors, which contain similar levels of activity and is strongest in the Quaternary sector. This structure is reflected in a pattern of relatively equal number over consents in both consent categories.

Waikato District: Non-Residential consents



Waikato District: The District has very high levels of Primary sector activity (the highest out of the three Future Proof partners), followed by Secondary activity and lower levels in the other sectors. This concentration of activity in the Primary and Secondary sectors is clearly reflected in the significantly higher number of consents in the 'Factory, industrial and storage building' category over the lower number consents in the Commercial building category.

Waipa District: Non-Residential consents



Waipa District: The District has similar levels of economic activity in the four main sectors, other than the Tertiary sector which is slightly higher. This spread of economic activity across the four sectors is reflected in the comparable levels of consents in two main non-residential consent categories, however higher numbers of industrial consents do feature in some years.

6.2 PRICE EFFICIENCY INDICATORS

Indicator 16: Land price differentials across industrial zone boundaries

If the value of land jumps significantly where zoning changes between an industrial zone and other activity zones, this indicates that zoning and other regulations may not match current relative demands for different land uses in that location. Consistent differentials may indicate insufficient development capacity for the more expensive land use city-wide.

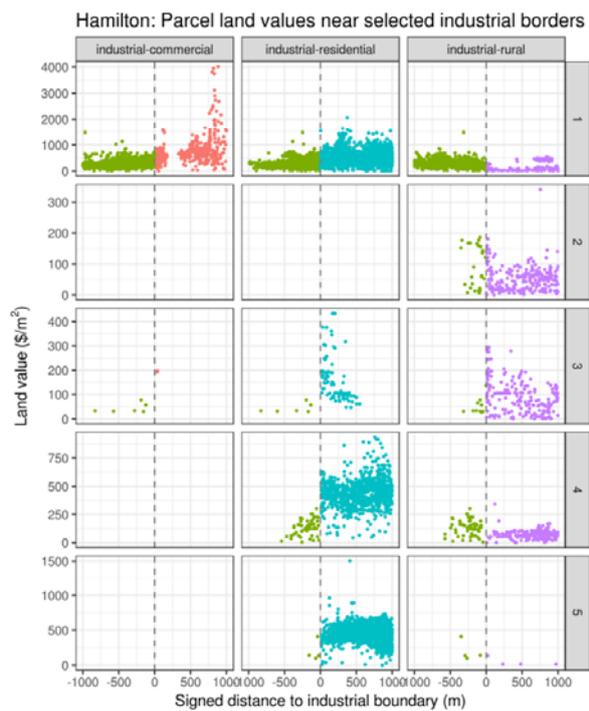
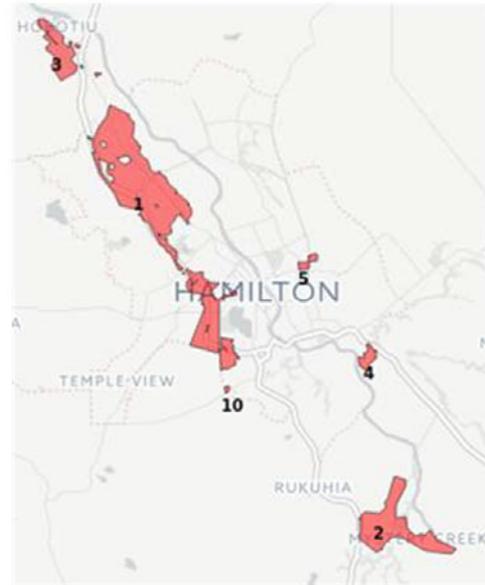
Area of Study: This report focuses the five largest industrial zones analysed identified on the map to the right in red); the three industrial areas within Hamilton City, the area around the Airport to the south and the Horotiu Industrial area to the north.

Data source: As with the rural-urban differentials, the industrial zone differential has been calculated using the 2015 valuation data for Hamilton City. The underlying data reflects the land use permitted at the time of the valuation, consequently any subsequent changes.

Results by Zone:

- 1) **Frankton-Te Rapa:** Not including TeRapa North. Industrial land worth less than adjoining commercial and residential and worth a little more than adjoining rural. Some suggestion of need for further industrial land, however clear boundary effect not evident.
- 2) **Hamilton Airport:** Titanium Business Park and Mystery Creek Event Centre. Industrial land is worth only slightly more than the surrounding rural land suggesting no shortfall of industrial land capacity.
- 3) **Horotiu:** North Gate Business Park. Industrial land is worth less than small pockets of adjoining commercial land, rural and residential land, suggesting that there is no shortfall of industrial land.
- 4) **Riverlea:** Rural worth slightly less than industrial. Residential worth more than industrial suggesting greater demand for residential in location.
- 5) **Ruakura:** Small block either side of Wairere Drive. Residential worth more than industrial. Differential between Industrial and rural significant. Inconclusive as very few data points.

Commentary: Higher land values in the Hamilton City industrial land areas suggest a level of insufficient capacity in 2015. Further Industrial land has been made available via the 2016/17 District Plan (including the Ruakura Variation), however some capacity is currently held in deferred 'Future Urban Status' due to infrastructure constraints.



7. NOTES AND DATA SOURCES

The information was primarily sourced from the Ministry of Business, Innovation and Employment (MBIE) dashboard for Hamilton City, Waipa District, Waikato District and the Greater Hamilton Urban Area. Information was also sourced from Statistics New Zealand NZ.Stat website and publicly available reports from CoreLogic/QV, CBRE NAI Harcourts and Colliers International.

Indicator 1: Dwelling sales prices (actual) - (Source: MBIE Dashboard, January 2018)

This indicator shows the median prices of residential dwellings sold in each quarter. This median price series is not adjusted for size and quality of dwellings. Prices are presented in nominal terms; they have not been adjusted for general price inflation.

Indicator 2: Dwelling Sales price (SPAR Index). Source for both images: MBIE Dashboard, August 2017)

The Sales Price Appraisal Ratio (SPAR) provides an index of percentage change in dwelling sales prices relative to a common base year. It is constructed by comparing the sales price of each dwelling sold in a period with its valuation estimate. It adjusts for the composition and quality of the dwellings sold over each period. Data is sourced from CoreLogic.

Indicator 3: Dwelling rents (actual) Source for both images: MBIE Dashboard, August 2017)

Notes: This indicator reflects nominal mean rents as reported in new rental bonds lodged with MBIE. The mean used is a geometric mean. The reason for using this mean is that rents cluster around round numbers, and tend to plateau for months at a time (spiking up by say \$10 or \$10 at a time). This makes analysis of time series difficult and using the geometric mean is a way of removing this clustering effect.

Indicator 4: New dwelling consents compared to household growth

Notes: This indicator approximates the demand for, and supply of, new dwellings. It measures changes in demand and how responsive supply is. The number of new dwelling building consents is lagged by six months (presented as a 12 month rolling average), to account for the time taken from consenting to completion. It is not adjusted for non-completions, or for demolitions. It is used as a proxy for supply. The most recent resident population, divided by the local average housing size, is used as a proxy for demand. Both sets of data are sourced from Statistics New Zealand.

Indicator 5: Core Logic Buyer classification Source: Corelogic Buyer Classification, Hamilton Sept- Oct 2017)

First home buyer (FHB)	Purchasing a single house with mortgage finance and buyer names have not previously appeared on a residential property title. Genuine FHBs purchasing with cash will appear as new to market cash buyers.
Multi-property owner (MPO, 'investor')	Adding to an existing portfolio of at least one property, with the exception of those classified as new to market (see below). Includes purchases where the intent is to owner occupy.
Auckland Multi-property owner (MPO, 'investor')	As per MPO definition above, with at least half of their portfolio based in Auckland.
Mover	Buying a single house having recently sold (or subsequently selling within a short timeframe) existing property. Movers will be labelled 'investors' for short periods if there is a lag between settlement and the sale of existing property.
New to market (NTM)	Purchasing a house with cash (or purchasing multiple properties on the same day) having not previously appeared on a residential property title nationwide, or purchasing a house in a region where buyer names have not previously appeared on a residential property title.
Re-entry	Buying a single house following an extended period of absence from the housing market (buyer names have previously appeared on a residential property title).
Other	Classification is unknown. Less common in the classification of buyers relative to sellers.

Indicator 6: Residential Building consents by territorial authority Source: Statistics NZ, Infoshare, Nov 2017

Indicator 7: Price Cost Ratio (Source: MBIE Dashboard, January 2018)

Indicator 8: Rural Urban land price differential (Source: MBIE Dashboard, January 2018)

Indicator 9: Infometrics housing affordability index

Source: Informetric Quarterly Economic Monitor – September 2017

Infometrics housing affordability index which is the ratio of the average current house value to average annual earnings. The levels quoted in the report are average current values over the past 12 months. An average current value is the average (mean) value of all developed residential properties in the area based on the latest house value index from QVNZ. Housing affordability in the four most recent quarters is based on estimated average annual earnings, while earnings data from earlier years is based on actual figures from Linked Employer Employee Data published by Statistics New Zealand.

Indicator 10: HAM rent – share of renting households below the benchmark

Source: Informetric Quarterly Economic Monitor – September 2017

This section investigates the affordability of rents in Hamilton City and for the country as a whole by comparing average weekly rents with average weekly earnings (which are calculated from estimated average annual earnings). We present a rental affordability index which is the ratio of the average weekly rent to average weekly earnings. A higher ratio, therefore, suggests that average rents cost a greater multiple of typical incomes, which indicates lower rental affordability. Rents (\$ per week) are averaged across the quarter in question from monthly rental data sourced from MBIE. Rental data pertains to averages from data collected when bonds are lodged and does not control for specifications of the home (eg. size, number of bedrooms, age of home, etc). Note that rental affordability in the four most recent quarters is based on estimated average annual earnings, while earnings data from earlier years is based on actual figures from Linked Employer Employee Data published by Statistics New Zealand.

Indicator 11: Ratio of dwelling sales price to rents Source for both images: MBIE Dashboard, August 2017)

Notes: This ratio augments the price and rent indicators by providing about the relationship between owning and renting dwellings over time. It indicates changes in the ease of moving from renting to home ownership, and shows trends in investor yields.

Indicator 12: CBD district office vacancy rates Source: CBRE NAI Harcourts CBRE, June 2017

Indicator 13: CBD retail vacancy rates Source: Bayleys Research, June 2017)

Indicator 14: Industrial vacancy rates Source: Bayleys Research, August 2017)

Indicator 15: Selected Non-Residential Building Consents Source: Statistics NZ, Infoshare, Nov 2017

Contribution to GDP by broad sector: Source: Informetric Quarterly Economic Monitor – September 2017

The primary sector extracts or harvests products from the earth and includes agriculture, forestry, fishing, and mining. The secondary sector produces manufactured and other processed goods and includes manufacturing, electricity, gas and water, and construction. The tertiary sector includes all service industries that are not knowledge intensive, such as retail trade, and food and accommodation services. The quaternary sector includes knowledge intensive service industries. 'Other' includes owner occupied property operation and unallocated activity.

Indicator 16: Land price differentials across industrial zone boundaries

(Source: MBIE Dashboard, January 2018)

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Growth and Infrastructure Public Excluded Minutes - 20 February 2018) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987))))	Section 48(1)(a)

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

Item C1.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)