

## Notice of Meeting:

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

**Date:** Tuesday 18 June 2019  
**Time:** 9.30am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## Growth and Infrastructure Committee OPEN AGENDA

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### Membership

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

**Quorum:** A majority of members (including vacancies)

**Meeting Frequency:** Six weekly

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Becca Brooke  
Governance Team Leader

**11 June 2019**

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## **Purpose**

The Growth and Infrastructure Committee is responsible for:

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

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

### **Terms of Reference:**

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

**The Committee is delegated the following powers to act:**

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

**The Committee is delegated the following recommendatory powers:**

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

**Oversight of Policies**

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

1.

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**1 Apologies**

**2 Confirmation of Agenda**

The Committee to confirm the agenda.

**3 Declaration of Interest**

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

**4 Public Forum**

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

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

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

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

# Council Report

Item 5

**Committee:** Growth and Infrastructure Committee  
**Date:** 18 June 2019  
**Author:** Amy Viggers  
**Authoriser:** Becca Brooke  
**Position:** Committee Advisor  
**Position:** Governance Team Leader  
**Report Name:** Confirmation of the Growth and Infrastructure Open Minutes of 7 May 2019

<b>Report Status</b>	<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 7 May 2019 as a true and correct record.

## Attachments

Attachment 1 - Growth and Infrastructure Open Unconfirmed Minutes - 7 May 2019

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## Growth and Infrastructure Committee

### OPEN MINUTES

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Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 7 May 2019 at 9.30am.

#### PRESENT

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

In Attendance:	Richard Briggs – Chief Executive
	Jen Baird – General Manager City Growth
	Chris Allen – General Manager Development
	Sean Murray – General Manager Venues, Tourism and Major Events
	Robyn Denton – Operations Team Leader
	Jason Harrison - City Transportation Unit Manager
	Trent Fowles – Compliance Manager
	Karen Saunders – Peacocke Programme Manager
	Sandra Murray – Consultant

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

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#### 1. Apologies

**Resolved:** (Cr Macpherson/Cr Henry)

That the apologies for absence from Deputy Mayor Gallagher and Cr Pascoe, for early departure from Cr Southgate and for lateness from Mayor King and Cr O'Leary are accepted.

## 2. Confirmation of Agenda

**Resolved:** (Cr Macpherson/Cr Bunting)

That the agenda is confirmed noting the following:

- a) item 8 (New Zealand Transport Agency - Transport Update) is deferred to the 18 June 2019 Growth and Infrastructure Committee meeting, as the NZTA staff have been called to an urgent meeting with Minister Genter;
- b) item 9 (New Zealand Police - Road Policing Update) is to be taken after item 6 (New Zealand Police - Road Policing Update) followed by item 6 (Confirmation of the Growth and Infrastructure Open Minutes - 29 March 2019) and item 7 (Chair's Report) to accommodate external presenters; and
- c) Item 12 (Electric Bike Initiative) is to be taken after item 10 (Hamilton City Council's Draft 1 Submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019]) to accommodate staff availability.

## 3. Declarations of Interest

No members of the Council declared a Conflict of Interest.

## 4. Public Forum

No members of the public wished to speak.

## 5. Hamilton and Waikato Tourism Limited (HWT) - Six-Monthly Report to December 2018

Jason Dawson (HWT Chief Executive) provided a update on HWT to the Committee noting that there was a positive increase across all of their KPI's particularly in Hamilton City. He responded to questions from Committee Members concerning accommodation availability in Hamilton and its effect on attracting conferences, funding opportunities such as the Provincial Growth Fund and statistics methodology within the presentation.

**Resolved:** (Cr Macpherson/Cr Casson)

That the Growth and Infrastructure Committee receives the report.

## 6. New Zealand Police - Road Policing Update

Inspector Marcus Lynam provided an update on policing in the Waikato. He responded to questions from Committee Members concerning Vision Zero on a national scale, boundary concerns, the causes of road fatalities and how to mitigate driver distractions.

**Resolved:** (Cr Macpherson/Cr Southgate)

That the Growth and Infrastructure Committee receives the report.

## 7. Confirmation of the Growth and Infrastructure Open Minutes - 29 March 2019

**Resolved:** (Cr Macpherson/Cr Taylor)

That the Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 29 March 2019 as a true and correct record.

## 8. Chair's Report

The Chair spoke to his report noting that the name of the Hamilton-Auckland rail service would be discussed the next meeting of the rail governance group. He responded to questions from Committee Members concerning the naming process and road toll concerns.

**Resolved:** (Cr Macpherson/Maangai Hill)

That the Growth and Infrastructure Committee receives the report.

**The meeting adjourned 11.00am to 11.15am.**

*Cr O'Leary joined the meeting during the above adjournment.*

Following the above adjournment item 12 (Electric Bike Initiative) was taken prior to Item 10 ( Hamilton City Council's Draft 1 Submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019]) due to staff availability.

## 9. Electric Bike Initiative

The Transportation Unit Manager introduced the report, noting that the report had been brought to the Committee to provide visibility of the initiative to members but that it was within the CE's delegation to approve. He responded to questions from Committee Members concerning the cost of the initiative, the uptake by staff in other Councils and business who have implemented similar initiatives, the health benefit to staff and the next stage of the process. He confirmed that Elected Member's access to the initiative would be confirmed during the next stage of the process.

**Resolved:** (Cr Bunting/Cr Macpherson)

That the Growth and Infrastructure Committee:

- a) receive the report;
- b) approves the Chief Executive promote and implement sustainable transport initiatives, including an electric bike purchasing scheme as set out in this report, for staff.

**Crs Mallett and Casson Dissenting.**

## 10. Hamilton City Council's Draft 1 Submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019]

The report was taken as read. Staff responded to question from Committee Members concerning the proposed changes and the link to the 2020 NZTA Strategy.

**Resolved:** (Cr Macpherson/Cr Taylor)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019]; and
- c) notes that the approved submission will be sent to the NZ Transport Agency by 8 May 2019.

# 11. Solid Waste Bylaw Review - Determination and Consultation – *Recommendation to Council*

The Compliance Manager introduced the report noting that the suggested amendments were required to support the new service levels being implemented in Hamilton City from 1 July 2020. The Chair of the Waste Taskforce highlighted the enforcement opportunities that would be available to the Council if the bylaw was to be approved. Staff responded to questions from Committee Members concerning terminology used within the draft Solid Waste Bylaw.

**Resolved:** (Cr Henry/Cr Hamilton)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) recommends that the Council determines that a Solid Waste Bylaw is appropriate to the issues relating to Solid Waste in Hamilton City; and
- c) approves a consultation process on the draft Solid Waste Bylaw (as set out in attachment 1 of the staff report) and the statement of Proposal (as set out in attachment 2 of the staff report), subject to (b) above being approved by the Council.

# 12. Development Contributions Remissions Quarter 3 2019

The report was taken as read. Staff responded to questions from Committee Members concerning location of the developments that had received remissions.

**Resolved:** (Cr Macpherson/Cr Casson)

That the Growth and Infrastructure Committee receives the report.

*Mayor King joined the meeting (11.52am) during the discussion of the above item. He was present when the matter was voted on.*

# 13. Peacocke Programme Update

The report was taken as read.

**Resolved:** (Mayor King/Cr Macpherson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes that the Peacocke Programme Capital Report relating to the financial performance will be presented and discussed at the Finance Committee Meeting on 23 May 2019;
- c) notes that the next Peacocke Programme progress report will be presented to the Growth and Infrastructure Committee on 18 June 2019;
- d) approves structural form **Option A** as the underlying structural bridge form and instructs staff to further develop aesthetic design and technical assessments in consultation with key stakeholders, Iwi and technical experts;
- e) requests that staff report back to the next Growth and Infrastructure Committee (18 June 2019) with the macroscopic of the preferred bridge concept for approval; and
- f) notes that the bridge form and aesthetics decision making and evaluation process was presented at Elected Member briefing on 29 November 2018 and on 30 April 2019 where feedback was received and incorporated.

#### 14. General Managers' Report

The report was taken as read.

The Chair provided Committee Members with an update from the recent Regional Transport Committee concerning the suggestion that a single entity make all speed decisions for the Waikato Region. Staff responded to questions from Committee Members concerning the proposed change in process.

**Resolved:** (Cr Macpherson/Cr Taylor)

That the Growth and Infrastructure Committee

- a) receives the report;
- b) defers the objectives and guiding principles of the Parking Management Plan, that were to be presented back to the 7 May 2019 Growth and Infrastructure Committee meeting, to the 18 June 2019 the Growth and Infrastructure Committee meeting; and
- c) notes that a report on the Sale and Disposal of Council Land Policy will be brought back to the 27 August 2019 Growth and Infrastructure Committee meeting for consideration.

#### 16. Resolution to Exclude the Public

**Resolved:** (Cr Macpherson/Cr Taylor)

##### **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 - 29 March 2019	) Good reason to withhold ) information exists under ) Section 7 Local Government ) Official Information and ) Meetings Act 1987	Section 48(1)(a)
C2. Rotokauri Park and Ride Collector Road - Direct Appointment of Contract	)	

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out negotiations	Section 7 (2) (i)

**The meeting went into a public excluded session at 12.18pm.**

**The meeting was declared closed at 12.37pm.**



# Council Report

Item 6

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Amy Viggers

**Authoriser:** Becca Brooke

**Position:** Committee Advisor

**Position:** Governance Team Leader

**Report Name:** Chair's Report

<b>Report Status</b>	<i>Open</i>
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## Recommendation

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) requests staff develop a draft Council submission to the Kāinga Ora - Homes and Communities Bill;
- c) notes that the draft submission is to be circulated to Elected Members for feedback;
- d) notes that the Elected Member feedback be used to finalise the Council submission;
- e) delegates the Chief Executive authority to approve the final submission; and
- f) notes that the approved submission be sent to Parliament's Environment Committee prior to the 11 July 2019 submission closing date.

## Attachments

Attachment 1 - Chair's Report



## Chair's Report

### Dealing with the NZTA

We have had a number of interactions with NZTA at various transport-related meetings recently, including the recent 'Roadshow' at the Ferrybank Lounge where the Agency's financial issues, and their effect on the various local transport projects, was discussed. More than half of this Council were present at that event, which was excellent.

What I am noticing with NZTA is that there is a difference in the relationship – certainly at the higher level; in the past we have had regional NZTA bosses who were clear that their responsibility was to advocate for well thought-out proposals from the regions they worked in. NZTA were usually closely involved in the setting up of these projects, so we usually had technical and general 'champions' with the Agency when it came time to make decisions. Nowadays, it is a struggle in this space, and our transport projects often have much harder battles to achieve the NZTA share of funding than they ought to.

### Rotokauri Public Transport Hub

I've been at several discussions recently about the plans for this, and have been impressed at how fast the work, including draft designs that meet the community's needs (including the needs of business in the area) are progressing. I think we will all be proud of this facility when it is completed.

### Speed Management Plan

It was clear from the submissions on the Speed Management Plan last week that there are parts of the city where communities strongly want safer roads and lower speeds – and how the old cumbersome process of setting speed limits worked against a focus on safety. Safer roads are about much more than just speed, but that is an integral part of it, and our problem roads are particularly the ones that have been in existence for a long time, rather than the much better designs within the new areas.

Many of our problems in this area are also exacerbated by the volume of traffic coming in from outside the city, which will only get worse, as many of these drivers have no investment in the communities they are driving through. In addition to the specific work on speeds in various problem streets, I think we need to get the message out wide than the city, and look at how we can best 'educate' those who don't live in the city, but use our roads, that this is a Vision Zero city they are driving into, or out of. This sort of 'education' would be helped by a much stronger set of tools put in place by central Government and its agencies – at the moment, they have a 'schizophrenic' attitude: calling for slower speeds, but declining to help us effectively get there.

### Hamilton-Auckland Growth Corridor

There is a lot of work going on behind the scenes on this, and I think we probably need more visibility of that work, as a group of elected members – the briefing held last week may have helped (this was written prior).

### The Kāinga Ora - Homes and Communities Bill

The Kāinga Ora - Homes and Communities Bill (refer here) was introduced to Parliament on 29 May and had its First Reading on 30 May 2019. Submissions to the Bill close on 11 July 2019.

The Bill will establish Kāinga Ora-Homes and Communities as the new housing and urban development authority (a Crown entity). The authority will have two key roles – being a public housing landlord, and partnering with the development community, Māori, and local and central government to deliver urban development projects of all sizes. The Bill to establish Kāinga Ora -Homes and Communities is a first step. Later in the year, another Bill will be introduced providing Kāinga Ora – Homes and Communities with the enabling powers to deliver transformative urban development.

Given Council's strong interest and concern in the current housing arena, I feel it would be prudent for us to make a submission to the Bill. I note the Executive Director Special Projects has raised the importance of the new Housing and Urban Development Authority (HUDA) and the need to remain close to this initiative.

As there are no Council or Committee meetings in July, and that submissions to this Bill close on 11 July 2019, I recommend that staff develop and circulate a draft submission for Elected Members to provide feedback on, and that the Chief Executive be given delegated authority to approve the final submission prior to it being lodged with Parliament's Environment Committee by 11 July 2019.

#### **Maangai Maori & Elected Members input into significant development proposals**

Following recent discussions that have been held around the consent application for the Union Square development on the old Ebert Motors site between Alexandra & Anglesea Streets, I realise that the Council hasn't yet developed a process whereby elected members (& Maangai Maori) are able to have early input into significant development concepts in Hamilton.

At a very high level, in growth areas (eg Amberfield in Peacocke, Northern Districts Cricket proposal for Ward St/Seddon Park), elected members have been given early visibility of development projects coming up in the lift and have therefore had the opportunity to comment and otherwise have input.

However the Union Square redevelopment, which is significant in the CBD, was not brought to our attention until just before the actual resource consent application was received, after several months of discussions with staff. That proposal (which by and large appears good to me) has one or more aspects that run counter to the direction of development of public areas that the Council has been considering (eg the pedestrian preference for Alexandra St), which staff seemed not to have thought of when in discussion with the developers, leading to things being a long way advanced before elected members questioned this aspect.

The purpose of this report is to highlight the process problem leading to a lack of visibility with elected members of this sort of development (Harrowfield was similar, two years ago).

Early heads-up arrangements work well in this Council with transport and most growth cell projects, and need to be expanded into other planning-related issues - there is nothing in the RMA that prevents or prohibits elected members having this sort of involvement, and I suggest this would also be good practice to follow such a protocol.

#### **Recommendation**

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) requests staff develop a draft Council submission to the Kāinga Ora - Homes and Communities Bill;
- c) notes that the draft submission is to be circulated to Elected Members for feedback;
- d) notes that the Elected Member feedback be used to finalise the Council submission;
- e) delegates the Chief Executive authority to approve the final submission; and
- f) notes that the approved submission be sent to Parliament's Environment Committee prior to the 11 July 2019 submission closing date.

Councillor Dave Macpherson  
Chair, Growth & Infrastructure Committee

# Council Report

Item 7

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Robyn Denton

**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Manager

**Position:** General Manager  
Infrastructure Operations

**Report Name:** New Zealand Transport Agency - Transport Verbal Update

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To provide an update to the Growth and Infrastructure Committee on the activities of the New Zealand Transport Agency in Hamilton City including funding of projects and work being undertaken in/around Hamilton City.
2. Ross l'Anson, Acting Director Regional Relationships (Central North Island), for New Zealand Transport Agency will present to the Committee at the meeting.

## Staff Recommendation

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

## Attachments

There are no attachments for this report.

# Council Report

Item 8

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Chris Allen

**Authoriser:** Chris Allen

**Position:** General Manager Development

**Position:** General Manager Development

**Report Name:** New Zealand Transport Agency Funding Update

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To inform the Growth and Infrastructure Committee on an update received from the NZ Transport Agency on the availability of National Land Transport funding.

## Staff Recommendation

2. That the Growth and Infrastructure Committee:
  - a) receives the report; and
  - b) requests staff to work with the Chair and Deputy Chair of the Growth and Infrastructure Committee to provide a response to the letter received from the New Zealand Transport Agency by 28 June 2019 concerning National Land Transport funding.

## Executive Summary

3. The Council has developed its 2018-28 10-Year Plan and its subsequent 2019-20 Annual Plan based on assumptions relating to receipt of funding assistance from the NZ Transport Agency (NZTA).
4. After the Council deliberated on its 2019/20 Annual Plan, a letter was received from NZTA advising of constrained funding for the National Land Transport Programme (NLTP) together with individual project advice on the likelihood of receiving funding in the current 2018-21 NLTP period.
5. This advice has affected a number of programmed projects outlined in Attachment 3.
6. The impact on the Council's Financial Strategy of not receiving the expected NZTA revenue for the affected projects has been modelled, and presented at the 30 May 2019 Elected Member Briefing, and this indicates that the Council's Financial Strategy limits will not be breached.
7. Appropriate project deferral action will be taken through subsequent Finance Committee meetings once the timing impacts on each project have been considered in more detail.
8. The advice letter from NZ Transport Agency invites a formal response by 28 June 2019 and approval is sought for staff to work with the Chair and Deputy Chair of Committee to provide this response.

9. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background

10. NZTA is a significant investment partner for the Council in relation to the maintenance, renewal, operations and improvement of the local components of the City transport network.
11. NZTA is also the manager of the state highway network within the city and is solely responsible for the costs of this network. In Hamilton this includes state highways 1, 3, 23, 26 and 39.
12. NZTA is also a significant investment partner for the Waikato Regional Council in the management and operation of the public transport system as well as various transport planning activities in the region.

## Transport Funding

### National Land Transport Fund

13. The amount of funding that NZTA is tasked with allocating is contained within the National Land Transport Fund (NLTF). The Government through the Government Policy Statement on Land Transport (GPS) sets out its vision for the land transport system and determines how transport revenue will be spent to achieve its vision.
14. The incoming Government in 2017 wished to signal a change in direction for transport investment and released draft GPS 2018 in April 2018, just as local government were finalising their 10-Year Plans.
15. GPS 2018 at a glance is included as Attachment 1. The full GPS 2018 can be found using this link:  
<https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/c6b0fea45a/Government-Policy-Statement-on-land-transport-2018.pdf>
16. GPS 2018 signals the balance of investment through release of funding ranges (lower and upper) across 12 different funding activity classes which make up the NLTF. The GPS 2018 funding ranges are as follows:

Activity Class	2018/19 (\$M)	2019/20 (\$M)	2020/21 (\$M)
<i>Public Transport</i>	460-630	510-710	520-710
<i>Rapid Transit</i>	60-310	60-300	30-150
<i>Walking and Cycling Improvements</i>	60-95	80-120	95-145
<i>Local Road Imp.</i>	90-230	150-350	190-450
<i>Regional Imp.</i>	50-140	70-180	80-210
<i>State Highway Improvements</i>	1,200-1,550	900-1,150	900-1,150
<i>Road Policing</i>	320-360	330-370	330-380
<i>Promotion of Road Safety and Demand Management</i>	40-60	50-75	65-90
<i>State Highway Maintenance</i>	600-700	600-710	610-720



<b>Local Road Maintenance</b>	610-720	590-690	600-710
<b>Investment Management</b>	65-80	65-75	65-80
<b>Transitional Rail</b>	10-55	40-175	95-205

17. GPS 2018 indicated that government proposed to release a second stage GPS2019 once other work they were undertaking such as the future of rail study was complete. They have since advised that the next update will be GPS2021.

#### **National Land Transport Programme**

18. The specific detail of which projects or programmes will receive funding is the responsibility of NZTA using the GPS signals and through their own business case approach to prioritisation to develop the National Land Transport Programme (NLTP).
19. The 2018-21 NLTP was published on 31 August 2018 and it includes a list of all proposed projects for funding by Approved Organisations such as Hamilton City Council. The publishing of these lists is an acknowledgement that the AO would like to receive funding from the NLTP, not an agreement to fund. The projects still need to be demonstrated as qualifying projects and if they reach this stage, approval depends on funding availability at the time of the request. Some projects in the NLTP are acknowledged as either existing commitments or as having been already approved.
20. In conjunction with the release of the NLTP, NZTA also announced a new Policy for a Targeted Enhanced Financial Assistance Rate (TEFAR) for high and very high priority projects in 5 key areas;
- Safety on Local Roads
  - Improving the Effectiveness of Public Transport
  - Walking and Cycling Improvements
  - Improving Network Resilience
  - Regional Improvements
21. TEFAR was intended to assist Councils in bringing forward locally led improvement activities for the 3-year 2018-21 NLTP period. For Council this meant the opportunity to receive 75.5% subsidy assistance rather than its normal 51%.

#### **Councils 2018-28 10-Year Plan**

22. In developing its 2018/28 10-Year Plan, the Council has made a number of significant assumptions in regard to the level of FAR subsidy that it would receive from NZTA for various activities and at the time of the 2018-28 10-Year Plan there was no indication that funding would be limited.

#### **Transport Operational Funding**

23. Operational funding has been approved for a three-year period (2018-21) and the Council will receive the 51% subsidy expected. This report does not therefore refer further to operational funding and it focuses on capital funding.

#### **Transport Renewal Funding**

24. Renewal of Council Transport assets are capital funded activities and once again the level of NZTA investment has been agreed for the 3-year period 2018-2021. The Council received the 51% subsidy expected based on the anticipated programme of work arising out of its Activity Management Plan.

25. Previous NZTA policy did not subsidise footpaths and the 2018-28 10-Year Plan was based on the policy at that time. NZTA now subsidise footpath work and the additional revenue to be received over the 2018-21 period is \$7.363M. Additional subsidy is also expected over the remaining 7 years of the 10-Year Plan.
26. The Council received a report at its February 2019 meeting to indicate that unbudgeted expenditure of up to \$8,035,000 was required to repair Arthur Porter Drive which had significantly deteriorated after it had been vested to Council.
27. The report to the Council indicated that the cost of repairing Arthur Porter Drive could be largely offset with the additional subsidy to be received for footpath renewals over the 2018-21 period.
28. This report is focused on the NZTA funding risk for the balance of the Transport Capital Works excluding renewals. The following describes the current status of NZTA subsidy approval as of May 2019.

***Transport Capital Works (excluding renewals)***

29. The Transport Capital works are spread out amongst the following programmes:
  - Peacocke Programme
  - Rotokauri Programme
  - Ruakura Programme
  - Rototuna Programme
  - Transport Improvement Programme (Access Hamilton) - Includes low cost/low risk projects

Peacocke Programme

30. Transport investment in Peacocke is through the HIF agreement and all transport investments proposed in the next three years have approved NZTA subsidy.
31. Transport investment in the final section of the Ring Road, the Cobham/Wairere Intersection is also approved and secure.

Rotokauri Programme

32. The only project in this programme with assumed NZTA funding is designation of the Rotokauri Arterials.

Ruakura Programme

33. The only Ruakura Project scheduled in the 3-year period is a partnership project with Tainui Group Holdings Limited (TGH) to upgrade Ruakura Road. Development of this project in conjunction with the Ruakura Spine Road is a work in progress.

Rototuna Programme

34. NZTA subsidy is approved and secure for the Resolution Drive extension through to the Waikato Expressway.
35. The Thomas/Gordonton Intersection project was approved with a TEFAR of 75.5% and is complete.
36. The other projects in this programme with assumed NZTA funding are the Gordonton/Puketaha Road intersection and the Borman Road East/Horsham Downs Road upgrade.



### Transport Improvement Programme;

37. The Council was optimistic in its 10-Year Plan assumptions around NZTA subsidy, particularly in its Access Hamilton Transport Improvement Programme which had been underfunded for many years and given the government policy signals at that time in relation to funding. For the purposes of this report the Transport Improvement Programme is considered under the following categories:
- Low cost/low risk sub-programme
  - Rotokauri PT Facility sub-programme
  - Remaining Transport Improvement Programme.

#### *Low Cost/Low Risk Sub-Programme*

38. The Council is bulk funded for the 3-year 2018-21 sub-programme of Low Cost/Low Risk works. Any individual project to be funded from this programme cannot exceed \$1,000,000 (previously \$300,000) and the decision process for each project is simplified. This is a valuable programme which allows Council to do a lot of smaller safety, walking, cycling and public transport improvements.
39. As well as lifting the cap to \$1,000,000 per project, NZTA also significantly increased the level of funding for every Council in New Zealand (which has contributed to the funding overallocation as discussed later in this report). Council has approved three-year 2018-21 funding of \$20,338,200.

#### *Rotokauri PT Facility Sub-Programme*

40. In the Transport Improvement Programme is a project to implement a Public Transport Facility at Rotokauri to support the Hamilton to Auckland start-up Passenger Rail Service. NZTA have approved funding for the pre-implementation phase and it is expected that implementation funding will be approved in July 2019. The approved subsidy is expected at the enhanced rate of 75.5%.

#### *Remaining Transport Improvement Programme*

41. Council considered its 2019/20 Annual Plan at its 21 May 2019 meeting. The list of projects and their timing, cost and revenue (subsidy) assumptions are attached (Attachment 2).

#### ***NLTP Funding Update***

42. On Friday 24 May 2019, the Council received a letter from NZTA advising of an NLTP Funding update (Attachment 3). This letter advised that;
- There has been a shift in transport priorities through GPS 2018
  - The allocation of funding was more challenging for this NLTP given the highest ever pressure on funding in all activity classes
  - There has been one of the highest ever carryover of projects from the last NLTP
  - There have been substantial increases in construction costs
  - As a result of all of the above factors there is now limited funding to commit to new projects

43. NZTA had undertaken a prioritisation process to clarify the funding for four activity classes that are facing significant funding pressure these being:
- Local road improvements
  - Walking and cycling
  - Public transport
  - Regional improvements
44. The letter included a list detailing what projects from Council have approved funding, what projects are likely to be funded and what projects are unlikely to be funded in the 2018-21 period.
45. NZTA have also noted that the funding constraints extend to their ability to fully implement TEFAR as originally envisioned. They are indicating that TEFAR will now only be applied to eligible projects in the Safe Network programme.
46. NZTA have provided a fact sheet setting out the specifics of their advice and this is attached (Attachment 4).

### Discussion

47. The information from the NZTA letter has been put into a simple table format to better understand the implications on the various projects and their stages of delivery (Attachment 5).
48. The good news in the funding update is that
- Council has a large programme of funded projects including the Peacocke HIF programme, the Cobham/Wairere Drive project, the Resolution Drive Extension project, the Thomas/Gordonton Road Intersection project, additional footpath and LED lighting funding
  - A number of safety intersection and other projects are likely to be funded through to construction
  - The Te Awa South River Ride project is likely to be funded through to construction
  - The Gordonton/Puketaha Road intersection project is likely to be funded through to construction
  - The Rotokauri PT Facility project is likely to be funded through to construction
  - While a number of other projects have been indicated as unlikely to be funded for construction, they are likely to receive funding to develop them to the point of readiness to construct, depending on funding availability at that time
49. The not so good news in the funding update is that:
- A number of intersection capacity improvement projects are unlikely to receive funding for their continued development.
  - The Transport Centre Rejuvenation project and the School Link project are unlikely to receive construction funding in the 2018-21 period, noting that funding is likely to continue with the development of these projects through a point of readiness to construct.
  - The Biking Connectivity project is unlikely to receive construction funding, but also noting that individual projects less than \$1,000,000 can be progressed through the low cost/low risk sub-programme which is funded.

50. The funding update letter invites the Council to provide a written response by Friday 28 June 2019. This is a work in progress and given the Committee meeting dates, it is requested that approval be given for staff to work with the Chair and Deputy Chair of the Growth and Infrastructure Committee to provide a response.

### **Financial Considerations**

51. Staff have considered the impacts on Councils Financial Strategy of not receiving the expected NZTA subsidy in the 2018-21 period. Two scenarios were modelled:
- Scenario 1: Remove the NZTA revenue and the associated local capex for the projects now indicated as unlikely in the 2018/21 period
  - Scenario 2: Remove the NZTA revenue only (i.e. keep the gross capital expenditure in)
52. The modelling indicates that under both scenarios the financial strategy limits are not breached.
53. It is proposed that appropriate action is taken using the Finance Committee processes for deferral of capital projects once staff have fully assessed the timing implications.

### **Legal and Policy Considerations**

54. There are no known legal implications arising out of this report.

### **Cultural Considerations**

55. There are no known cultural considerations arising out of this report.

### **Sustainability Considerations**

56. There are no known sustainability considerations arising out of this report.

### **Risks**

57. There will be Community expectations arising out of the 2019/20 Annual Plan over the timing of some of these projects.

## **Significance & Engagement Policy**

### **Significance**

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

### **Engagement**

59. It is proposed to put an appropriate explanation in the final 2019/20 Annual Plan noting that the advice from NZTA was received after consultation was undertaken on the 2019/20 Annual Plan.

## **Attachments**

Attachment 1 - GPS 2018 at a Glance

Attachment 2 - Annual Plan Transport Improvement Programme

Attachment 3 - NZTA Funding Correspondence

Attachment 4 - Guide to NLTP Investment

Attachment 5 - Project Approval Status

# The GPS 2018 at a glance...

## Why do we need a GPS?

**New Zealanders pay Fuel Excise Duties and Road User Charges to support investment across the land transport network. This revenue, alongside some other more minor sources, is directed into the National Land Transport Fund (the Fund).**

There is a lot of money available for transport investments. The Fund is projected to generate around \$3.7 billion per annum in 2018/19 to \$4.2 billion in 2027/28. It will also be supplemented by about \$1 billion a year of local government transport funding in the form of a local share.

The Government Policy Statement (GPS) on land transport influences how this revenue is spent. It helps guide investment in transport by providing a longer-term strategic view of how we prioritise things in the transport network, and why. Activity classes provide signals about the balance of investment.

The specific detail of which projects or programmes will receive funding is the responsibility of the NZ Transport Agency. The NZ Transport Agency uses the GPS signals to determine how to allocate land transport revenue across the network.

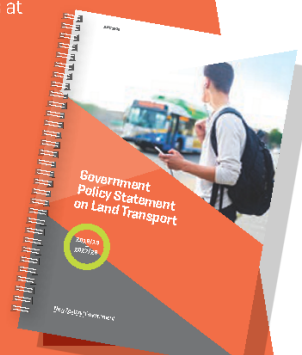
### How did we get here?

A draft GPS 2018 was developed after the Government was formed in November 2017. The draft GPS was released for engagement in April 2018.

A series of regional forums, a national Summit and a submission process enabled the public to provide feedback on the draft GPS. Over 900 submissions were received and there was strong support for the direction of the GPS and for the proposed priorities. A Summary of Submissions provides more information on the themes from engagement and how these informed the final GPS 2018 – view the Summary of Submissions at [www.transport.govt.nz/gps2018](http://www.transport.govt.nz/gps2018)

The GPS has been revised following engagement and has been released as GPS 2018.

VIEW THE GPS IN DETAIL AT:  
[WWW.TRANSPORT.GOV.T.NZ/GPS2018](http://WWW.TRANSPORT.GOV.T.NZ/GPS2018)



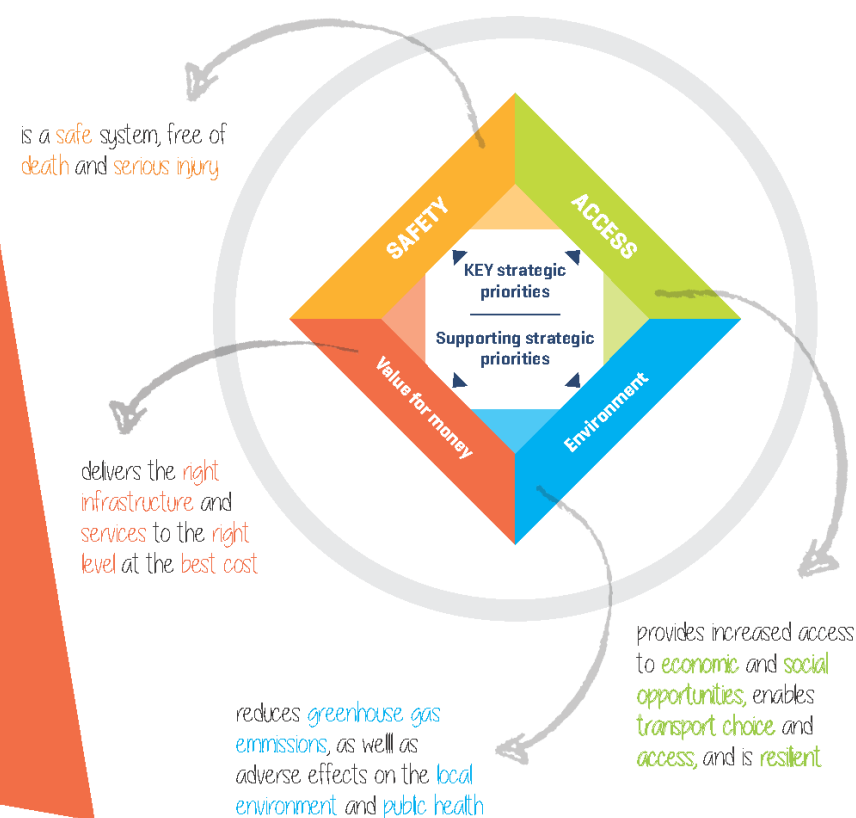
## Where we're at

GPS 2018 is one step towards the Government's vision for the land transport system.

GPS 2018 transforms the focus of investment for land transport.

Through the strategic priorities, objectives and themes, GPS 2018 demonstrates our commitment to safety, mode neutrality, liveable cities, regional economic development, protecting the environment, and delivering the best possible value for money.

### Strategic direction

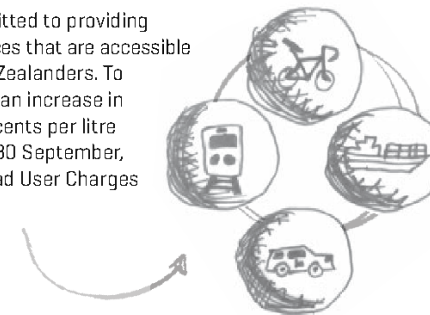


### Funding

The GPS 2018 sets funding ranges for 12 activity classes. The funds for each class are:

- |                                  |  |
|----------------------------------|--|
| Public transport                 | Promotion of road safety and demand management |
| Walking and cycling improvements | Investment management                          |
| Local road improvements          | State highway maintenance                      |
| Regional improvements            | Local road maintenance                         |
| State highway improvements       | Rapid transit (new activity class)             |
| Road policing                    | Transitional rail (new activity class)         |

The Government is committed to providing alternative transport choices that are accessible and affordable to all New Zealanders. To support this, there will be an increase in Petrol Excise Duty by 3.5 cents per litre per year for 3 years from 30 September, and the equivalent for Road User Charges from 1 October 2018.



### Themes

Themes have been included in the GPS. The themes influence how the priorities should be delivered to ensure the best transport solutions for New Zealand are achieved.

The themes for GPS 2018 are:

- 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

## What's next

A second stage GPS.

A second stage GPS is important to fully realise Government direction for transport investment. Inclusion of some things in this GPS has not been possible because they rely on other work, such as the future of rail study and development of a new road safety strategy. We hope to release the second stage GPS in 2019 and will work with the broader transport sector to develop it.





## 2019-20 Annual Plan Transport Capital Improvement Project List

Project	CE Code	Revised Budget including deferrals		
		2019/20	2020/21	2021/22
341 Minor Improvements	CE15085-Minor Imprvmnts Transport Network D	\$2,082,000.00	\$2,166,000.00	\$2,220,000.00
Bus Stop Infrastructure	CE15086-Bus Stop Infrastructure D	\$676,700.00	\$704,000.00	\$721,500.00
Biking Connectivity Projects	CE19057-Biking Plan Implementation D	\$2,082,000.00	\$2,168,160.00	\$3,331,764.00
Gordonton Road roundabouts - Thomas/Puketaha &	CE15092-Roadng Upgrds & Dvlpmnt-Rototuna D	\$3,126,322.00	\$4,330,560.00	\$1,109,706.00
Hamilton Transport model	CE19037 -Hamilton Transport Model D	\$546,608.05	\$1,624,500.00	\$0.00
Integrated Transport Modes Non Sub	CE15095-Integrated Transport Initiatives D	\$1,561,500.00	\$1,624,500.00	\$1,665,000.00
Grey St Sfty Upgrd incl. Beale, Cook & Wgtn	CE19052-Intersection Safety Upgrade Prgrm D	\$104,432.20	\$1,624,500.00	\$0.00
324 Anglesea/Bryce Safety Upgrade	CE19052-Intersection Safety Upgrade Prgrm D	\$1,603,272.88	\$0.00	\$0.00
Wairere/Huntington Safety Upgrade	CE19052-Intersection Safety Upgrade Prgrm D	\$146,205.08	\$0.00	\$0.00
324 Pembroke/Ohaupo Capacity Upgrade	CE19063-Intersection Capacity Upgrade Prgrm D	\$41,640.00	\$0.00	\$0.00
324 Horsham/Thomas Capacity Upgrade	CE19063-Intersection Capacity Upgrade Prgrm D	\$72,870.00	\$0.00	\$0.00
324 Grey/Te Aroha Capacity Upgrade	CE19063-Intersection Capacity Upgrade Prgrm D	\$104,100.00	\$0.00	\$0.00
324 Tristram/Collingwood Capacity Upgrade	CE19063-Intersection Capacity Upgrade Prgrm D	\$104,100.00	\$0.00	\$0.00
324 Peachgrove/Clyde Capacity Upgrade	CE19063-Intersection Capacity Upgrade Prgrm D	\$83,350.00	\$0.00	\$4,440,000.00
324 Pembroke/Selwyn Capacity Upgrade	CE19063-Intersection Capacity Upgrade Prgrm D	\$83,280.00	\$0.00	\$0.00
324 Fairfield Br/River Rd Capacity Upgrade	CE19063-Intersection Capacity Upgrade Prgrm D	\$62,460.00	\$0.00	\$0.00
Mass Transit Corridor Priority	CE19058-Mass Transit D	\$208,864.40	\$1,623,960.00	\$2,774,265.00
Mass Transit Interchanges	CE19058-Mass Transit D	\$208,864.40	\$0.00	\$0.00
Mass Transit Intersection Priority	CE19058-Mass Transit D	\$1,770,364.40	\$1,625,760.00	\$555,735.00
Ring Road cobham int NZTA	CE19036 - Ring Road D	\$15,333,510.28	\$11,977,300.00	\$0.00
Rotokauri Park and Ride	CE19058-Mass Transit D	\$1,561,500.00	\$2,165,280.00	\$0.00
Rotokauri Rail Platform	CE19038-Rotokauri rail platform D	\$1,927,893.20	\$0.00	\$0.00
Tasman Road Upgrade	CE15090-RoadngUpgrds&Dvlpmnt-RotokauriS1 D	\$2,916,011.00	\$58,705.00	\$0.00
Road 3122.4 Tasman Road Rotokauri industrial	CE15090-RoadngUpgrds&Dvlpmnt-RotokauriS1 D	\$2,076,795.00	\$58,463.00	\$0.00
Road 0903.3 New collector Rotokauri industrial	CE15090-RoadngUpgrds&Dvlpmnt-RotokauriS1 D	\$2,082,000.00	\$0.00	\$0.00
Biking Plan School Link PT and Cycleway	CE19057-Biking Plan Implementation D	\$8,105,034.14	\$6,495,840.00	\$6,658,236.00
Te Awa Cycle Way Remediation	CE15095-Integrated Transport Initiatives D	\$1,714,626.26	\$0.00	\$0.00
Te Awa South River Ride	CE19057-Biking Plan Implementation D	\$3,955,800.00	\$0.00	\$0.00
Transport Centre Rejuvenation	CE19064-Transport Centre Rejuvenation D	\$6,279,525.40	\$0.00	\$0.00
		\$60,621,628.69	\$38,247,528.00	\$23,476,206.00

**From:** Official Correspondence <[Official.Correspondence@nzta.govt.nz](mailto:Official.Correspondence@nzta.govt.nz)>  
**Sent:** Friday, May 24, 2019 2:18:10 PM  
**To:** Andrew King; Richard Briggs  
**Cc:** Ross I'Anson  
**Subject:** NLTP Funding Update - Hamilton City

Dear Andrew and Richard

As you are aware, the 2018 Government Policy Statement on Land Transport (GPS) set a new direction for land transport investment in New Zealand. Our priorities are for a safer transport system and one that gives New Zealanders access to jobs and education, delivers value for money and works harder to protect the environment.

It has taken time for everyone to work through what the full impact of these changes means as we're looked to prioritise the remaining funding within the 2018-21 National Land Transport Programme (NLTP).

We have now completed this work and attached is a spreadsheet that details what projects from your council have approved funding; what projects are not expected to be funded during this NLTP; and what projects are eligible to be funded if more funding becomes available.

The high-level detail for your council is provided below. It is based on current information in Transport Investment Online:

	Approved	Likely	Grand Total
Hamilton City Council	\$19,630,631	\$21,570,047	\$41,200,678
Local Road Improvements	\$19,630,631	\$13,597,824	\$33,228,455
Public Transport capex	\$ -	\$5,077,412	\$5,077,412
Walking & Cycling	\$ -	\$2,894,811	\$2,894,811

#### How we prioritise funding

We have prioritised all funding using the Investment Assessment Framework. For this funding round, all projects with a priority of 1 to 4 have been identified as "likely to be funded". Additional criteria have been used to assess projects that have been ranked priority 5, to determine those that may be funded, based on remaining funds. This criteria included:

- whether the project was ready to be delivered in 2019-21;
- how critical it was to address problems or integrating it with other projects/developments;
- to what extent it gives effect to the GPS priorities in particular safety;
- if there was any pre-existing agreement or commitment to proceed; and
- whether it supported a pipeline for implement in the 2021-24 NLTP.

#### Funding constraints

While there is more money than ever before to invest through the 2018-21 NLTP, we have also experienced the highest pressure ever on funding in all activity classes, making the allocation of funding more challenging this time.

The shift in transport priorities has been coupled with having to manage one of the highest ever carryover of projects from the last NLTP; substantial increases in construction costs for projects already contracted; and a significant increase in funding requests. We have taken time to work through the implication of each of these factors and develop the national investment programme.

There is now limited funding remaining to commit to new projects, and the priority for this will be projects that deliver the highest safety outcomes, in alignment with the GPS. Any increase in available funding will come from the reallocation of funds for approved projects that don't proceed.

We have undertaken a prioritisation process to clarify the funding for four activity classes that are facing significant funding pressures. This is focussed on prioritising available funding to the activities that best meet the 2018 Government Policy Statement (GPS) outcomes. Our initial focus has been on the funding in these activity classes:



- Local road improvements
- Walking and cycling
- Public transport
- Regional improvements

If you are particularly concerned about our proposed prioritisation of the activities in your region, based on your local knowledge and insights, we would welcome further engagement with you. First talk to your Director Regional Relationships and provide a written response by Friday 28 June.

Our approach is based on making what we believe is the best use of the National Land Transport Fund to give effect to the Government's GPS priorities. Any proposed changes would need to clearly align with these objectives.

#### TEFAR

The funding constraints extends to our ability to fully implement the Targeted Enhanced Funding Assistance Rate (TEFAR). It is expected that TEFAR will now only be applied under exceptional circumstances and be limited to projects within the Safe Network Programme.

In addition, the policy requirement to reinvest local share savings will be removed. Funding approved to date at TEFAR will not be affected by this decision. These amendments to the TEFAR policy will allow more activities to be funded at normal FAR.

#### How you can help

We encourage councils who think they won't be able to deliver projects with approved funding within this NLTP, to advise us early of their situation so we can reallocate this money for other priority projects across New Zealand communities. We need your help to manage the available funding in this NLTP by releasing promptly any funding you know won't be used, providing accurate and up to date forecasts and ensuring claims are submitted in a timely manner.

#### Regional meetings

Regional meetings are being held with Mayors, Chairs, Chief Executives, Councillors and Regional Transport Committee members in the coming month to discuss funding for your region. I encourage you to prioritise your attendance at these meetings to enable us all to have a conversation that provides a clearer understanding of the challenges we face; how we can work together more effectively; and how we can manage better outcomes for your community.

I look forward to welcoming you to these meetings. In the interim, if you have any queries about the funding within the attached spreadsheet, please don't hesitate to contact your Director Regional Relationships.

If you do intend to make a case for changes to the activities that we have identified, please alert your DRR as soon as possible and provide a written response by Friday 28 June.

Yours faithfully



Mark Ratcliffe  
Interim Chief Executive

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Ministerial Services – Government and Governance  
Office of the Chief Executive



NLTP Re-prioritisation as at 22 May 2019

Hamilton City Council

Phase ID	Project Name	Activity Class	Phase	Approved/Likely/Unlikely to be funded
232532	2015 Resolution Drive	Local Road Improvements	Implementation	Approved
240070	2015 Resolution Drive	Local Road Improvements	Property	Approved
250737	2017 LED Street Lighting	Local Road Improvements	Construction	Approved
250739	2017 LED Street Lighting	Local Road Improvements	Construction	Approved
257048	2018 Hamilton Ring Road - Wairere/C	Local Road Improvements	Construction	Approved
264598	2018-28 Rototuna Growth - Thomas /	Local Road Improvements	Pre-implementation	Approved
264599	2018-28 Rototuna Growth - Thomas /	Local Road Improvements	Implementation	Approved
225952	Hamilton Ring Road - 4 laning and Ext	Local Road Improvements	Design	Approved
225953	Hamilton Ring Road - 4 laning and Ext	Local Road Improvements	Construction	Approved
230888	Hamilton Ring Road - 4 laning and Ext	Local Road Improvements	Construction	Approved
249432	Hamilton Ring Road - 4 laning and Ext	Local Road Improvements	Detailed Business Case	Approved
256987	2018 Bridge Improvements - Kirikiriro	Local Road Improvements	Detailed Business Case	Likely
259867	2018 Bridge Safety - Claudelands Br B	Local Road Improvements	Pre-implementation	Likely
256896	2018 Bridge Safety - Victoria Bridge B	Local Road Improvements	Pre-implementation	Likely
256898	2018 Bridge Safety - Whitiara Bridge B	Local Road Improvements	Pre-implementation	Likely
256899	2018 Bridge Safety - Whitiara Bridge B	Local Road Improvements	Construction	Likely
256836	2018 Intersection Safety - Anglesea/B	Local Road Improvements	Detailed Business Case	Likely
256837	2018 Intersection Safety - Anglesea/B	Local Road Improvements	Pre-implementation	Likely
256839	2018 Intersection Safety - Anglesea/B	Local Road Improvements	Construction	Likely
256846	2018 Intersection Safety - Grey/Beale	Local Road Improvements	Detailed Business Case	Likely
256847	2018 Intersection Safety - Grey/Beale	Local Road Improvements	Pre-implementation	Likely
256848	2018 Intersection Safety - Grey/Beale	Local Road Improvements	Construction	Likely
256842	2018 Intersection Safety - Grey/Cook	Local Road Improvements	Detailed Business Case	Likely
256844	2018 Intersection Safety - Grey/Cook	Local Road Improvements	Pre-implementation	Likely
259834	2018 Intersection Safety - Grey/Wellin	Local Road Improvements	Detailed Business Case	Likely
259835	2018 Intersection Safety - Grey/Wellin	Local Road Improvements	Pre-implementation	Likely
259874	2018 Intersection Safety - Lake/King U	Local Road Improvements	Detailed Business Case	Likely
259877	2018 Intersection Safety - Pembroke/	Local Road Improvements	Detailed Business Case	Likely
259880	2018 Intersection Safety - Tristram/Rd	Local Road Improvements	Detailed Business Case	Likely
259883	2018 Mass Transit - Corridor Priority	Local Road Improvements	Detailed Business Case	Likely
259886	2018 Mass Transit - Intersection Prior	Local Road Improvements	Detailed Business Case	Likely
257375	2018-28 Peacocke Growth - Bader St/	Local Road Improvements	Pre-implementation	Likely
257336	2018-28 Rotokauri Growth - Arterials	Local Road Improvements	Pre-implementation	Likely
257326	2018-28 Rototuna Growth - Borman R	Local Road Improvements	Pre-implementation	Likely
262665	2018-28 Rototuna Growth - Borman R	Local Road Improvements	Pre-implementation	Likely
257322	2018-28 Rototuna Growth - Gordont	Local Road Improvements	Pre-implementation	Likely
257323	2018-28 Rototuna Growth - Gordont	Local Road Improvements	Pre-implementation	Likely
257324	2018-28 Rototuna Growth - Gordont	Local Road Improvements	Construction	Likely
257325	2018-28 Rototuna Growth - Gordont	Local Road Improvements	Property	Likely
259779	2018-28 Ruakura Road Urban Upgrad	Local Road Improvements	Pre-implementation	Likely
259780	2018-28 Ruakura Road Urban Upgrad	Local Road Improvements	Pre-implementation	Likely
262660	2018-28 Southern Links designation -	Local Road Improvements	Pre-implementation	Likely
256875	2018 Intersection Capacity - Anglesea	Local Road Improvements	Detailed Business Case	Unlikely
259819	2018 Intersection Capacity - Grey/Te	Local Road Improvements	Detailed Business Case	Unlikely
259820	2018 Intersection Capacity - Grey/Te	Local Road Improvements	Pre-implementation	Unlikely
259816	2018 Intersection Capacity - Horsham	Local Road Improvements	Detailed Business Case	Unlikely
259817	2018 Intersection Capacity - Horsham	Local Road Improvements	Pre-implementation	Unlikely
259830	2018 Intersection Capacity - Peachgro	Local Road Improvements	Detailed Business Case	Unlikely
259831	2018 Intersection Capacity - Peachgro	Local Road Improvements	Pre-implementation	Unlikely
256872	2018 Intersection Capacity - Pembrok	Local Road Improvements	Detailed Business Case	Unlikely
256873	2018 Intersection Capacity - Pembrok	Local Road Improvements	Pre-implementation	Unlikely
259822	2018 Intersection Capacity - Pembrok	Local Road Improvements	Detailed Business Case	Unlikely
259823	2018 Intersection Capacity - Pembrok	Local Road Improvements	Pre-implementation	Unlikely
256868	2018 Intersection Capacity - River/Fai	Local Road Improvements	Detailed Business Case	Unlikely
256869	2018 Intersection Capacity - River/Fai	Local Road Improvements	Pre-implementation	Unlikely
259827	2018 Intersection Capacity - Tristram/	Local Road Improvements	Detailed Business Case	Unlikely
259828	2018 Intersection Capacity - Tristram/	Local Road Improvements	Pre-implementation	Unlikely
259884	2018 Mass Transit - Corridor Priority	Local Road Improvements	Pre-implementation	Unlikely
259885	2018 Mass Transit - Corridor Priority	Local Road Improvements	Construction	Unlikely
259887	2018 Mass Transit - Intersection Prior	Local Road Improvements	Pre-implementation	Unlikely
259888	2018 Mass Transit - Intersection Prior	Local Road Improvements	Construction	Unlikely

NLTP Re-prioritisation as at 22 May 2019

Hamilton City Council

Phase ID	Project Name	Activity Class	Phase	Approved/Likely/Unlikely to be funded
257376	2018-28 Peacocke Growth - Bader St/	Local Road Improvements	Construction	Unlikely
257327	2018-28 Rototuna Growth - Borman R	Local Road Improvements	Construction	Unlikely
257329	2018-28 Rototuna Growth - Borman R	Local Road Improvements	Property	Unlikely
259781	2018-28 Ruakura Road Urban Upgrad	Local Road Improvements	Construction	Unlikely
262662	2018 Mass Transit - Interchanges	Public Transport capex	Detailed Business Case	Likely
257044	2018 Transport Centre Rejuvenation	Public Transport capex	Detailed Business Case	Likely
257045	2018 Transport Centre Rejuvenation	Public Transport capex	Pre-implementation	Likely
267241	The Base Station (Start Up Rail Service	Public Transport capex	Pre-implementation	Likely
266323	The Base Station (Start Up Rail Service	Public Transport capex	Construction	Likely
262663	2018 Mass Transit - Interchanges	Public Transport capex	Pre-implementation	Unlikely
259869	2018 Mass Transit - Peacocke Park an	Public Transport capex	Property	Unlikely
259870	2018 Mass Transit - Peacocke Park an	Public Transport capex	Construction	Unlikely
257043	2018 Transport Centre Rejuvenation	Public Transport capex	Construction	Unlikely
257047	2018 Transport Centre Rejuvenation	Public Transport capex	Construction	Unlikely
259858	2018 Biking Plan - Central City	Walking & Cycling	Detailed Business Case	Likely
259859	2018 Biking Plan - Central City	Walking & Cycling	Pre-implementation	Likely
262664	2018 Biking Plan - Connectivity Project	Walking & Cycling	Pre-implementation	Likely
259864	2018 Biking Plan - Minogue Park Bridge	Walking & Cycling	Detailed Business Case	Likely
257036	2018 Biking Plan - School Link Cyclewa	Walking & Cycling	Pre-implementation	Likely
257035	2018 Biking Plan - School Link Cyclewa	Walking & Cycling	Detailed Business Case	Likely
257034	2018 Biking Plan - Te Awa South (Ham	Walking & Cycling	Construction	Likely
257033	2018 Biking Plan - Te Awa South (Ham	Walking & Cycling	Pre-implementation	Likely
257032	2018 Biking Plan - Te Awa South (Ham	Walking & Cycling	Detailed Business Case	Likely
259862	2018 Biking Plan - University Route	Walking & Cycling	Pre-implementation	Likely
259861	2018 Biking Plan - University Route	Walking & Cycling	Detailed Business Case	Likely
257039	2018 Biking Plan - Connectivity Project	Walking & Cycling	Construction	Unlikely
257037	2018 Biking Plan - School Link Cyclewa	Walking & Cycling	Construction	Unlikely



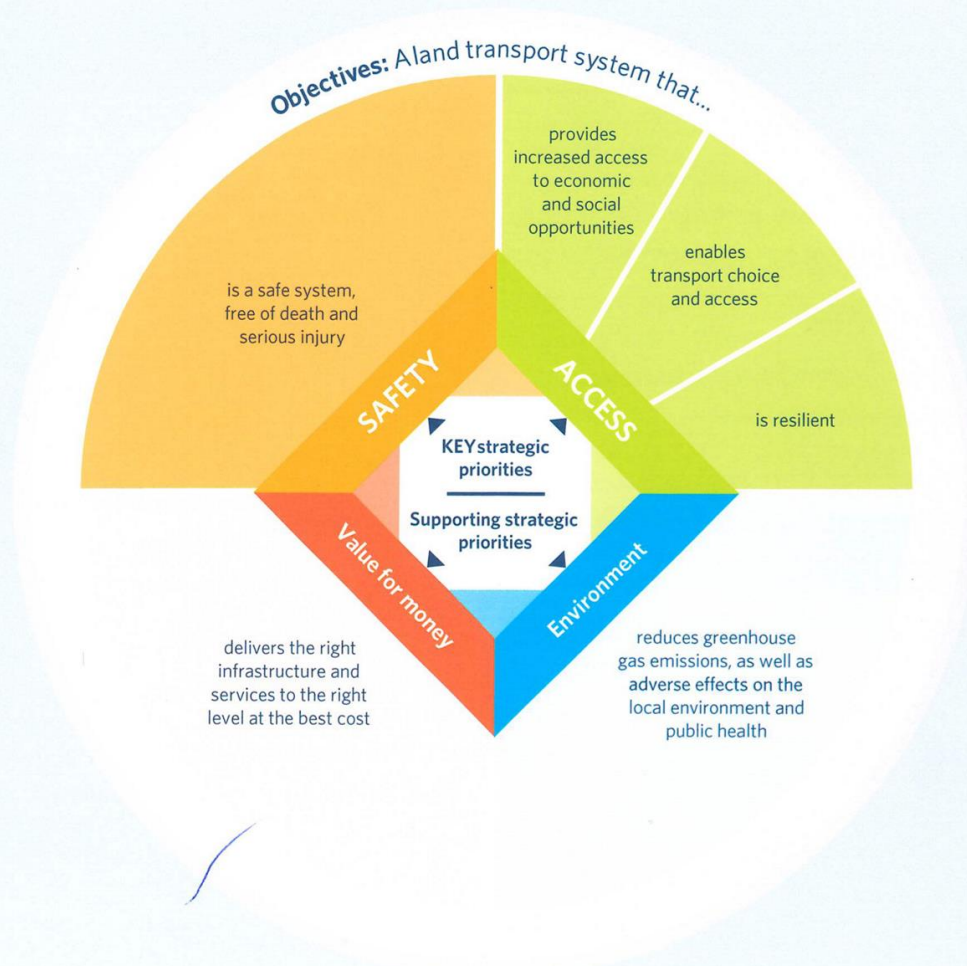
# Guide to National Land Transport Programme (NLTP) Investment

Item 8

The 2018 Government Policy Statement (GPS) on Land Transport set a new direction for land transport investment and development in New Zealand – the first significant change in more than a decade.

The Government's GPS signals a greater focus on a safer, more accessible transport system that delivers value for money and works harder to protect the environment.

Projects and programmes within the NLTP need to give effect to the GPS and deliver the best transport outcomes for New Zealand.



Attachment 4



## SAFETY

Safety remains our top priority and through this NLTP we're jointly investing \$1.4 billion in projects that will improve safety on our roads.

### Since October 2017:

- › 10 of New Zealand's rural highways have been made safer.
- › 113.4km of road barriers have been installed across these highways.
- › 364.8km of safety improvements such as rumble strips, line markings, improved signs and wider road shoulders have been completed.
- › A further 13 safety improvement projects are in construction.

Around 2000kms of rural state highways have been made safer through the Boost Safety Programme, with better signage, rumble strips, and upgrades. The Government has announced a programme extension for another 11 regional highways.

Safety improvements to our roads and roadsides is only one pillar of the Safe System Approach. Just as important is:

- encouraging people to buy vehicles that have the latest safety features and that they maintain them;
- improving road user behaviour, ensuring drivers are alert to the risks and drive to the conditions; and
- that speeds are appropriate for the environment.

Speed increases both the likelihood of crashes and the severity of them, regardless of what causes the crash.

A reduction in speed on our roads is the most cost-effective way to help reduce deaths and serious injuries. When we are reviewing speed limits in your region, we need to work together and have your support to achieve the best results.

The investment we make in the local and regional improvement classes, walking and cycling, and public transport all helps make our roads safer by reducing the number of vehicles on our roads.



# FUNDING SPECIFICS

Through your Regional Land Transport Plans (RLTPs) you make a bid for funding for your transport projects from the National Land Transport Fund. Our job is to bring together all these projects from across the regions and prioritise these on a national basis, allocating funding based on the transport priorities sought under the GPS.

What we look to achieve with our decisions is the best alignment with the GPS and best outcomes for New Zealand as a whole, with a focus on safety. As our co-investment partners, you have a critical role to play in developing the best land transport system for New Zealand.

There is limited funding remaining to commit to any new projects in the 2018-21 NLTP period.

**Your region has recently received a letter allocating the funding for your projects under three categories:**



**Approved** – approved funding.

**Likely** – if additional funding becomes available (whether because of a project not being completed or other reasons) these projects can be considered for funding if they can be completed in the NLTP period.

**Unlikely** – to be funded in this NLTP period.

## THE PRIORITISATION PROCESS

Here is a brief overview of how we made our prioritisation decisions:

- All funding decisions are considered through the Investment Assessment Framework (IAF). The IAF is what we used to assess and prioritise projects and programmes, ensuring their alignment with the GPS and transport priorities.
- Projects and programmes in each of the 12 activity classes are then sorted according to their assessed profile.
- We also assess the projects' timing and readiness to proceed.
- Their criticality to the transport network is considered, along with whether the project will be delivered with some certainty.
- We then look to achieve a balance with the programme, with an emphasis on our top priority – safety.

We'll continue to review the available funding every three months, using the information we receive from councils through the programme monitor forecasting tool in Transport Investment Online (TIO). If this results in any changes, we'll let councils know.

## CHANGES TO TEFAR

The targeted enhanced funding assistance rate (TEFAR) was introduced to help councils bring forward new high and very high priority locally-led improvement activities.

The 2018-21 NLTP funding constraints now mean a broad application of TEFAR is no longer possible.

TEFAR will now only be applied to eligible projects in the Safe Network Programme. TEFAR applies to these safety activities, whether they are over \$1 million or are included in a Low Cost Low Risk Programme for delivery in 2018-21.

If you have existing funding approval for TEFAR for a phase of work, this will not change. TEFAR will still apply to accelerated LED street-light programmes.

We've also removed the requirement for councils to reinvest local share savings back into transport-related projects.

Making these adjustments will allow more high priority activities to be funded and targets our emphasis on safety.

We want to encourage local government to invest in safety improvements to make local roads safer. More information about these changes is available here [www.nzta.govt.nz/nltp-tefar](http://www.nzta.govt.nz/nltp-tefar)

## WHAT YOU CAN DO TO HELP:

We need your help to manage any available funding in this NLTP by:

- Promptly releasing any funding you know won't be used.
- Providing accurate and up-to-date forecasts.
- Submitting claims as quickly as possible.
- Keeping your business cases and detailed designs progressing.
- Remembering we don't approve funding retrospectively unless it's been agreed before the project was started.



To keep talking please contact your local Director - Regional Relationships:

**Steve Mutton**  
Upper North Island  
[Steve.Mutton@nzta.govt.nz](mailto:Steve.Mutton@nzta.govt.nz)

**Ross I'Anson**  
Central North Island  
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**Jim Harland**  
South Island  
[Jim.Harland@nzta.govt.nz](mailto:Jim.Harland@nzta.govt.nz)



## FAQs

### Why is the 2018-21 NLTP funding so tight if there's more money overall for investment?

Beyond the shift in transport priorities, we've had to manage one of the highest ever carryover of projects from the 2015-18 NLTP, substantial increases in construction costs for many projects that were already contracted and underway, and a significantly higher number of funding requests.

This combination of factors means there is significant pressure on our available funds for this NLTP period. Almost every activity class is oversubscribed.

### Why has it taken so long for the Transport Agency to approve the remaining NLTP funding and TEFAR?

It has taken us time to work through the implication of each contributing factor mentioned above and ensure that through the 2018-21 NLTP we invest in a programme of work that not only gives effect to the GPS but delivers the best transport outcomes for New Zealand.

### Will the next NLTP still have funding pressures?

We expect there will continue to be pressure on NLTP funding in coming years as we move towards a more integrated land transport system and address growing safety issues.

### How was the funding prioritisation done?

All funding decisions are considered on a national basis through the Investment Assessment Framework (IAF). The framework is used to assess and prioritise projects and programmes based on their alignment with the GPS.

Activities in each class were then sorted according to their assessed profile along with their readiness, urgency and critical nature to the network.

### Can we challenge the prioritisation decisions?

If you want to discuss the decisions that have been made on the prioritisation of certain projects, please contact your Director Regional Relationships.

### Can we swap our projects with approved funding for others in our own plan?

This cannot happen as our prioritisation process looks at all projects on a national basis and we develop an overall programme that gives effect to the GPS.

If you no longer plan to proceed with a project, please advise us and update Transport Investment Online (TIO) so we can reallocate funding.

### How can we get more funding if urgent priorities develop, such as safety?

If an urgent priority develops, please talk to your Transport Agency team.

We'll look at funding availability on a three-monthly basis. If additional funding comes available, any new projects brought into the NLTP will be considered based on their merits at the time.

### What's happening with TEFAR?

The 2018-21 NLTP funding constraints now mean a broad application of TEFAR is no longer possible. We reviewed the TEFAR policy to help with the overall funding allocation and prioritisation.

TEFAR will now only be applied to eligible projects in the Safe Network Programme. TEFAR applies to these safety activities, whether they are over \$1 million or are included in a Low Cost Low Risk Programme for delivery in 2018-21.

TEFAR will still apply to accelerated LED street-light programmes.

We've also removed the requirement for councils to reinvest local share savings back into transport-related projects.

### What if we already had confirmation from the Transport Agency for TEFAR funding?

If you have existing funding approval for TEFAR for a phase of work, this will not change.

### If projects don't receive funding now, are they deferred to the next NLTP?

Regional Transport Committees will develop new Regional Land Transport Plans (RLTPs) for 2021-24 and we will start the process again to prioritise projects for inclusion in the 2021-24 NLTP.

### What's the process from here if there is any extra funding?

We'll continue to monitor funding availability closely throughout the remainder of the 2018-21 NLTP. We ask that councils assist us by ensuring Transport Investment Online represents a realistic reflection of expected cashflows and that claims are made in a timely manner.

If additional funding becomes available and allows more projects to be funded, this will be communicated to the relevant council.

### When does the next RLTPs/NLTP process start?

Regional councils are about to begin drafting RLTPs and will consult from mid-2020. The 2021 GPS should be available from June 2020 and the 2021-24 NLTP will be adopted in June 2021.

We'll communicate with you regularly as we begin developing the 2021-24 NLTP.

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## Projects Approval Status

Project	Business Case/Design	Construction
Thomas/Gordonton Intersection	Approved	Approved
Resolution Drive - Waikato Expressway Connection	Approved	Approved
Ring Road	Approved	Approved
Street Lighting Renewal	N/A	Approved
Intersection Safety Programme including Anglesea/Bryce & Grey St Intersections	Likely	Likely
Intersection Safety - Wairere/Huntington Safety Upgrade	Not included in NLTP - Funding Uncertain	
Intersection Capacity Upgrade Programme Business Case	Unlikely	
Biking Plan - Biking Connectivity Projects	Likely	Unlikely
Biking Plan - School Link PT and Cycleway	Likely	Unlikely
Biking Plan - University Route	Likely	
Biking Plan - Te Awa South River Ride	Likely	Likely
Biking Plan - Te Awa Cycle Way Remediation	Not included in NLTP - Funding Unlikely	
Mass Transit Programme - Including Intersection Priority, Corridor Priority and Interchanges	Likely for BC Only	Unlikely
Bridge Safety & Improvement Programme including Claudelands, Victoria and Whitiara Bridge Barriers and Kirikiriroa Bridge Widening	Likely	Likely
The Base Start Up Rail	Likely	Likely
Rototuna - Borman Road East/Horsham	Likely	Unlikely
Gordonton Road/Puketaha Intersection	Likely	Likely
Rotokauri Arterial Designations	Likely	
Ruakura Road Urban Upgrade	Likely	Unlikely
Bader St/Peacocke Improvements	Likely	Unlikely
Transport Centre Rejuvenation	Likely	Unlikely
Southern Links Designation - Monitoring	Likely	

# Council Report

**Committee:** Growth and Infrastructure Committee  
**Date:** 18 June 2019  
**Author:** Robyn Denton  
**Authoriser:** Jen Baird  
**Position:** Network Operations and Use Manager  
**Position:** General Manager City Growth  
**Report Name:** Personal Hire Devices - Permitting Fees and Charges

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To inform the Growth and Infrastructure Committee on the proposed permitting process, fees and charges and Code of Practice for a new activity under the Public Places Bylaw (provision and use of Personal Hire Devices (PHDs) in public places).
2. To recommend to the Council an inclusion to the 2019/2020 Annual Plan for the proposed fees and charges.

## Staff Recommendation (*Recommendation to Council*)

3. That the Growth and Infrastructure Committee:
  - a) receives the report;
  - b) recommends that the Council approves the proposed fees and charges for 2019/2020:
    - i. a \$300 annual permit fee;
    - ii. \$55 per permitted device per 6-month period (for enforcement and management);
    - iii. a \$10,000 education program fund per operator, with an understanding that there will be future ongoing funding shared among all operators for Council and user education;
  - c) notes that liability insurance of \$2,000,000 will also be required by each operator;
  - d) notes that staff will undertake a Request for Proposal process to select suitable operators; and
  - e) notes that following the first 6-month review of the trial, staff will report to the Growth and Infrastructure Committee with the outcome of the trial and recommend any amendments to ongoing fees and charges for permitting of Personal Hire Devices.

## Executive Summary

4. Operators (companies which provide Personal Hire Devices (PHDs) to customers) have contacted Hamilton City Council requesting information on the process of obtaining a permit to operate in a public place under the Public Places Bylaw 2016.



5. As this is a new activity in Hamilton, new processes have been developed to ensure Operators and users of PHD's safely share the public spaces with other users such as pedestrians and mobility device users. A Code of Practice has been developed which outlines the requirements that Operators applying for a permit to operate must adhere to and will be monitored against.
6. A measured approach will be taken to permitting PHD Operators in Hamilton, with an initial trial enabling staff to identify:
  - The optimum number of devices for Hamilton City
  - The optimum 'mix' of devices to offer a good range of transport options for users
  - The safest number and 'mix' of devices to ensure public safety is maintained
  - The level and nature of user education that is required
  - Appropriate fees and charges for full cost recovery (of management and enforcement)
7. A Request for Proposals (RFP) process will be undertaken to identify the range of Operators seeking to establish services in Hamilton.
8. No more than three operators will be selected for an initial trial, allowing a manageable number of operators and devices across the city for the trial. The selection criteria will include aspects such as ensuring a range of offerings for users, safety considerations, and the viability of operator's business models.
9. The initial Operators will be provided with a 6-month permit with a right of renewal for a subsequent 6-months pending the outcome of a review process. Fees and charges may change in the second period following the review.
10. Proposed fees and charges for the initial trial are:
  - a \$300 annual permit fee
  - \$55 per permitted device per 6-month period (for enforcement and management)
  - a \$10,000 education program fund per operator, with an understanding that there will be future ongoing funding shared among all operators for user education.
  - liability insurance of \$2,000,000 will also be required by each Operator as per the current permit requirements for operating in a public place under the Public Places Bylaw.
11. Staff recommend the approval of the proposed fees and charges, to enable the trial and permitting the process to commence.
12. Staff consider the decision in this report has a low significance and that the recommendations comply with the Council's legal requirements.

## Background

13. At the [Growth and Infrastructure meeting of 12 February 2019](#), the Committee resolved:  
*That the Growth and Infrastructure Committee recommends that the Council:*
  - a) Approves the development of a draft code of practice to accompany a permit to trade under the Public Places Bylaw for operators of personal use transport vehicles for hire (Options 3 of this report);
  - b) Approves the development of a new fee for the issue of a permit to trade for operators of personal use transport vehicles for hire; and
  - c) Notes that fees and charges will be considered as part of the draft code of practice and brought back to Council through the Annual Plan process.
14. **Definition of Personal Hire Devices (PHD's):** Non-vehicular devices intended to be used to transport 1-2 people short distances; which are located in public spaces and available for hire, usually for periods of short duration.

15. PHD's include but are not limited to bicycles and scooters. Devices may also be:
  - manual or electric (battery) powered.
  - docked (the device is collected or returned from/to a designated rack, or other fixed location) or dockless (does not rely on customers collecting or returning the PHD from/to a designated rack, or other fixed location).
16. PHD's covered by the proposed permit exclude personal devices owned and used by individuals, and mobility devices designed and constructed for people needing help with mobility because of physical or neurological impairment.
17. Operators (companies which provide PHD services to customers) have contacted Hamilton City Council requesting information on the process of obtaining a permit to operate in a public place under the Public Places Bylaw 2016.
18. Based on conversations with staff at other New Zealand Councils, and news reports, staff are aware of up to 18 dockless bike-share or e-scooter schemes already operating, planning to operate or likely to establish operations in New Zealand.
19. As this is a new activity in Hamilton, new processes are being developed to ensure Operators and users of PHD's safely share the roads and footpaths with other users such as pedestrians and mobility device users. Sensitive sites are also protected.
20. New Zealand has seen a significant increase in the number of people using PHD's. PHD usage is also becoming more common globally including in cities such as Paris, Berlin and Los Angeles.
21. The New Zealand Transport Agency (NZTA) is currently reviewing the use of PHD's but does not currently regulate or enforce their use (other than bicycles). This limits the extent to which Council can regulate PHD use.
22. The permitting process under the Public Places Bylaw 2016 is the Council's only opportunity to place controls on the use of PHD's.
23. PHD hire schemes have the potential to help fill transit gaps across the city by providing low-cost transport options. There is potential to get more people using active modes of transport, and PHD's are a way to make active modes more accessible, complementing Hamilton's cycle network and existing public transport network.
24. Safety remains our primary objective and it is our duty to protect the rights of the public to use and enjoy Hamilton's roads and walkways. PHD hire schemes must work for everyone without impacting or causing a danger or nuisance to other road users.
25. *Vision Zero*, the *Hamilton City Council Disability Policy* and *Hamilton: Age Friendly City* document were considered during the development of the Code of Practice and permitting process and have influenced the prioritisation of public safety.
26. In addition, communications with key staff, including Council's Disability Advisor, have highlighted concerns from the disability and aged sectors regarding PHD use. There is still concern within the disability community of the impact that PHD's may have on the safety of pedestrian journeys. Staff will continue to engage with these groups throughout the trial and as part of the review.

## Discussion

27. A Code of Practice has been developed which outlines the requirements that Operators applying for a permit to operate must adhere too. This includes but is not limited to:
  - Ensuring Operators take proactive steps to ensure that PHD users ride safely and carefully and be considerate of all other road and footpath users. This includes ensuring that:
    - a) when on the road, users must keep as close as possible to the edge of the roadway; and
    - b) when on the footpath, users must:
      - i) not ride at speeds that put other footpath users at risk; and
      - ii) always give way to pedestrians and drivers of mobility vehicles; and
      - iii) ensuring devices are fit for purpose, well maintained and safe for users.
  - The Code also sets out that Operators must work closely with Council on communication, user education, reporting of incidents and assessing the impact of PHD's on the City. Where issues are identified, Operators will be expected to work with Council to address these concerns.
  - Operators must also provide Council with a range of data and information to enable Council to effectively monitor PHD Operators and PHD usage, including gaining valuable information on user movements (useful for transport planning). This includes reporting to Council on the numbers of PHD's reaching end of life and how they are disposed of.
28. The Code of Practice and permitting processes were developed after consideration of similar schemes being trialled and permitted in Auckland, Wellington, Christchurch and Dunedin. Staff at those Councils have shared their Codes and other information which has allowed Hamilton City Council staff to learn from their experiences and build their recommendations into our processes.
29. The Council reserves the right to amend the Code of Practice as new information becomes available. This is important as PHD Operators are relatively new to New Zealand and we are unsure of the issues which may arise.
30. A measured approach will be taken to permitting PHD Operators in Hamilton, with an initial trial which will enable staff to identify:
  - The optimum number of devices for Hamilton City
  - The optimum 'mix' of devices to offer a good range of transport options for users
  - The safest number and 'mix' of devices to ensure public safety
  - The level and nature of user education that is required
  - Appropriate fees and charges for full cost recovery
31. A Request for Proposal (RFP) process will be undertaken to identify the range of Operators seeking to establish services in Hamilton. The RFP is an opportunity for interested parties to respond with the requested information so that they may be considered in the competitive selection process.
32. No more than three Operators will be selected for an initial trial. The selection criteria will include aspects such as ensuring a range of offerings for users, safety considerations, and the viability of Operators business models, to ensure they can meet our requirements regarding reporting and responding to any incidents or issues.
33. The trial Operators will be provided with a 6-month permit with a right of renewal for a subsequent 6-months pending the outcome of a review process. Fees and charges may change in the second period following the review.

34. This initial pilot will allow staff to:
- Monitor and assess the impact of PHD Operators in Hamilton City, and amend the Code of Practice
  - Identify locations where restrictions on use, parking or speed may need to be implemented
  - Understand the costs of monitoring and compliance, to appropriately set fees and charges for full cost recovery
  - Work with Operators to develop and deliver an education campaign to ensure users know how to ride safely without adversely impacting other road corridor users.
35. Fees and charges have been determined based on:
- the estimated staff commitment for monitoring and enforcement (1FTE).
  - an estimated cost for an education campaign based on the experiences of Auckland Council, Wellington City Council and Christchurch City Council
  - A determination of how many devices may be suitable for Hamilton City based on the size of the permitted area and number of residents, comparative to similar schemes operating in Auckland Council, Wellington City Council and Christchurch City Council. This has been calculated at approximately 600 devices (number may change through the RFP process).
  - Comparisons with other services provided in public places in Hamilton e.g. outdoor dining and street signage
  - An intention to achieve full cost recovery.
36. Proposed fees and charges for the initial pilot are:
- a \$300 annual permit fee
  - \$55 per permitted device per 6-month period (for enforcement and management)
  - a \$10,000 education program fund per operator, with an understanding that there will be future ongoing funding shared among all operators for user education
  - liability insurance of \$2,000,000 will also be required by each Operator.
37. In addition, staff will assess the feasibility and legal ability of Council to charge a per ride fee for ongoing user education and enforcement. This assessment will take place during the initial trial of Operators and may come into effect in the second 6-month period.

### Financial Considerations

38. The total costs to complete the internal development and RFP process are expected to be met within current budgets.
39. Costs associated with implementing the permitting process, monitoring and enforcement are expected to be via full cost recovery from Operators through fees and charges.
40. However, as this is a new activity, any shortfalls are expected to be met through existing budgets.
41. To avoid a shortfall in cost recovery, limitations on the trial of Operators, monitoring and regular review periods will be used to re-assess what full cost recovery will be once Operators have established services. This may require an adjustment in fees and charges at the 6-month review. Operators will be made aware of this.

### Legal and Policy Considerations

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

## Cultural Considerations

43. The proposed process and Code of Practice was discussed with Te Haa o te whenua o Kirikiriroa (THaWK) on the 16<sup>th</sup> May 2019.
44. THaWK is an iwi group representing local mana whenua (Maaori with historic ties to the Hamilton/Kirikiriroa area) on issues relating to the management of Hamilton's natural and physical resources.
45. Iwi representatives were cautiously supportive of the process, indicating their concern for the safety and wellbeing of pedestrians, particularly older persons.
46. They also indicated an interest in working with staff to identify locations where restrictions on use, parking or speed of PHDs may be appropriate, particularly for areas with archaeological significance.
47. Staff will continue to liaise with THaWK in relation to the identification of potential locations requiring restrictions.

## Sustainability Considerations

48. Some PHD schemes will utilise electric devices, while others may use devices with components which may or may not be able to be recycled. Consideration must be given to the end of life management of all devices.
49. International information suggests cheap devices are typically used for PHD schemes, with a 'use fast and throw away' mentality. It is unclear if this model will be the practice used by New Zealand Operators.
50. Initial information suggests devices may have lifespans as short as 80 hours of use before they reach end-of-life and are disposed of. If this is correct, it would translate into a significant number of devices requiring end of life management.
51. Electric and electronic waste is a significant issue in New Zealand with limited recycling systems available, predominantly at a cost.
52. The Waste Minimisation Act 2008 places the responsibility for ensuring waste is minimised in Hamilton City onto Council. The Hamilton City Council Waste Management and Minimisation Plan sets out activities to reduce waste to landfill in the City.
53. Therefore, it is appropriate for Council to include requirements for end of life management of devices, and reporting to Council on minimisation activities, as part of the Code of Practice and permitting process. This is also likely to be included as a consideration during the RFP process.
54. In addition, there is a risk that electric devices may end up in the River or Lakes, causing the release of eco-toxic materials into the water.
55. While management of the River is a Regional Council responsibility, Hamilton City Council have general responsibilities to contribute towards achieving the vision and strategy for the Waikato River. Therefore, it is appropriate for Council to take steps to ensure Operators guard against devices entering the water and retrieve them from the water quickly if they are found there (at Operator cost).

## Risks

56. Public safety may be unacceptably compromised because of the introduction of PHDs.
57. The experience of Auckland Council and other Councils is that strict requirements are needed to protect both users and others from PHD usage.

- 58. If permits are not issued, Operators may establish similar services via retail premises. Such services would not fall under the Code of Practice, limiting Councils ability to regulate and place any controls on PHDs.
- 59. If the recommendation is not approved Council will be unable to commence a RFP and permitting process as fees and charges must be approved by Council.
- 60. The permitting process allows Council to place the greatest level of control on PHD's.
- 61. The process proposed by staff will allow monitoring and assessment of this new activity, with an ability to modify conditions to ensure public and user safety.
- 62. Public views on the introduction of PHD's is mixed, with a strong potential for public disapproval of PHD's sharing the road corridor with other users.
- 63. It is appropriate for Council to take a responsible and measured approach to minimise any adverse impacts from the activity.

## **Significance & Engagement Policy**

### **Significance**

- 64. 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**

- 65. The use of personal hire devices in other areas across the country has created high levels of public discussion, particularly in the media. This information as well as feedback from Council's Disability Officer has been used to inform the Code of Practice.
- 66. Staff will continue to engage with the community and key stakeholders as the trial progresses.
- 67. Given the low level of significance determined, the engagement level is low. No engagement is required.

## **Attachments**

Attachment 1 - Types of Personal Hire Devices

## Types of Personal Hire Devices

em 9



Scooters



Bikes



Segway- type devices



e-shoes



Mono-cycle



Skateboard

# Council Report

**Committee:** Growth and Infrastructure Committee  
**Date:** 18 June 2019  
**Author:** Robyn Denton  
**Authoriser:** Eeva-Liisa Wright  
**Position:** Network Operations and Use Manager  
**Position:** General Manager Infrastructure Operations  
**Report Name:** Deliberation and Approval of the Hamilton City Speed Management Plan

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To inform the Growth and Infrastructure Committee on the outcomes of the public consultation process including the hearings held on 4 June 2019.
2. To seek a recommendation from the Growth and Infrastructure Committee that the Council approves the Hamilton City Speed Management Plan 2019 and that the existing Speed Management Policy 2015 be retired.

## Staff Recommendation (*Recommendation to Council*)

3. That the Growth and Infrastructure Committee recommends that the Council:
  - a) approves the Hamilton City Speed Management Plan 2019 as set out in Attachment 1 to this report; and
  - b) notes that with the approval of the Hamilton City Speed Management Plan 2019, the 2015 Speed Management Policy be retired.

## Executive Summary

4. Speed management is a crucial part of the Safe System approach to road safety. The Access Hamilton Strategy has identified a Vision Zero for deaths and serious injuries on Hamilton roads by 2028.
5. The Growth and Infrastructure Committee approved the draft Hamilton Speed Management Plan for public consultation on 29 March 2019.
6. Public consultation was undertaken between 2 April 2019 and 8 May 2019 and resulted in 125 submissions in relation to the proposed principles and prioritisation contained within the Hamilton Speed Management Plan.
7. Sixteen of the submitters had indicated that they wished to be heard in support of their submission, but only 11 attended to present at the hearing. The verbal and written submissions were received at the 4 June 2019 Regulatory and Hearings Committee meeting. 70% of the submissions were supportive of the proposed Speed Management Plan.
8. There are no recommendations for changes to the principles and prioritisation methodology contained within the draft Hamilton Speed Management Plan.



9. A final version of the proposed Hamilton City Speed Management Plan is included as Attachment 1 and it is recommended that this be approved by Council.
10. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background

11. The Government Policy Statement on Land Transport 2018 (GPS 2018) sets four strategic objects for the New Zealand land transport system:
  - Is a safe system, free of death and serious injury;
  - Provides increased access to economic and social opportunities, enables transport choice and access, and is resilient;
  - Reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health;
  - Delivers the right infrastructure and services to the right level at the best cost.
12. Specifically the GPS 2018 also supports investment to accelerate the implementation of the national Speed Management Guide focusing on treating the top 10% of the network which will result in the greatest reduction in death and serious injury as quickly as possible.
13. The Safer Journeys strategy has adopted a Safe System approach to achieving road safety.

The Safe System recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake, so crashes don't result in loss of life or limb. Mistakes are inevitable – deaths and serious injuries from road crashes are not.

The Safe System approach to road safety looks across the entire road system to improve safety by creating:

- safer roads and roadsides,
- safer speeds,
- safer vehicles and
- safer road use.



14. The Access Hamilton Strategy identifies three key outcomes and investment objectives for Hamilton's Transport System:
  - Safety – Hamilton's transport system is safer
  - Choice – Hamilton will be a more accessible city with increased mode share by public transport, walking and cycling
  - Growth – residential and business growth is supported by investment in Hamilton's transport system.
15. Council adopted Vision Zero at the 20 June 2017 Growth and Infrastructure Committee meeting in conjunction with the Access Hamilton Strategy safety objective. Speed management has a key role to play in achieving all of the Access Hamilton Strategy objectives.
16. At the 29 March 2019 Growth and Infrastructure Committee, a report regarding the draft Hamilton Speed Management Plan was considered along with the results of the initial engagement process that had been undertaken.

17. Approval to undertake formal stakeholder and community consultation was given with the focus being on the principles and prioritisation methodology contained within the draft Hamilton Speed Management Plan.
18. The draft Speed Management Plan was developed with assistance from a key stakeholders working group and engagement with the community. The working group included representatives from:
  - Hamilton City Council Elected Members and staff
  - NZ Transport Agency (NZTA)
  - Waikato Regional Council
  - Waikato District Council
  - Waipa District Council
  - New Zealand Police
  - Waikato District Health Board
  - The Automobile Association (AA)
  - The Road Transport Association (RTA)
19. The proposed guiding principles consulted upon were:
  - 30km/h around schools at the start and end of the school day
  - 30km/h in busy places where there's lots of people walking and biking e.g. in shopping areas
  - 40km/h in residential local neighbourhoods where people live and play
  - New roads will be built, and existing roads upgraded to reflect the purpose of the road and to create a safe and appropriate environment
  - We will ensure consistency of speed management between neighbourhoods or areas
  - Focus on where we'll get the biggest access and safety improvements
  - We will be consistent with similar speeds and approach used by neighbouring councils and the Transport Agency
20. We said that we would give priority to:
  - Roads and routes which will bring the greatest reduction in deaths and serious injuries to people
  - Places where there's strong community demand for change
  - Changes which bring consistency to neighbourhoods and make sense
  - Places where lots of people walk or bike, or where they will soon walk and bike
21. The proposed Safe and Appropriate Speeds map included in the Speed Management Plan was developed using the guiding principles set out in clause 19 above along with the tools provided by the NZ Transport Agency (Speed Management Guide and Mega Maps). This sets out the future vision for speed management across the city and will be progressively implemented over the next few years. In many cases, the speed limit change will be undertaken in conjunction with engineering improvements.
22. The consultation commenced on 2 April 2019 with the closing date for submissions being 8 May 2019 and resulted in a total of 125 submissions being received.
23. A hearing was held at the 4 June 2019 Regulatory and Hearings Committee meeting. Sixteen submitters had indicated that they wished to be heard, but only eleven attended and presented to the committee meeting.

24. The Committee considered both the verbal and written submissions. There were no staff recommendations for changes to the principles and prioritisation methodology contained within the draft Hamilton Speed Management Plan 2019.

## Discussion

25. Of the 125 responses received, 87 (70%) were in favour of the principles and prioritisation set out in the plan. There were 96 comments in response to this question.
26. The following table sets out the key points raised by the written submissions, along with a response from staff.

Issues raised	Staff response
Areas around schools should have slower speeds	Our schools currently have 40km/h speed limits (fixed or variable). We have indicated in the Speed Management Plan that we will work with Government to get 30km/h around schools at the start and end of the school day via a change to national legislation.
Need to ensure enforcement of slower speeds	We continue to work closely with the NZ Police and respond to any issues raised by the community. This is often completed in combination with education via deployment of a Speed Trailer to give motorists feedback on the vehicle speeds and remind them of the speed limit in that street.
Infrastructure and education is required to achieve the lower speeds	We agree, and having funding for these activities included in the 10-Year Plan. A key principle of the Plan is that roads reflect the purpose of the roads and create a safe and appropriate environment. We are also working closely with the Regional Speed Management working group to ensure consistent approaches between local authorities.
Slower speeds are required to encourage walking and cycling	We agree, and the Speed Management Plan prioritisation methodology has included giving priority to places where lots of people walk or bike, or where they will soon walk and bike.
People already ignore the slower speed area – they make no difference.	We continue to monitor the speeds and the crashes in the Safe Speed Area that have been implemented and have good evidence of the lower speed limits resulting in lower travel speeds and reduced numbers of serious and fatal crashes.
Speed is not the only solution: all road users need educating about how to use the road safely	We have education campaigns to encourage and inform all road users about road safety. We work in schools teaching children road safety for walking and cycling. We also provide skills training courses for motorcyclists and for younger and older drivers.
Lowering speeds only leads to driver frustration and an increase in unsafe practices	Lower speeds make very little difference to travel times. While there may be the occasional frustrated drivers, the majority of drivers understand that lower speeds have little impact on time but do have a big impact on reducing the

	trauma that results from any crash.
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27. The following table sets out the key points raised by the eleven verbal submissions and Councillors at the Regulatory and Hearings Committee, along with a response from staff.

Issues raised	Staff response
River Road 80km/h speed limit north of Te Huia Drive too high and currently have high speeds and unsafe driving behaviour in the area.	<p>This the long term Safe and Appropriate speeds is 50km/hr and this will be implemented in conjunction with the urbanisation work that is currently programmed for 2031/32.</p> <p>In the meantime, speed trailers will be deployed in the area to remind drivers of the current speed limit. Investigation into a 60km/h speed limit will also be completed with the aim of immediate implementation.</p>
Horsham Downs Road – current 80km/h limit too fast for the section just south of Borman Road.	<p>The long term Safe and Appropriate Speed is 50km/h and this will be introduced in conjunction with the project that is in the 10-Year Plan for 2025/26 and 2026/27. This project includes urbanisation of the section of Horsham Downs Road, completion of the final section of Borman Road (between Kimbrae Drive and Horsham Downs Road) and construction of a roundabout at the Borman/Horsham Downs intersection.</p> <p>In the meantime, investigation into a 60km/h speed limit will be completed with the aim of immediate implementation.</p>
Pukete School – safety issues at signalised pedestrian crossing	<p>Installation of a raised platform is included in the 2019/20 Discretionary Transport Programme and this is expected to slow speeds and decrease red light running.</p> <p>Investigation into a demonstration project with NZ Transport Agency for running a school patrol in conjunction with the traffic signals to be undertaken.</p>
Anderson Road, Deanwell – speed and safety concerns	<p>This is a future ‘Safer Speed Area’ and will have a permanent 40km/h speed limit introduced along with any engineering works necessary to support the lower limit. The presence of the kindergarten in the area is noted alongside the requests that have been received in the area and these will help to raise this area on the prioritisation list.</p>
Te Kahao Health, Wairere Drive	<p>An on-site visit has been arranged to determine what changes can be made on the site to improve visibility for exiting vehicles. A verbal update will be provided at the time of presenting this report.</p>
Why do kindergartens and early childhood centres not have variable 40km/h speed limits?	<p>If these facilities are located on local residential streets they will be included in the prioritisation process for implementing permanent 40km/h Safer Speed Areas. For locations on arterials, assessments of the number of people</p>

	crossing would be made to determine if there was a need to have a variable lower limit in place.
Slow speeds create more issues than they solve	Lower speeds make very little difference to travel times. While there may be the occasional frustrated drivers, the majority of drivers understand that lower speeds have little impact on time but do have a big impact on reducing the trauma that results from any crash.
Lower speeds in residential streets are great but work is needed to ensure that arterial routes don't create barriers	It is recognised that the roads with speed limits of 50km/h and above do create barriers for people walking and biking to safely cross the road. Installation of pedestrian and cycle facilities in these locations are progressively being rolled out across the city in response to requests.
How many speed trailers do we have, and do we need more?	We currently have three Variable Message Sign (VMS) trailers of which two are set up to operate as speed trailers also. We have three dedicated Speed Trailers. The VMS trailers are often deployed at road work sites (eg Thomas /Gordonton intersection improvements) or used in education campaigns. The speed trailers are on a programme of deployment around the city in response to requests. The list for these deployments is quite long and an additional trailer would help in providing the opportunity for more regular visits by the Speed Trailer.
How is the Speed Management Plan future proofed to accommodate growth?	The principles included in the Speed Management Plan are future focused and provide guidance on how to manage any new roads that are created in the city. The Safe and Appropriate Speed map shows the long term vision for speed management in the city and will be progressively implemented over the next few years.

28. In addition to the above comments there were several requests for specific streets to be prioritised for slower speeds.
29. These requests, along with the additional 214 pin drops on the city map identifying the areas the community had concerns with, have been added to the earlier requests received. This map is included in this report as Attachment 2.
30. These requests will be used to help prioritise the rollout of speed management in the city over the next few years.
31. The exact programme of work will be developed in consultation with the Access Hamilton taskforce and will be delivered as part of the Discretionary Transport Programme.
32. Based upon the outcomes of the consultation and the Regulatory and Hearings Committee meeting the draft Speed Management Plan was updated as follows:
  - Page 8 - an updated 'what you told us map' including the additional areas of concern
  - Page 8 – additional information on the outcome of the speed management work completed to date.
  - Page 11 – updated 'Hamilton safe and appropriate speeds – proposed' map

- Page 11 - removal of the proposed stages for the development of the Speed Management Plan.

33. It is recommended that the final Hamilton City Speed Management Plan 2019 be approved by Council. A copy of the Plan is included as Attachment 1 to this report.

### **Cultural Considerations**

34. The Speed Management Plan has been and will continue to be included in discussions with Te Haa o te whenua o Kirikiriroa (THaWK) as part of the Access Hamilton programme delivery meetings which are held on a regular basis.

### **Financial Considerations**

35. Development of the Speed Management Plan and implementation of the plan (including speed limit changes, engineering improvements and education) are all funded within the 10 Year Plan.

### **Legal and Policy Considerations**

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

### **Risks**

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

## **Significance & Engagement Policy**

### **Significance**

38. Staff considered the following factors under the Significance and Engagement Policy:

- There is a legal requirement to engage with the community.

39. The consultation for the proposed Hamilton City Speed Management Plan has been completed in accordance with the legal requirements, and staff have therefore assessed that the matters in this report have low significance.

### **Attachments**

Attachment 1 - Hamilton City Speed Management Plan

Attachment 2 - Map of speed limit reduction request locations as at May 2019



# SPEED MANAGEMENT PLAN

Version 2, June 2019

**HAMILTON CITY COUNCIL**

HE AHA TE MEA NUI O TE AO  
WHAT IS THE MOST IMPORTANT THING IN THE WORLD?  
HE TANGATA, HE TANGATA, HE TANGATA  
IT IS THE PEOPLE, IT IS THE PEOPLE, IT IS THE PEOPLE



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# 1. PURPOSE OF THIS DOCUMENT

The purpose of this document is to take the information provided in the NZ Transport Agency Speed Management Guide and create an implementation plan related to safer speeds in Hamilton City.

Hamilton has a Vision Zero goal for road safety. We don't believe any loss of life on our city's roads is acceptable. With more and more people using our roads, we need to make sure they're as safe as they can be.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds down through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads.

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on the next two financial years leading into the 2021-31 10-Year Plan.

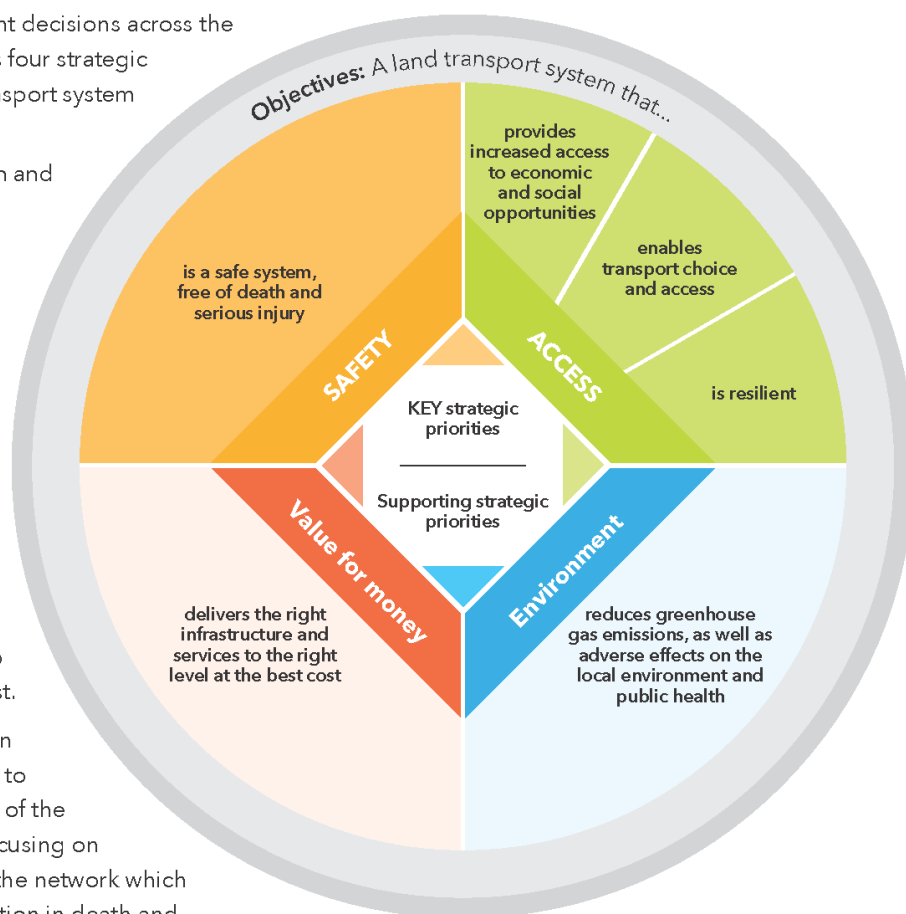
## 2. WHAT IS SPEED MANAGEMENT AND WHY DO WE NEED IT?

### 2.1. GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

The GPS is central to investment decisions across the land transport system, and sets four strategic priorities to achieve a land transport system that:

- Is a safe system, free of death and serious injury;
- Provides increased access to economic and social opportunities, enables transport choice and access, and is resilient;
- Reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health;
- Delivers the right infrastructure and services to the right level at the best cost.

The GPS supports investment in state highways and local roads to accelerate the implementation of the Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible.



## 2.2. SAFER JOURNEYS

Safer Journeys is the Government's strategy to guide improvements in road safety from 2010 to 2020. The strategy's vision is a safe road system increasingly free of death and serious injury and introduces the Safe System approach to New Zealand.

To achieve this it takes a Safe System approach, looking across the entire road system to improve safety by creating safer roads and roadsides, safer speeds, safer vehicles and safer road use. Within these categories, it sets a number of areas of concern where action is needed.

The Safe System recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes don't result in loss of life or limb. Mistakes are inevitable – deaths and serious injuries from road crashes are not.

The Safe System approach aims for a more forgiving road system that takes human fallibility and vulnerability into account. Under a Safe System we design the whole transport system to protect people from death and serious injury.

**We need to strengthen all parts of the system** – roads and roadsides, speeds, vehicles, and road use – so that if one part fails, other parts will still protect the people involved.



## 2.3. ACCESS HAMILTON STRATEGY

The Access Hamilton strategy identifies 3 key outcomes and investment objectives for Hamilton's transport system.

- Safety – Hamilton's transport system is safer.
- Choice – Hamilton will be a more accessible city with increased mode share by PT, walking and cycling.
- Growth – residential and business growth is supported by investment in Hamilton's transport system.

Speed management has a key role to play in all of these.

## 2.4. ONE NETWORK ROAD CLASSIFICATION (ONRC)

The [One Network Road Classification](#) (ONRC) is a classification system, which divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are just providing access to local residential properties:

- National
- Arterial
- Regional
- Primary collector
- Secondary collector
- Access

The classification is used to guide how roads are maintained, managed and operated. It links into wider planning and investment programmes, and other systems and processes. The Speed Management Guide takes advantage of this consistent way of describing and managing road function across the country.

## 2.5. SPEED MANAGEMENT

Speed management is about achieving safe and appropriate speeds that reflect road function, design, safety and use.

We need people and goods to move efficiently around our transport network; however, aligned to the Safe System approach, we also need to see a reduction in deaths and serious injuries.

Speed management is more than just speed limits and requires input from policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.

## 2.6. THE SPEED MANAGEMENT GUIDE

The [Speed Management Guide](#) provides a national single assessment framework for determining safe and appropriate speeds on New Zealand's entire road network. It provides guidance on how to progressively align travelling speeds with road function, design, safety and use, utilising the ONRC to take traffic volumes, freight volumes and place functions into account.

Previous speed limit frameworks were developed when there was no overarching road classification system. While speed limit reviews involved a consistent process that took land use and road use into account, they did not give sufficient weight to road classification, design, geometric characteristics, network efficiency or the Safe System approach. The result is that on some routes, travel speeds are not appropriate to road use and function.

The Speed Management Guide includes a set of best practice principles to inform decisions to ensure outcomes support the broader goal of national consistency. This is especially important where some roads don't easily fit into various classifications and different lengths along a road may be classified with different functions.

The Guide draws on the four key principles from the Dutch Sustainable Safety Programme:

1. **Functionality** - Differentiate speeds and speed limits according to a hierarchical classification, with clear differences between levels, to support self-explaining road systems.
2. **Predictability and consistency** - Support road user expectations through consistency and continuity of design, speed limit setting, enforcement, communication, adherence to standards and collaboration between partners.
3. **Homogeneity** - Keep like with like (mode separation) and encourage speeds within a narrow band to increase both safety and efficiency.
4. **Credibility** - Identify and manage safe and appropriate speeds for an entire route (and manage out of context risks by exception) to support the overall credibility of the limits and of enforcement.

The Guide sets out safe and appropriate speed ranges which consider road function, design, safety and use. It is intended that this Guide should begin to underpin all speed management activity, such as engineering and investment decisions, land use planning, fleet management, communication and enforcement, and become embedded into planning, engineering and network management moving forward.

The proposed safe and appropriate speeds for different types of road fall within the ranges shown in the figure below. The proposed speed ranges are not in themselves speed limits.

Classification	Straight open road/ urban motorways	Curved open road	Winding open road	Urban (not motorway)
<b>Class 1</b> High volume national	<b>100-110km/h</b> Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds	<b>80-100km/h</b>	<b>60-80km/h</b>	
<b>Class 2</b> National, Regional, Arterial	<b>80-100km/h</b> Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			50km/h
<b>Class 3</b> Primary and secondary collector				60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
<b>Class 4</b> Access and low-volume access All winding/tortuous	<b>60-80km/h</b> Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30-50km/h 30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

## 2.7. IS SPEED AN ISSUE FOR HAMILTON?

Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton city.

The total number of fatalities in the city for 2018 was nine.

Crashes that are attended by the New Zealand Police (NZ Police) have a Traffic Crash Report (TCR) completed and the information from that report is then entered into the national Crash Analysis System (CAS) which is managed by the New Zealand Transport Agency (NZ Transport Agency).

The analysis of the data for Fatal and Serious Crashes which occurred in Hamilton City 2014-18 for Hamilton (including the state highways) indicates the following:

- There have been 24 fatal and 212 serious crashes
- These crashes resulted in 26 deaths, 234 serious and 47 minor injuries
- A total of 307 injured road users

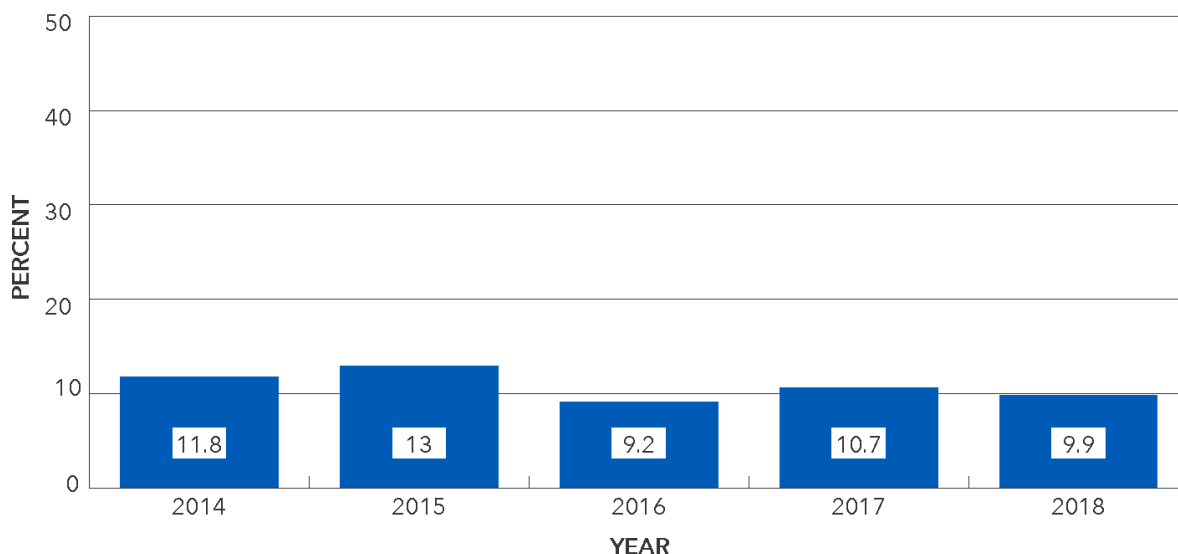
The top four contributing factors to fatal and serious injury crashes were:

- Poor Observation (40%)
- Alcohol (27%)
- Failed to Give Way/Stop (26%)
- Too Fast (22%)

The relationship between speed and road trauma is well-established internationally and that's why managing speed is one pillar of the Safe System approach.

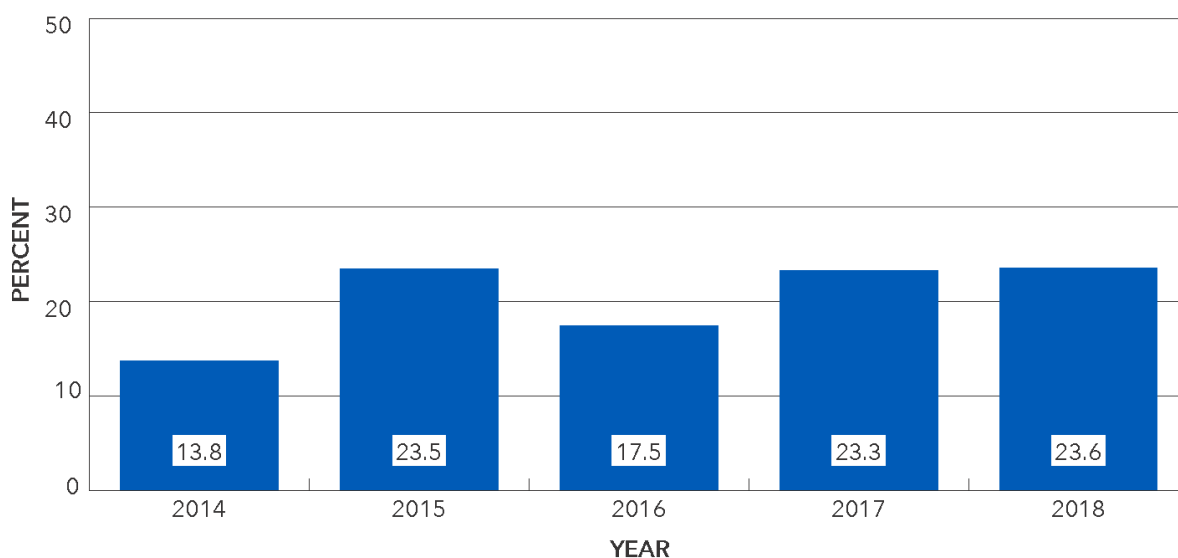
For Hamilton the percentage of all crashes involving inappropriate speed 2014-18 has varied from 9% up to 13%.

#### PERCENTAGE OF ALL CRASHES INVOLVING INAPPROPRIATE SPEED



However the percentage of death and serious injury crashes involving inappropriate speed is much higher, varying from almost 14% up to almost 24%.

#### PERCENTAGE OF DEATH AND SERIOUS INJURY CRASHES INVOLVING INAPPROPRIATE SPEED



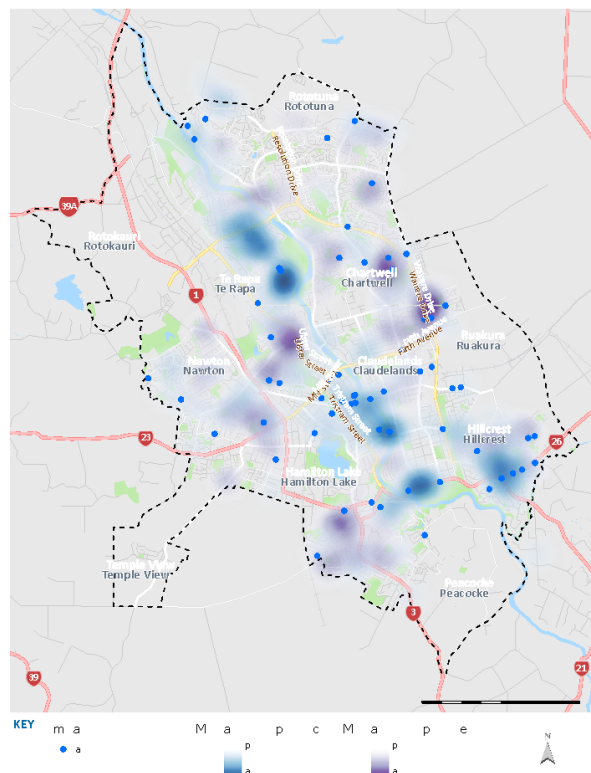
This means that under our Vision Zero road safety philosophy we can make a big difference in the number of death and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed we can reduce the number of people in our community whose lives are devastated by road trauma.

We also know that:

- Most of our crashes involving inappropriate speed happen in areas with a 50km/h speed limit (60% 2014-2018)
- 58% of our crashes involving inappropriate speed (2014-2018) occur during the day
- Just over half of crashes involving inappropriate speed occur at intersections (52% 2014-2018)

Our community has also told us that speed is an issue around the city. To the right is a heat map illustrating where they have told us speed is a safety issue, either through our engagement process or customer service complaints and feedback.

Hamilton speed management - what you told us

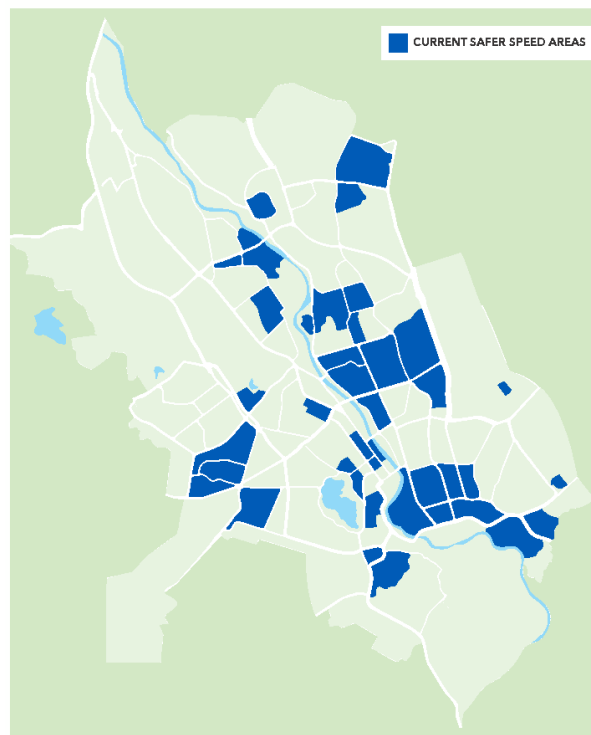


## 2.8. WHAT HAS HAMILTON CITY DONE ABOUT SPEED IN THE PAST?

Hamilton City has in the past been very active in the area of Speed Management and had developed a Speed Management Policy which set out the high level approach to Speed Management that was used for a number of years to guide Council's decision making.

The initial programme of works focused on the introduction of 40km/h speed limits outside schools via electronic variable signage. Once all these sites were completed, a solution was needed for the school sites that didn't meet the warrant requirements for the electronic signage. A "Safer Speed Areas" programme on local residential streets was developed and ultimately lead to the introduction of over 380 streets with a permanent 40km/h speed limit, throughout the city. Engineering and education around speed limits also played a key part in rolling out the programme. Our data shows that there has been a reduction in severe injury crashes in the 40km/h Safer Speed Areas since they were implemented.

Current Safer Speed Areas



## 3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

### 3.1. STAKEHOLDER ENGAGEMENT

To assist in the development of a Hamilton Speed Management Plan a series of workshops with industry stakeholders and politicians were held. Represented on this group were councillors from Hamilton City and Waikato Regional councils, and staff from Hamilton City, Waikato Regional, Waikato District and Waipa District councils, NZ Transport Agency, AA, Police, Road Transport Association and Waikato District Health Board.

Drawing on the principles set forward in the national Speed Management Guide, this working group defined eight principles and four prioritisation tools for the application of speed management across Hamilton.

### 3.2. COMMUNITY ENGAGEMENT

A key element of speed management is community input. Council recognised it was crucial to take the work by the stakeholder group to the community to understand their views. The proposed principles and priorities were related to real life situations and people in the community were asked to share their views. The opportunity was also given to share on maps where they think there are issues with speed on Hamilton's transport network.

During October and November 2018 engagement took place through the Council's "Your Ideas" online engagement portal, static displays in libraries at Hillcrest, Glenview and Chartwell, at the "Treats in the Park" event at the Western Community Centre, and via social media.

Across Facebook and the online survey, we had approximately 200 comments about the draft principles and prioritisation approach. We also received over 500 pin drops on the on and offline maps, of which 67% had comments about why speed was considered an issue.

While there were a small number of people who spoke against any reduction in speed and would like all roads to be faster, the overwhelming majority were supportive in principle. The key themes identified regarding speed management were:

- Changing the speed limit alone isn't sufficient
- The infrastructure must reflect the required speed of the road, and this must be maintained
- Behaviour change and education is essential, and speed is not the only problem - distracted driving and school gate behaviour is a significant road safety issue.
- There is greater enforcement required, including of current speed limits
- Targeting vulnerable users, particularly children, should be given priority.

Overall the response to speed management is positive. Engagement with the community in advance of any proposed speed management change needs to be maintained. A wraparound approach including supporting infrastructure and education, with a strong focus on protecting children and vulnerable users to encourage more people to walk and bike is needed to support any change.

## 4. SPEED MANAGEMENT PRINCIPLES

The following principles will guide the application of speed management within Hamilton:

- The speed environment around schools at school times the start and end of the school day will be 30km/h
- Where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h
- Residential local roads will be constructed for a 40km/h environment
- New roads will be constructed appropriate to the function and to create a safe and appropriate environment
- Existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment
- A logical, area-based approach will be used for the implementation of speed management
- Investment will be targeted to achieve the best access and safety outcomes
- We will work with partnering RCAs to provide a consistent approach in line with the Speed Management Guide

## 5. SPEED MANAGEMENT PRIORITIES

We need to be able to prioritise our work. The following priorities will guide us in our approach to implementing speed management:

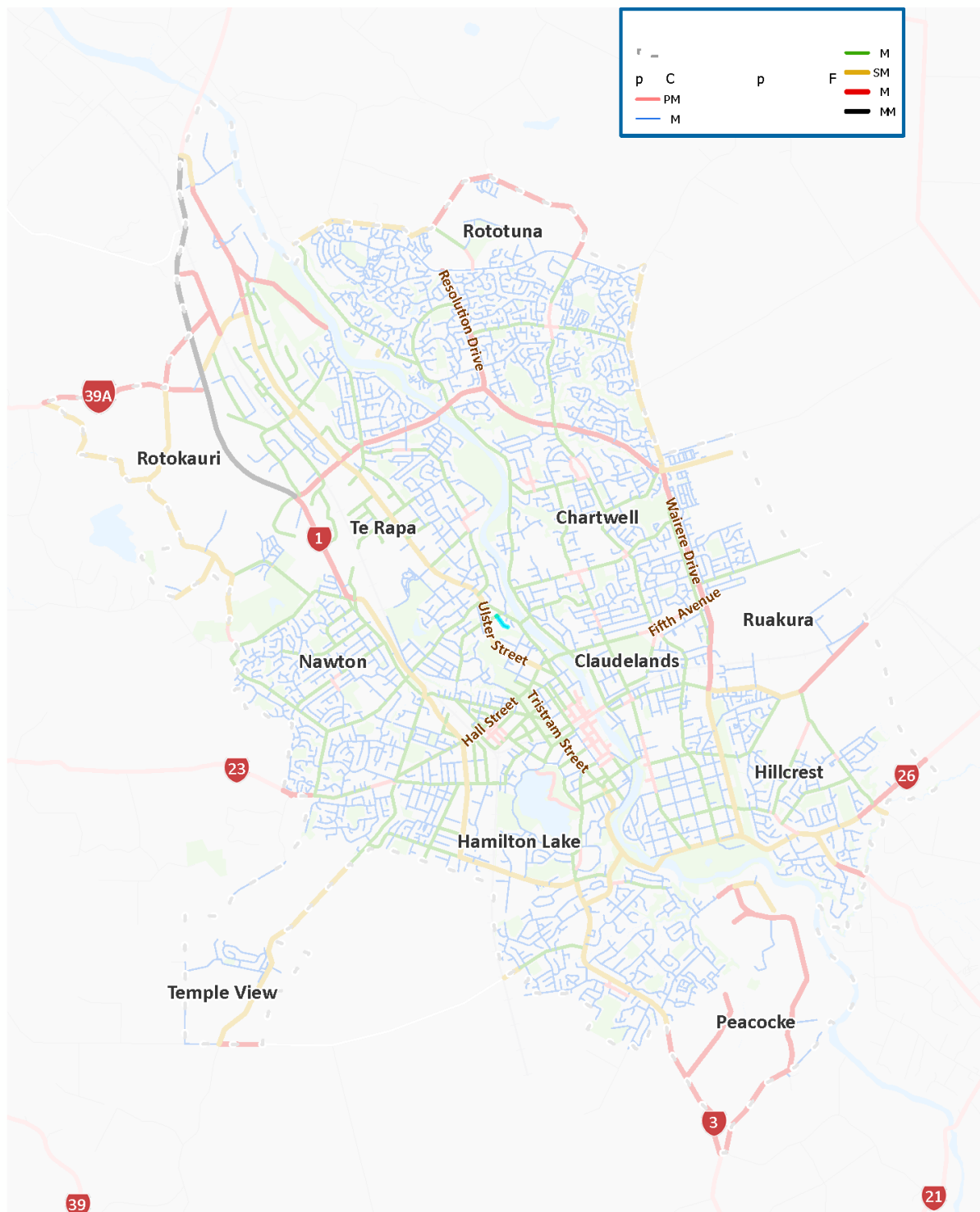
- High benefit routes which deliver maximum benefit in reducing deaths and serious injuries
- Places where there is strong community demand for change
- Supporting changes in neighbouring areas to achieve consistent and logical implementation
- Places where lots of people walk or bike, or where they will soon walk and bike



## 6. SPEED MANAGEMENT MAP

Using these principles, as well as tools provided by the NZ Transport Agency, we have mapped a speed management vision for Hamilton.

Hamilton safe and appropriate speeds - proposed



## 7. SPEED MANAGEMENT ACTIVITIES 2019

Our delivery of this vision for speed management will be governed by the priorities identified above and will be consulted on with and communicated to stakeholders and the community.

### 7.1. WHAT ROLE DOES HAMILTON CITY COUNCIL PLAY IN SPEED MANAGEMENT?

Council has the following roles under the Safe System approach:



### 7.2. THE SPEED MANAGEMENT TOOLBOX

Speed management is about more than just speed limits. Achieving safe and appropriate speeds for roads also requires engineering and infrastructure, education and communication, and enforcement.

If the Council's speed management process shows a change to a speed limit is required or desirable there is a legal process to change the registers to the Hamilton City Speed Limit Bylaw 2018. To do this consultation must take place with stakeholders and the community, before asking Council to resolve to approve a change to the register of speed limits in the bylaw. It is likely this will be undertaken in conjunction with consultation on physical infrastructure changes.

Speed limits aren't the only tool in the speed management toolbox to ensure drivers are driving at safe and appropriate speeds. Roads must also be built appropriately for their use and function. For example, on residential streets raised safety platforms, or pedestrian refuges or lanes for people on bikes may be installed. These are all visual signals to drivers to expect to see more people walking and biking, and to drive at a safer lower speed. On roads expected to move more vehicles at faster speeds, such as Wairere Dr, off-road walking and biking paths would be expected to be built, and include other safety features such as separating oncoming traffic through median barriers or plantings.





We work with local communities, schools and businesses to ensure proposed infrastructure delivers safety benefits, improves access for all and fits with what the community has told us about their streets. Local communities will always be kept informed on any proposed infrastructure changes.

Council works closely with our road safety partners at the Transport Agency and the Police on campaigns to inform and educate all road users on speed and road safety, and support the Police in their enforcement activities.

Our road safety promotions are targeted to risk and include activities like:

- Road risk information campaigns, including Safer Roads for All/Safer Streets for All
- Seasonal campaigns targeted to road safety issues, such as winter driving or watch for motorcycles
- Annual campaigns focused on intersections, e.g. Roundabout Respect and Stop On Red/Yellow
- Promotional activities around speed and speed limit changes
- School-based campaigns such as Mix It Up at School Pick-up

## 8. FOR MORE INFORMATION

Safer Streets for All

[hamilton.govt.nz/saferroadshamilton](https://hamilton.govt.nz/saferroadshamilton)

Current safety improvement projects

[hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme](https://hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme)

Myths and FAQs about speed

[hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme/road-risk/Pages/FAQs-on-Road-Risk.aspx](https://hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme/road-risk/Pages/FAQs-on-Road-Risk.aspx)

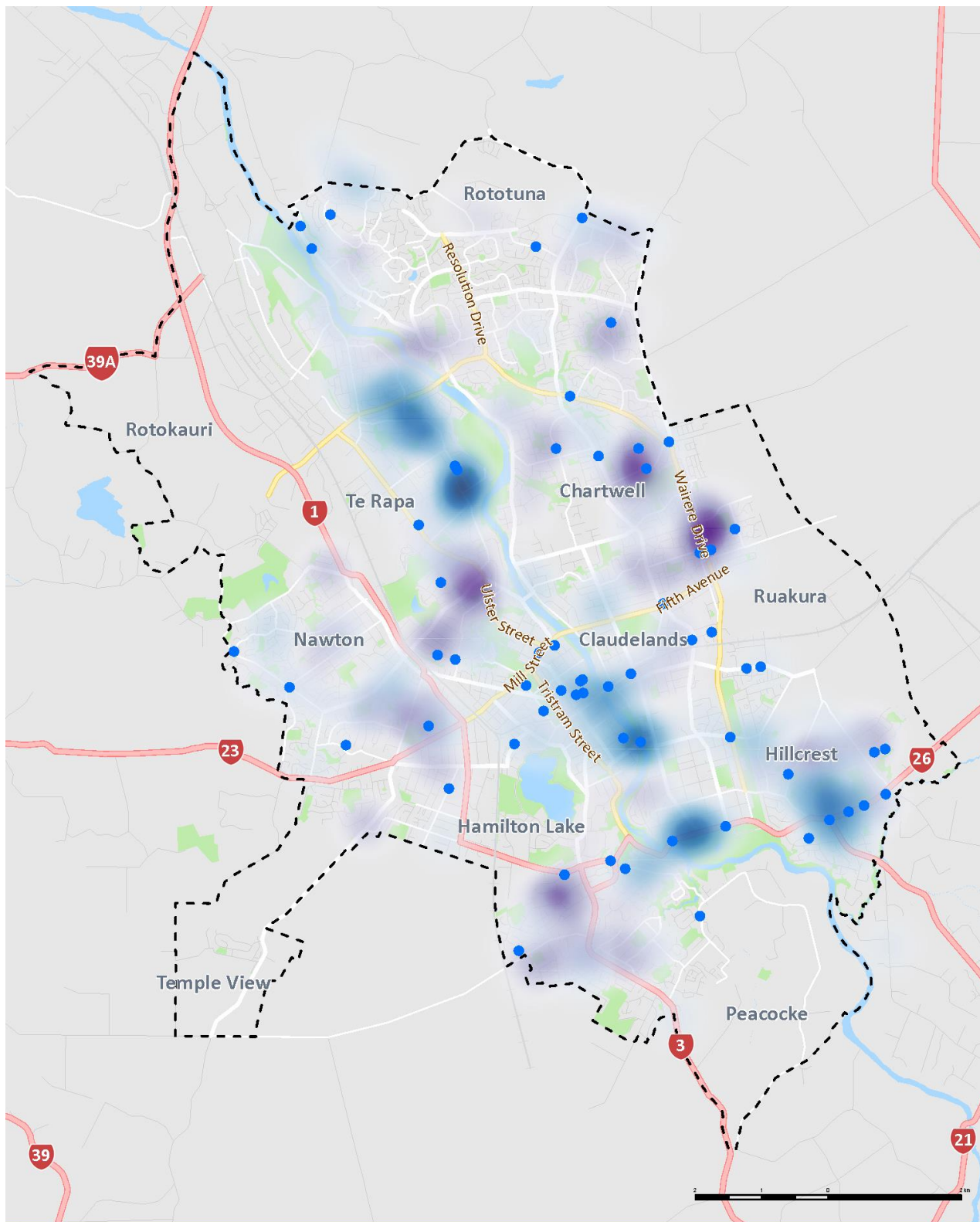
NZ Transport Agency Speed Management Guide including toolbox

[nzta.govt.nz/safety/speed-management-resources/](https://nzta.govt.nz/safety/speed-management-resources/)

Hamilton Speed Limit Bylaw 2018

[hamilton.govt.nz/bylaws](https://hamilton.govt.nz/bylaws)





KEY

Pin Drop Comments May 2019 Decrease Speed Feb 2019 Decrease Speed Historic

● Decrease speed

Sparse  
Dense

Sparse  
Dense



Trim No.  
D

version

# Council Report

Item 11

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Robyn Denton

**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Manager

**Position:** General Manager  
Infrastructure Operations

**Report Name:** Encroachment Management Policy

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To seek approval from the Growth and Infrastructure Committee of the draft encroachment principles for inclusion in a management policy for addressing encroachments into public spaces including the road reserve.

## Staff Recommendation

2. That the Growth and Infrastructure Committee:
  - a) receives the report;
  - b) notes that staff will develop an Encroachment Management Policy for dealing with requests for encroachment licences; and
  - c) approves the following draft encroachment principles for incorporation in the Encroachment Management Policy:
    - i. an encroachment request should not reduce the ability of the public to enjoy public spaces (e.g. it cannot allow only private or commercial uses);
    - ii. encroachments with greater public benefits than detriments should generally be accepted; those with greater public detriments than benefits generally should not;
    - iii. people who are materially affected by a proposed encroachment should be consulted and their views considered when decisions are made;
    - iv. the structure over the road or encroaching should not cause any safety issues to other road or reserve users;
    - v. encroachment does not interfere with the maintenance or utility carrying needs of the road reserve;
    - vi. the encroachment does not restrict Council's ability to make decisions in respect of the likely use of the affected public land, including air space, in the future;
    - vii. the encroachment enables for an optimal economic outcome where an existing building is required to meet reasonable modern or legislative standards (e.g. recladding an existing building, earthquake strengthening);
    - viii. multiple encroachment's affecting the same site must be considered in their entirety,

however, where an aspect of the encroachment is to meet reasonable modern or legislative standards as outlined in vii), further encroachments should be allowed where they do not materially change the impact of the proposed encroachment to meet reasonable modern or legislative standards;

- ix. encroachments should protect and preserve open space values in accordance with the Reserves Act 1977, reserve management plans and Council policies and strategies.
- x. encroachments should not impede open space values in accordance with the Reserves Act 1977, reserve management plans and Council policies and strategies; and
- xi. a right of appeal is available to the applicant where their application has been declined by staff. The appeal will first be considered by the Chief Executive with a second right of appeal through to the appropriate Council Committee.

## Executive Summary

- 3. Encroachments into roads and reserves have previously been dealt with on an ad-hoc basis and when considering an encroachment proposed in October 2018 staff were requested to develop an Encroachment Policy.
- 4. The Chief Executive has delegated authority under the Local Government Act 1974 to approve Encroachment and Airspace Licences.
- 5. Staff are seeking approval of a set of principles (as detailed in paragraph 22 below) to be used when determining whether or not approval will be given for encroachment and airspace licence applications that will be included in the Encroachment Management Policy.
- 6. As set out in the 18 April 2019 Council report staff recommend that a management policy be developed for dealing with requests for encroachment licences.
- 7. A draft set of principles were considered at the 18 April 2019 Council meeting and a subsequent Elected Member Briefing (27 May 2019) has been used to create a final draft set of principles which are recommended for approval in this report.
- 8. Staff consider the matters in this report as being of low significance and that the recommendations comply with the Council's legal requirements.

## Background

- 9. The [23 October 2018 Growth and Infrastructure Committee](#) meeting considered an encroachment licence for 2 Anglesea Street.
- 10. In considering this matter it was noted that requests for encroachment licences were being brought to committee in an ad-hoc manner. There was action noted for staff to consider a policy for future encroachment licences and to provide Committee Members with an overview of previously approved encroachment licences.
- 11. Encroachment licences enable a party to have exclusive use of an area of public space that would otherwise be able to be used by the public or a utility operator. The encroachment can occur via a structure on, below or above (airspace) the ground.
- 12. The encroaching structures range from fences, retaining structures, signs, letterboxes and garages through to veranda and architectural features such as building facades and balconies/decks.
- 13. Utility services such as gas, power, telecommunications etc are legally entitled to be placed within the road reserve under the provisions of the Utilities Act 2010.



14. Encroachments into open space reserves (eg parks) are generally not permitted in order to protect and preserve open space values in accordance with the Reserves Act 1977, reserve management plans and Council policies and strategies.
15. At the 18 April 2019 Council meeting an Encroachment Licence for 103 London Street was considered. Draft encroachment principles were considered as part of that process. Feedback was sought on the proposed decision-making process that staff were developing in response to the 23 October 2018 Growth and Infrastructure Committee meeting request.
16. Feedback from the 18 April 2019 Council meeting and subsequent 27 May 2019 Elected Member Briefing has been used to create a final draft set of principles which are recommended for approval in this report.
17. A list of previous encroachment licences that have been issued by Council is included as Attachment 1 to this report.

## Discussion

18. Encroachments are often identified in the planning and resource consent process when an applicant is investigating options for changes to an existing building or structure.
19. As set out in the 18 April 2019 Council report, staff recommend that a management policy be developed for dealing with requests for encroachment licences.
20. The Chief Executive has delegated authority under the Local Government Act 1974 and Reserves Act 1977 to approve Encroachment and Airspace Licences, in the absence of a Council agreed approach for considering these, ad-hoc decisions are being made – including whether to seek Council approval.
21. A management policy would provide a consistent approach for council staff to consider any encroachments and ensure that timely decisions are able to be made to minimise delays to the consent process.
22. The following principles have been developed for the proposed Encroachment Management Policy and would be used in determining encroachment and airspace licence applications:
  - i. an encroachment request should not reduce the ability of the public to enjoy public spaces (e.g. it cannot allow only private or commercial uses).
  - ii. encroachments with greater public benefits than detriments should generally be accepted; those with greater public detriments than benefits generally should not.
  - iii. people who are materially affected by a proposed encroachment should be consulted and their views considered when decisions are made.
  - iv. the structure over the road or encroaching should not cause any safety issues to other road or reserve users.
  - v. encroachment does not interfere with the maintenance or utility carrying needs of the road reserve.
  - vi. the encroachment does not restrict Council's ability to make decisions in respect of the likely use of the affected public land, including air space in the future.
  - vii. the encroachment enables for an optimal economic outcome where an existing building is required to meet reasonable modern or legislative standards (e.g. recladding an existing building, earthquake strengthening).

- viii. multiple encroachment's affecting the same site must be considered in their entirety, however, where an aspect of the encroachment is to meet reasonable modern or legislative standards as outlined in vii), further encroachments should be allowed where they do not materially change the impact of the proposed encroachment to meet reasonable modern or legislative standards.
  - ix. encroachments should not impede open space values in accordance with the Reserves Act 1977, reserve management plans and Council policies and strategies.
  - x. a right of appeal is available to the applicant where their application has been declined by staff. The appeal will first be considered by the Chief Executive with a second right of appeal through to the appropriate Council Committee.
23. When determining 'Public benefit' consideration will be given whether the proposal achieves the following:
- Improves safety within the public space
  - Provides or enhances access to public areas
  - Allows public enhanced use of the space for its intended purpose
  - Contributes to the vibrancy of the city

### **Financial Considerations**

- 24. The costs for completion of the Encroachment or Airspace Licence is included as part of the operational costs of the various units involved with the encroachment request.
- 25. There is a standard licence document that has been prepared with legal advice and that forms the basis of all licences. The cost for the development of any specific requirements within the document are met by the applicant.
- 26. The applicant is provided with the opportunity to seek their own legal review prior to entering into the agreement by signing the licence.
- 27. If the applicant requests any changes or edits to the licence, then the costs associated with the changes (staff time and legal services) will need to be met by the applicant.

### **Legal and Policy Considerations**

- 28. Staff confirm that options provided comply with the Council's legal and policy requirements and those included in the following legislation:
  - Local Government Act 1974
  - Local Government Act 2002
  - Utilities Act 2010
  - Reserves Act 1977
  - Delegations and Positions Policy

### **Cultural Considerations**

- 29. No cultural assessment has been made for this report on the basis that cultural considerations will be dealt with on a case by case basis for each encroachment being processed.

### **Sustainability Considerations**

- 30. Sustainability considerations will be dealt with on a case by case basis for each encroachment being considered.

**Risks**

31. If the proposed development of an Encroachment Management Policy with an agreed set of principles is not approved, then there is a risk of ad-hoc decisions being made for any future requests and delay consent processes.

**Significance & Engagement Policy****Significance**

32. 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**

33. Community views and preferences would be sought on a case by case basis depending on the type of encroachment and degree of impact on public space that would result in approving that encroachment.
34. Given the low level of significance determined, the engagement level is low. No engagement is required.

**Attachments**

Attachment 1 - List of approved encroachment licences

### Hamilton City Council - Formalised Encroachments

Location	Nature of Encroachment/Easement	Holder of Encroachment	Expiry
20 Avalon Drive	Security fencing	Holdfast	6/04/2110
Pembroke Street	Hospital air bridge	Waikato DHB	30/09/2043
Pembroke Street	Ramp and Stairs in main entrance	Waikato DHB	99 year term
Greenwood Street	Parking / storage	PBT Transport	Monthly
Collingwood Street	Façade of building	Body Corporate S45560	N/A
39 Foreman Road	Access to equipment	WEL	N/A
Hamilton Zoo	Access to equipment	WEL	N/A
Centreplace Mall	Pedestrian walkway	Tea Custodians	N/A
Centreplace Mall	Carpark escalator airspace licence	Tea Custodians	N/A
Garden Place	Carparking	Tea Custodians	N/A
Opoia Road	Access	Harold Place	2109
Rawhiti Road	Veranda posts	Forlongs	999 years
2 Anglesea Street	Retaining walls	Van Woerden Illing Commercial Ltd	N/A
Victoria Street (Meteor Theatre)	Steps and ramp	One Victoria Street	TBC
9 Kelly Place	Pool into reserve	BA & S Finlayson	31/07/2045
Pallett Restaurant	Deck over reserve	Pallett	TBC
103 London Street	Façade of building	DNB Properties Ltd	In Progress
490 Grey Street	Retaining walls	Tolian Properties Ltd	N/A

# Council Report

Item 12

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Sandra Murray

**Authoriser:** Jen Baird

**Position:** Consultant

**Position:** General Manager City Growth

**Report Name:** Business Improvement District Policy Review

<b>Report Status</b>	Open
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## Purpose

1. To inform the Growth and Infrastructure Committee on the review of the Business Improvement District Policy.
2. To seek the Growth and Infrastructure Committee's recommendation to the Council that the Policy be approved with four new terms inserted in the definitions section.

## Staff Recommendation (*Recommendation to Council*)

3. That the Growth and Infrastructure Committee:
  - a) receives the report; and
  - b) recommends that the Council approves the draft Business Improvement Policy with an amendment to one existing term and the insertion of four new terms in the definitions section (Option 1).

## Executive Summary

4. The Business Improvement District Policy (BID Policy) has been reviewed as part of the regular three-yearly review process.
5. Targeted consultation did not identify any requirement for significant changes.
6. A review has suggested four new terms should be inserted to the definitions section for greater clarity. A minor amendment has also been proposed to an existing definition.
7. Staff recommend the Growth and Infrastructure Committee recommends that the Council approves the draft Business Improvement Policy with an amendment to one existing term and the insertion of four new definitions in the definitions section (Option 1).
8. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

## Background

9. The BID Policy was initially developed to facilitate a vibrant and attractive CBD for Hamilton.
10. The Business Improvement District (BID) is a business-led and business-funded initiative that works to improve Hamilton's CBD.

11. Within the BID area, a levy is charged on all business ratepayers in addition to the business rates bill. This levy is used to develop projects that will directly benefit businesses in the region.
12. The only BID in operation is the CBD BID, operated by the Hamilton Central Business Association (HCBA).
13. The rules around how a BID is established and how it must operate and report to the Council are set out in the BID Policy.

## Discussion

14. The BID Policy has been reviewed, including targeted stakeholder consultation through a meeting with Hamilton Central Business Association members, and a Councillor drop-in session.
15. Stakeholders felt the current BID Policy was fit for purpose and could be utilised to facilitate other BIDs if they were to be established.
16. The feedback from the review also suggested some businesses may be interested in discussing the development of additional BIDs in other areas of Hamilton and they would like to understand the channels for having those conversations. They identified examples of potential business communities including Five Crossroads, Dinsdale, Chartwell, Frankton and Hamilton East.
17. Staff will consider how to support business communities that may have an interest in becoming a BID and communicate this with Committee Members once a staff point of contact is established.
18. Any such conversations and subsequent BID applications will be discussed with Committee Members and appropriate decisions would be made by the Council if required.
19. Further consideration may also be required to determine any criteria for establishing new BIDs as the initial CBD BID was specifically intended to promote and invigorate the CBD. For example, potential criteria may include that the development of additional BIDs should avoid undermining the intent of the original CBD BID.
20. A review of the BID Policy by Tompkins Wake suggested an amendment to one existing term and the insertion of four new terms in the definitions section for greater clarity; these are the only proposed changes to the BID Policy.
21. If the staff recommendation is not approved, the current BID Policy will continue with no changes. This will have minimal effect on the current BID or future BIDs that may be developed.
22. If the staff recommendation is approved, the current BID Policy will continue with minor drafting clarifications.

## Options

23. Two options are available to consider:
  - Option 1:** Recommend that the Council approves the draft BID Policy with an amendment to one existing term and the insertion of four new terms in the definitions section (recommended).
  - Option 2:** Recommend that the Council approves the current BID Policy with no amendments.
24. Staff recommend **Option 1** to ensure the BID Policy is clear to the reader and ambiguity is avoided.



### **Financial Considerations**

25. There are no financial considerations for this report.

### **Legal and Policy Considerations**

26. Staff confirm that both options comply with the Council's legal and policy requirements for this report.

### **Cultural Considerations**

27. There are no cultural considerations for the BID Policy.

### **Sustainability Considerations**

28. There are no sustainability considerations for the BID Policy.

### **Risks**

29. There is a small risk associated with the decision required for this matter, in that without the new definitions, a reader may lack clarity when reading the BID Policy.

### **Significance & Engagement Policy**

#### **Significance**

30. 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**

31. Community views and preferences are known to the Council through targeted stakeholder consultation.
32. Given the low level of significance determined, the engagement level is low. No further engagement is required.

### **Attachments**

Attachment 1 - Business Improvement District (BID) Policy - reviewed May 2019 - tracked changes version

Attachment 2 - Business Improvement District (BID) Policy - reviewed May 2019 - 'clean' version (tracked changes accepted)

First adopted:	26 June 2012
Revision dates/version:	26 March 2016
Next review date:	30 June 2019
Engagement required:	
Document number:	D-2109506
Associated documents:	
Sponsor / Group:	General Manager - City Growth

## Business Improvement District Policy

### Purpose and scope

1. This Policy applies when setting up a Business Improvement District (BID) including its funding and Council's administration of BIDs.
2. This Policy applies to any BID established within the Hamilton City Council's boundary.
3. This Policy applies to business and commercial property ratepayers and does not apply to private property occupied by residents.

### Definitions

Definition	Detail
<u>Annual Programme</u>	<u>A set of activities, approved by the BID Executive Committee, which are planned over a period of one year, and contribute to the purpose of the BID.</u>
<u>BID Executive Committee</u>	<u>A committee established as per clause 21 of this Policy, which has the authority to make decisions for the BID and ensure that these decisions are carried out.</u>
<u>BID Poll</u>	<u>The process where Eligible Voters cast their vote in the postal ballot to determine whether a BID should be established, extended, reduced or dis-established, and other key issues, as per clause 14 of this Policy.</u>
BID proponent	The interested party or the Council that is making a proposal to establish a Business Improvement District.
Business Improvement District (BID)	A defined area over which a Targeted Rate will be set to fund a BID Association.
Council	Hamilton City Council
BID Association	An incorporated society established to deliver the programme of work for the BID area.
<u>Register of Eligible Voters</u>	<u>A list of commercial property owners and businesses within the BID area (that represent a 'Separately Used or Inhabited Part' (SUIP) of the rating unit), or their nominated representatives as per clause 13 of this Policy.</u>
Returning Officer	A person from an independent election service body which has been approved by Council.
SUIP	Separately used or inhabited part of a <u>rating unit</u> .

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Deleted: property.

## Policy

### Purpose of a Business Improvement District

4. Business development:
  - a. to support business creation, attraction, retention and expansion within a BID
  - b. to assist and guide development and advancement of commercial interests of businesses and business people within a BID
  - c. To provide a forum for networking and collaboration of members.
5. To advocate for business interests within the BID.
6. Promotion, events and marketing:
  - a. to market business interests within the BID locally, regionally and nationally
  - b. to establish and support an identity for the BID.
7. To support Council to ensure the physical environment of the BID is consistent with the BID identity:
  - a. to promote amenity, cleanliness, safety and connectivity within the BID
  - b. to advocate for the preservation of heritage appropriate to the BID
  - c. to advocate for quality urban design within the BID.
8. To align strategic goals for the BID with Hamilton City Council's strategic plans.
9. To work collaboratively and in a coordinated way with Hamilton City Council.
10. To work with other organisations that have a role within the BID, for example, the Waikato Chamber of Commerce and local branch of the Property Council of NZ, to ensure a coordinated strategic approach to developments within the BID are taken.

### Process to establish a BID

11. The Council approves setting up a BID.
12. A proposal to establish a BID may be initiated at any time by the Council or any interested party (a BID proponent). A BID proponent should seek sufficient support for establishing a BID before making a request to the Council.
13. A Register of Eligible Voters will be established.
  - a. The Council will approve the potential BID boundary area and provide a map. This will occur in consultation with any BID proponent.
  - b. A list of property owners and businesses that 'Separately Use or Inhabit Part' (SUIP) of a property within the proposed BID boundary area will be prepared by the BID proponent with the assistance of the Council. The list must include property-owner name, valuation number, physical address, name of owner/occupier; email/electronic contact/website contact; mailing address; landline/mobile phone contact.
  - c. Each property owner and business that 'Separately Use or Inhabit Part' of a property (SUIP) on the list must be contacted to determine who will be the registered voter and whose name is to be listed on the Register of Eligible Voters. This Policy is based on the principle of 'one person, one vote' meaning each registered eligible voter will have one vote.
  - d. All registered voters automatically qualify to become members of the BID Association and the Register of Eligible Voters is the BID Association's membership register.
  - e. If the owner and/or SUIP are an individual, that person should be registered as the voter

unless they nominate someone else to act on their behalf. All future communication must be addressed to that nominated individual, unless the owner or occupier subsequently nominates a different representative.

- f. If the owner and/or SUIP is not an individual, communication must be with the senior management of that body (typically a company or trust) to nominate someone to act on their behalf.
  - g. Where an individual or organisation appears multiple times on the owner and/or occupier list (for example, they own a number of properties or businesses in the BID) that person or organisation may nominate only one name per property for the Register of Eligible Voters, noting each person must be different and not already on the voter register.
  - h. The following business owners are not eligible to register on the Register of Eligible Voters:
    - Business owners who operate their businesses from residentially rated property within the BID boundary area.
    - Business owners who give a business address which is a commercial property within the BID boundary area, but who do not physically run their businesses from that address (for example businesses who use their accountant's address, or businesses who have mail delivered to a relative or friend running a business within the BID).
  - i. Business owners who operate from a residentially-rated property may choose to join the BID Association provided that they satisfy the BID Association they operate a business within the BID.
  - j. The following information must be included on the Register of Eligible Voters:
    - Name of property owner or occupier
    - Name of representative (if applicable)
    - Contact details:
      - Email address.
      - Mailing address.
      - Physical address.
      - Telephone, including mobile number/fax numbers.
    - The voter's preferred method of communication (for example, email).
  - k. The Register of Eligible Voters must be agreed by Council staff and any disputes about eligibility for inclusion on the Register of Eligible Voters will be made by the Council.
  - l. Once established, it is the responsibility of the BID Association to maintain and update the membership register and immediately advise the Council of any changes.
  - m. The BID Association must not use nor pass on any personal information for any purpose other than administration of the BID Association.
14. A BID Poll will be conducted.
- a. No BID will be established without a BID Poll and that BID Poll must achieve a voting return of 35 percent of voters listed on the Register of Eligible Voters and the majority of those votes are in favour of the proposition.
  - b. The BID Poll is the responsibility of the BID proponent.
  - c. The Council will pay for the cost of the BID establishment poll.
  - d. A Returning Officer approved by the Council must be engaged to conduct the BID Poll and they must be engaged as soon as the Register of Eligible Voters has been finalised to

18. As part of the incorporation process, a constitution (which is called 'Rules') must be lodged with the Incorporated Society Register.

enable the election service to begin preparing for the Poll. Material prepared for the Poll must include:

- the Register of Eligible Voters
  - an easy-to-understand information sheet outlining the BID proposal
  - a ballot form approved by the Returning Officer
  - a contact update form.
- e. All registered voters on the Register of Eligible Voters must be notified of the upcoming Poll and the key issues to be decided. These issues include, but are not limited to:
- the boundaries of the proposed BID
  - the total budget and approximate targeted rate to be assessed
  - the objectives of the BID strategic plan
  - the principal BID proponents for contact purposes.
- f. The BID proponent must engage with the property owners and occupiers within the proposed BID through:
- at least one information meeting, open to all interested parties, must be held no less than 10 days prior to the poll closing
  - at least two advertisements about the upcoming Poll in local newspapers and on the Council's website, with the last advertisement a minimum of three days prior to the Poll closing. Other methods to inform eligible voters of the upcoming vote, such as social media, face-to-face meetings, email, fax or newsletters may be used.
- g. All BID polls are run as postal ballots. The period between the mail out of the ballot papers and close off for return of ballots must not be less than 14 calendar days.
- h. The Returning Officer will send out a pack including the information sheet, the ballot form, the contact update form and a prepaid return envelope. Any requests for replacement ballots should be directed to the Returning Officer.
- i. Proxy voting is not permitted for BID Polls. Registered voters who will be absent from their registered addresses during the period of the Poll but who wish to vote, should provide a forwarding address to the BID proponents.
- j. The Returning Officer will receive, count and verify all returned ballot papers. It will then report the result of the Poll to the BID proponent and the Council.
15. The final decision about whether to establish, extend, reduce or dis-establish a BID is made by the Council because, under the Local Government (Rating) Act 2002, it is the Council alone that can set the Targeted Rate. In making that decision, the Council will take into account, but will not be bound by, the BID Poll result.

#### Set up of an approved BID

16. If the Council approves setting up a BID, a business association must be established and registered as an incorporated society and evidence of registration provided to the Council (refer to [www.societies.govt.nz](http://www.societies.govt.nz)).
17. The Council will not approve a Targeted Rate without evidence that the BID Association is an incorporated society as at 30 June of the given year.
18. As part of the incorporation process, a constitution (which is called 'Rules') must be lodged with the Incorporated Society Register.
19. Any changes to these Rules must be approved by the Council.



20. No subsequent changes may be made to the Rules without Council approval.
21. The BID Association will establish an Executive Committee consisting of a minimum of five voting members and up to nine voting members, three of whom are appointed by the Council.
  - a. Those members of the Executive Committee appointed by the Council are not required to be members of the BID Association and will be selected based on skills required to enable the Executive Committee to carry out its role.
  - b. Executive Committee members serve a term of two years and must not serve more than three consecutive terms.
  - c. The Chairperson of the Executive Committee serves a term of two years.
  - d. The Chairperson must be a member of the BID Association and is voted by the Executive Committee members at its first committee meeting.
  - e. The Chairperson may serve more than one term.
  - f. The Executive Committee must meet at least six times per year.
  - g. A quorum for any Executive Committee meeting requires a majority of BID Association members to be present.
  - h. Decisions are by majority vote.
  - i. No remuneration will be paid to members of the Executive Committee.
  - j. A BID Manager must be appointed by the Executive Committee and they do not have any voting rights.

#### Inaugural Annual General Meeting (AGM)

22. Following Council approval of the BID, an AGM must be held within four weeks of the Poll. Registered voters on the Register of Eligible Voters must be notified of:
  - a. the date and place of the first AGM of the BID Association
  - b. their opportunity to nominate individuals to the BID Executive Committee, and how to do this
  - c. their opportunity to view the proposed BID Association Rules
  - d. their opportunity to study the proposed BID Association Budget and Annual Programme
  - e. the proposal which was presented to Council regarding establishment of the BID.
23. Nominations for positions on the BID Executive Committee must be made in writing, signed by two registered BID members, and the nominee themselves. These should be delivered to the specified receiving office identified in the publicity about the AGM. Nominations will close three days before the scheduled date of the AGM.
24. The inaugural AGM will be chaired initially by a Council staff member assigned to the BID. The process for the inaugural AGM must include:
  - a. The election of an Executive Committee.
  - b. Approval of the proposed Rules.
  - c. Approval of the proposed Budget and Targeted Rate.
  - d. Approval of the proposed Annual Programme.
  - e. Approval of the Strategic Plan.
25. Subsequent AGMs will operate as set out in the BID Association Rules.
26. Decisions at the AGM are by majority vote of the assembled BID Association members present



at the AGM.

27. The Council must be informed of the elected officers and their contact details.

### Membership rights and responsibilities

28. Membership of the BID Association is automatic for any eligible voting business within the BID and the Register of Eligible Voters is the BID Association's membership register. Membership entitles the individual member to:
- a. attend and vote at all annual and special general meetings
  - b. attend all meetings of the BID Executive Committee (but not vote)
  - c. stand for election to the BID Executive Committee
  - d. receive regular communications about BID activities
  - e. receive notification of upcoming meetings and agenda items.
29. Members must ensure that their contact details are kept current on the Register.
30. Businesses outside the BID are eligible to apply for associate membership and are required to pay an annual membership subscription as determined by the Executive Committee.
31. Associate members have no voting rights within the BID Association.

### BID funding

32. Once confirmation of incorporation has been received from the Registrar of Incorporated Societies, the BID Association can apply to the Council for a Targeted Rate in its BID. This application cannot be made until the BID Association has held its AGM meeting.
33. The purpose of the Targeted Rate is to fund the revenue required by the BID Association to enable it to deliver the Annual Programme approved by the BID Association members.
34. The BID Association must present the following information to the Council to support its application for a Targeted Rate:
- a. Evidence of a mandate (report from the Returning Officer).
  - b. Evidence of incorporation (Registrar of Incorporated Societies).
  - c. The agreed BID boundaries.
  - d. The approved budget that identifies the revenue required to carry out the Annual Programme (AGM Minutes).
  - e. The approved Annual Programme (AGM Minutes).
  - f. The Strategic Plan (AGM Minutes).
35. The Local Government Act 2002 and the Local Government (Rating) Act 2002 gives the Council authority to set a Targeted Rate for an activity such as a BID. The Council will make the final decisions on what Targeted Rate, if any, to set in any particular year (in terms of the amount and the geographic area to be rated).
36. Council will each year set the Targeted Rate as part of its Funding Impact Statement and rate resolution.
37. A BID Association will be funded by a targeted rate, rated by the Council each year and the full amount collected by the Council passed onto the BID Association in the form of a grant paid quarterly.
38. BID Targeted Rate will be calculated on a combination of a uniform basis flat charge and a Targeted Rate on a Capital Value basis for each rating unit or SUIP of a rating unit within the BID (the BID formula) and will be adjusted each year by the inflation rate adopted by the Council.

39. New properties, within the BID area, coming into that area will be rated in the next financial year.
40. The financial year of any BID will be 1 July to 30 June.
41. Payment of the Targeted Rate must be separately accounted for in the BID Association's financial records.
42. Any request by the BID Association for an increase in revenue must be submitted to the Council by December in preparation for the financial year commencing the following 1 July with the following information:
  - a. The Annual Programme identifying where the additional revenue is required and how this programme will achieve the BID Association's Strategic Plan.
  - b. The budget providing details of the additional revenue required.
  - c. Evidence of support from BID Association members (AGM Minutes).
43. In addition to the Targeted Rate, the BID Association may raise funds through other mechanisms, including sponsorship, advertising and grants.
44. The Council may contract the BID Association to carry out services on its behalf and/or enter into a service level agreement.

#### Adjustments to the BID boundary area

45. A decision to change the boundary area of an approved BID must be made by the Council.
46. A proposal to change a boundary area can be made at any time but no decision can be made on a proposal until all eligible voters within the boundary area affected are polled.
47. If the proposal is for a boundary extension, only the property owners and occupiers in the proposed extension area are polled.
48. The BID will pay for any further polls to adjust the boundary.
49. The process for polling is that set out in clauses under item 14 of this Policy.

#### Dis-establishment of a BID

50. The Council may dis-establish a BID at any time and is not required to conduct a poll.

#### Management and performance accountability

51. The Executive Committee will act as the BID Association's interface with the Council and is responsible for running the BID in accordance with this Policy and the approved Strategic Plan and Budget.
52. The BID Association and Council will at all times communicate with each other in such a way as to most effectively further the strategic objectives of the BID Association members and to protect and enhance the partnership relationship between the BID Association and the Council.
53. An appropriate Council General Manager will be responsible for the BID Association relationship and will appoint a one-point-of-contact staff member for the relationship interface.
54. The Executive Committee is expected to produce a Strategic Plan every three years which:
  - a. reflects a representative view of the BID members
  - b. describes how the Plan will contribute to achieving the purpose of the BID as set out in items 4 to 10 of this policy
  - c. describe how the Plan will contribute to any Council strategic aspirations, plans or projects

- relevant to the BID area
- d. include effective measures of performance that enable objective evaluation of delivery against the outcomes of the Plan and the performance of the BID Association over the three year period.
55. The Executive Committee must present an Annual Programme and Budget to the Council by 1 March of each year for the following financial year.
    - a. The Annual Programme sets out in detail the projects and work the BID Association intends to undertake in the following financial year. It must align with the BID Association's Strategic Plan as in clause 54.
    - b. The budget will be used to determine the overall level of the targeted rate and any requests for additional funding must comply with clause 41. The partnership between Council and the BID Association includes ensuring prudent use of any BID funding.
    - c. Effective measures of performance that the success of the Annual Programme and which demonstrate a relationship to the association's Strategic Plan outcomes must be included.
    - d. The Annual Programme will also include measures of performance for the BID's Executive Committee and management.
  56. Measures of performance for both the association's Strategic Plan (three yearly) and Annual Programmes (annually) will be established in consultation with the Council in the form of key performance indicators (KPIs).
  57. Council and the BID Association will agree data sources for KPIs included in the Strategic Plan and Annual Programmes as well as their respective responsibilities for data collection and data reporting.
  58. The agreed performance measures must cover the economic performance of the BID and public and business perceptions of the BID identity against baseline measures (trend data). They will also include KPIs related to specific BID projects and activities. KPIs may include but are not limited to:
    - a. BID contribution to central city GDP.
    - b. Total retail spend.
    - c. Type and number of businesses.
    - d. Number of employees.
    - e. Perceptions of safety.
    - f. Shopper/visitor satisfaction surveys.
    - g. Commercial rents.
    - h. Vacancy rates.
    - i. Visitor numbers (local, regional and overseas).
    - j. Pedestrian activity.
    - k. Economic impact assessment of events held in the BID.
    - l. Number of new businesses attracted to the BID.
    - m. Positive media (print, radio, social) coverage of the BID.
  59. The BID Association must publish an Annual Report on its financial and strategic performance each year in August.
  60. Council will review the performance of the BID against the stated Strategic Plan, KPIs, audited accounts and Annual Report. In August each year, the Executive Committee must provide the Council with a copy of the audited accounts and Annual Report for the previous financial year (including statements that the association has acted in compliance with its Rules and all other relevant laws and regulations).

61. Where the Council has concerns with the progress or success of a BID, the grant from the Targeted Rate may be withheld until specific improvements or alterations have been made to the Annual Programme, business and Strategic Plans, or implementation processes.
62. The Council may initiate a review of all or any particular BID programme at any time.

#### Dispute resolution

63. The Council has the final decision about whether or not to set a Targeted Rate, the amount of that Targeted Rate, whether to provide for an additional rate or alter the boundaries of the area subject to the rate, and whether or not to establish, dis-establish, reduce or extend the BID.
64. If there is a dispute about other matters the BID Association and the Council will attempt to resolve their dispute through mediation sharing the costs of mediation equally. If the dispute is not resolved, either party may refer the dispute to arbitration in accordance with the Arbitration Act 1996. The award in the arbitration will be final and binding on the parties.
65. Disputes between BID members (ONR) and the BID Associations will be settled in accordance with the following procedure:
  - a. unless matters can be resolved quickly and informally, ONR are obliged to bring their concerns to the attention of the BID Association's Executive Committee in writing. An initial written response is required within seven working days, outlining the manner and the time frame in which the concerns will be addressed. Council as major fund provider should be made aware of any such issues.
  - b. Having exhausted reasonable means of resolving the dispute, the BID Association may appoint a mediator to enable the parties to settle the dispute. If the dispute is not resolved within a further 30 days after appointment of a mediator, any party may then refer the dispute to arbitration in accordance with the Arbitration Act 1996. The award in the arbitration will be final and binding on the parties.



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## Business Improvement District Policy

### Purpose and scope

1. This Policy applies when setting up a Business Improvement District (BID) including its funding and Council's administration of BIDs.
2. This Policy applies to any BID established within the Hamilton City Council's boundary.
3. This Policy applies to business and commercial property ratepayers and does not apply to private property occupied by residents.

### Definitions

Definition	Detail
Annual Programme	A set of activities, approved by the BID Executive Committee, which are planned over a period of one year, and contribute to the purpose of the BID.
BID Executive Committee	A committee established as per clause 21 of this Policy, which has the authority to make decisions for the BID and ensure that these decisions are carried out.
BID Poll	The process where Eligible Voters cast their vote in the postal ballot to determine whether a BID should be established, extended, reduced or dis-established, and other key issues, as per clause 14 of this Policy.
BID proponent	The interested party or the Council that is making a proposal to establish a Business Improvement District.
Business Improvement District (BID)	A defined area over which a Targeted Rate will be set to fund a BID Association.
Council	Hamilton City Council
BID Association	An incorporated society established to deliver the programme of work for the BID area.
Register of Eligible Voters	A list of commercial property owners and businesses within the BID area (that represent a 'Separately Used or Inhabited Part' (SUIP) of the rating unit), or their nominated representatives as per clause 13 of this Policy.
Returning Officer	A person from an independent election service body which has been approved by Council.
SUIP	Separately used or inhabited part of a rating unit.

## Policy

### Purpose of a Business Improvement District

4. Business development:
  - a. to support business creation, attraction, retention and expansion within a BID
  - b. to assist and guide development and advancement of commercial interests of businesses and business people within a BID
  - c. To provide a forum for networking and collaboration of members.
5. To advocate for business interests within the BID.
6. Promotion, events and marketing:
  - a. to market business interests within the BID locally, regionally and nationally
  - b. to establish and support an identity for the BID.
7. To support Council to ensure the physical environment of the BID is consistent with the BID identity:
  - a. to promote amenity, cleanliness, safety and connectivity within the BID
  - b. to advocate for the preservation of heritage appropriate to the BID
  - c. to advocate for quality urban design within the BID.
8. To align strategic goals for the BID with Hamilton City Council's strategic plans.
9. To work collaboratively and in a coordinated way with Hamilton City Council.
10. To work with other organisations that have a role within the BID, for example, the Waikato Chamber of Commerce and local branch of the Property Council of NZ, to ensure a coordinated strategic approach to developments within the BID are taken.

### Process to establish a BID

11. The Council approves setting up a BID.
12. A proposal to establish a BID may be initiated at any time by the Council or any interested party (a BID proponent). A BID proponent should seek sufficient support for establishing a BID before making a request to the Council.
13. A Register of Eligible Voters will be established.
  - a. The Council will approve the potential BID boundary area and provide a map. This will occur in consultation with any BID proponent.
  - b. A list of property owners and businesses that 'Separately Use or Inhabit Part' (SUIP) of a property within the proposed BID boundary area will be prepared by the BID proponent with the assistance of the Council. The list must include property-owner name, valuation number, physical address, name of owner/occupier; email/electronic contact/website contact; mailing address; landline/mobile phone contact.
  - c. Each property owner and business that 'Separately Use or Inhabit Part' of a property (SUIP) on the list must be contacted to determine who will be the registered voter and whose name is to be listed on the Register of Eligible Voters. This Policy is based on the principle of 'one person, one vote' meaning each registered eligible voter will have one vote.
  - d. All registered voters automatically qualify to become members of the BID Association and the Register of Eligible Voters is the BID Association's membership register.
  - e. If the owner and/or SUIP are an individual, that person should be registered as the voter

unless they nominate someone else to act on their behalf. All future communication must be addressed to that nominated individual, unless the owner or occupier subsequently nominates a different representative.

- f. If the owner and/or SUIP is not an individual, communication must be with the senior management of that body (typically a company or trust) to nominate someone to act on their behalf.
  - g. Where an individual or organisation appears multiple times on the owner and/or occupier list (for example, they own a number of properties or businesses in the BID) that person or organisation may nominate only one name per property for the Register of Eligible Voters, noting each person must be different and not already on the voter register.
  - h. The following business owners are not eligible to register on the Register of Eligible Voters:
    - Business owners who operate their businesses from residentially rated property within the BID boundary area.
    - Business owners who give a business address which is a commercial property within the BID boundary area, but who do not physically run their businesses from that address (for example businesses who use their accountant's address, or businesses who have mail delivered to a relative or friend running a business within the BID).
  - i. Business owners who operate from a residentially-rated property may choose to join the BID Association provided that they satisfy the BID Association they operate a business within the BID.
  - j. The following information must be included on the Register of Eligible Voters:
    - Name of property owner or occupier
    - Name of representative (if applicable)
    - Contact details:
      - Email address.
      - Mailing address.
      - Physical address.
      - Telephone, including mobile number/fax numbers.
    - The voter's preferred method of communication (for example, email).
  - k. The Register of Eligible Voters must be agreed by Council staff and any disputes about eligibility for inclusion on the Register of Eligible Voters will be made by the Council.
  - l. Once established, it is the responsibility of the BID Association to maintain and update the membership register and immediately advise the Council of any changes.
  - m. The BID Association must not use nor pass on any personal information for any purpose other than administration of the BID Association.
14. A BID Poll will be conducted.
- a. No BID will be established without a BID Poll and that BID Poll must achieve a voting return of 35 percent of voters listed on the Register of Eligible Voters and the majority of those votes are in favour of the proposition.
  - b. The BID Poll is the responsibility of the BID proponent.
  - c. The Council will pay for the cost of the BID establishment poll.
  - d. A Returning Officer approved by the Council must be engaged to conduct the BID Poll and they must be engaged as soon as the Register of Eligible Voters has been finalised to



enable the election service to begin preparing for the Poll. Material prepared for the Poll must include:

- the Register of Eligible Voters
  - an easy-to-understand information sheet outlining the BID proposal
  - a ballot form approved by the Returning Officer
  - a contact update form.
- e. All registered voters on the Register of Eligible Voters must be notified of the upcoming Poll and the key issues to be decided. These issues include, but are not limited to:
- the boundaries of the proposed BID
  - the total budget and approximate targeted rate to be assessed
  - the objectives of the BID strategic plan
  - the principal BID proponents for contact purposes.
- f. The BID proponent must engage with the property owners and occupiers within the proposed BID through:
- at least one information meeting, open to all interested parties, must be held no less than 10 days prior to the poll closing
  - at least two advertisements about the upcoming Poll in local newspapers and on the Council's website, with the last advertisement a minimum of three days prior to the Poll closing. Other methods to inform eligible voters of the upcoming vote, such as social media, face-to-face meetings, email, fax or newsletters may be used.
- g. All BID polls are run as postal ballots. The period between the mail out of the ballot papers and close off for return of ballots must not be less than 14 calendar days.
- h. The Returning Officer will send out a pack including the information sheet, the ballot form, the contact update form and a prepaid return envelope. Any requests for replacement ballots should be directed to the Returning Officer.
- i. Proxy voting is not permitted for BID Polls. Registered voters who will be absent from their registered addresses during the period of the Poll but who wish to vote, should provide a forwarding address to the BID proponents.
- j. The Returning Officer will receive, count and verify all returned ballot papers. It will then report the result of the Poll to the BID proponent and the Council.
15. The final decision about whether to establish, extend, reduce or dis-establish a BID is made by the Council because, under the Local Government (Rating) Act 2002, it is the Council alone that can set the Targeted Rate. In making that decision, the Council will take into account, but will not be bound by, the BID Poll result.

#### Set up of an approved BID

16. If the Council approves setting up a BID, a business association must be established and registered as an incorporated society and evidence of registration provided to the Council (refer to [www.societies.govt.nz](http://www.societies.govt.nz)).
17. The Council will not approve a Targeted Rate without evidence that the BID Association is an incorporated society as at 30 June of the given year.
18. As part of the incorporation process, a constitution (which is called 'Rules') must be lodged with the Incorporated Society Register.
19. Any changes to these Rules must be approved by the Council.

20. No subsequent changes may be made to the Rules without Council approval.
21. The BID Association will establish an Executive Committee consisting of a minimum of five voting members and up to nine voting members, three of whom are appointed by the Council.
  - a. Those members of the Executive Committee appointed by the Council are not required to be members of the BID Association and will be selected based on skills required to enable the Executive Committee to carry out its role.
  - b. Executive Committee members serve a term of two years and must not serve more than three consecutive terms.
  - c. The Chairperson of the Executive Committee serves a term of two years.
  - d. The Chairperson must be a member of the BID Association and is voted by the Executive Committee members at its first committee meeting.
  - e. The Chairperson may serve more than one term.
  - f. The Executive Committee must meet at least six times per year.
  - g. A quorum for any Executive Committee meeting requires a majority of BID Association members to be present.
  - h. Decisions are by majority vote.
  - i. No remuneration will be paid to members of the Executive Committee.
  - j. A BID Manager must be appointed by the Executive Committee and they do not have any voting rights.

#### Inaugural Annual General Meeting (AGM)

22. Following Council approval of the BID, an AGM must be held within four weeks of the Poll. Registered voters on the Register of Eligible Voters must be notified of:
  - a. the date and place of the first AGM of the BID Association
  - b. their opportunity to nominate individuals to the BID Executive Committee, and how to do this
  - c. their opportunity to view the proposed BID Association Rules
  - d. their opportunity to study the proposed BID Association Budget and Annual Programme
  - e. the proposal which was presented to Council regarding establishment of the BID.
23. Nominations for positions on the BID Executive Committee must be made in writing, signed by two registered BID members, and the nominee themselves. These should be delivered to the specified receiving office identified in the publicity about the AGM. Nominations will close three days before the scheduled date of the AGM.
24. The inaugural AGM will be chaired initially by a Council staff member assigned to the BID. The process for the inaugural AGM must include:
  - a. The election of an Executive Committee.
  - b. Approval of the proposed Rules.
  - c. Approval of the proposed Budget and Targeted Rate.
  - d. Approval of the proposed Annual Programme.
  - e. Approval of the Strategic Plan.
25. Subsequent AGMs will operate as set out in the BID Association Rules.
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at the AGM.

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- a. attend and vote at all annual and special general meetings
  - b. attend all meetings of the BID Executive Committee (but not vote)
  - c. stand for election to the BID Executive Committee
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33. The purpose of the Targeted Rate is to fund the revenue required by the BID Association to enable it to deliver the Annual Programme approved by the BID Association members.
34. The BID Association must present the following information to the Council to support its application for a Targeted Rate:
- a. Evidence of a mandate (report from the Returning Officer).
  - b. Evidence of incorporation (Registrar of Incorporated Societies).
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40. The financial year of any BID will be 1 July to 30 June.
41. Payment of the Targeted Rate must be separately accounted for in the BID Association's financial records.
42. Any request by the BID Association for an increase in revenue must be submitted to the Council by December in preparation for the financial year commencing the following 1 July with the following information:
  - a. The Annual Programme identifying where the additional revenue is required and how this programme will achieve the BID Association's Strategic Plan.
  - b. The budget providing details of the additional revenue required.
  - c. Evidence of support from BID Association members (AGM Minutes).
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  - b. describes how the Plan will contribute to achieving the purpose of the BID as set out in items 4 to 10 of this policy
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- relevant to the BID area
- d. include effective measures of performance that enable objective evaluation of delivery against the outcomes of the Plan and the performance of the BID Association over the three -year period.
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    - b. The budget will be used to determine the overall level of the targeted rate and any requests for additional funding must comply with clause 41. The partnership between Council and the BID Association includes ensuring prudent use of any BID funding.
    - c. Effective measures of performance that the success of the Annual Programme and which demonstrate a relationship to the association's Strategic Plan outcomes must be included.
    - d. The Annual Programme will also include measures of performance for the BID's Executive Committee and management.
  56. Measures of performance for both the association's Strategic Plan (three yearly) and Annual Programmes (annually) will be established in consultation with the Council in the form of key performance indicators (KPIs).
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62. The Council may initiate a review of all or any particular BID programme at any time.

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63. The Council has the final decision about whether or not to set a Targeted Rate, the amount of that Targeted Rate, whether to provide for an additional rate or alter the boundaries of the area subject to the rate, and whether or not to establish, dis-establish, reduce or extend the BID.
64. If there is a dispute about other matters the BID Association and the Council will attempt to resolve their dispute through mediation sharing the costs of mediation equally. If the dispute is not resolved, either party may refer the dispute to arbitration in accordance with the Arbitration Act 1996. The award in the arbitration will be final and binding on the parties.
65. Disputes between BID members (ONR) and the BID Associations will be settled in accordance with the following procedure:
  - a. unless matters can be resolved quickly and informally, ONR are obliged to bring their concerns to the attention of the BID Association's Executive Committee in writing. An initial written response is required within seven working days, outlining the manner and the time frame in which the concerns will be addressed. Council as major fund provider should be made aware of any such issues.
  - b. Having exhausted reasonable means of resolving the dispute, the BID Association may appoint a mediator to enable the parties to settle the dispute. If the dispute is not resolved within a further 30 days after appointment of a mediator, any party may then refer the dispute to arbitration in accordance with the Arbitration Act 1996. The award in the arbitration will be final and binding on the parties.



# Council Report

**Committee:** Growth and Infrastructure Committee  
**Date:** 18 June 2019  
**Author:** Scott Copeland  
**Authoriser:** Eeva-Liisa Wright  
**Position:** Procurement Manager  
**Position:** General Manager  
 Infrastructure Operations  
**Report Name:** Refuse Transfer Station & Hamilton Organic Centre - Proposed Increase of Gate Fees 2019/20

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To inform the Growth and Infrastructure Committee of the notified gate fee increases at the Refuse Transfer Station by Waste Management NZ Limited.
2. To seek approval of Hamilton Organic Centre gate fee increases by Waste Management NZ Limited to offset increased operational costs.
3. To confirm whether the Council wishes to subsidise the proposed gate fee increases at the Refuse Transfer Station and Hamilton Organic Centre.

## Staff Recommendation

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes the increase in Refuse Transfer Station gate fees proposed by Waste Management to be implemented 1 August 2019;
- c) declines the opportunity to offer a Council funded subsidy of the Refuse Transfer Station gate fees;
- d) approves the increase in Hamilton Organic Centre gate fees proposed by Waste Management to be implemented 1 July 2019; and
- e) declines the opportunity to offer a Council funded subsidy of the Hamilton Organic Centre gate fees.

## Executive Summary

4. Waste Management NZ Limited (WAM) have formally notified Hamilton City Council (HCC) of a proposed annual increase in gate fees at the Refuse Transfer Station (RTS) and the Hamilton Organic Centre (HOC) in accordance with the provisions within the respective lease agreements.

5. The date of the last gate fee increase at the RTS was 13 September 2018 and the last gate fee increase at HOC was 3 August 2018.
6. RTS and HOC gate fees are proposed to increase to recover costs associated with increased operational costs for the management of the respective sites, and will come into effect from 1 August 2019 for the RTS and 1 July 2019 for the HOC.
7. Under its lease agreements for the two sites, HCC has the opportunity to consider a subsidy of RTS and/or HOC gate fees if the effects of the increase are deemed to be adverse to the community.
8. Staff do not recommend a subsidy of the RTS gate fees on the basis that the notified increase is a true cost of this service that should be borne by the end user and that the provision of a subsidy does not support HCC's obligation under the Waste Minimisation Act 2008 of encouraging and promoting waste minimisation within the City.
9. Staff do not recommend a subsidy of the HOC gate fees on the basis that the notified increase is a true cost of this service that should be borne by the end user and, that there is sufficient price incentive for consumers between the HOC and RTS gate fees.
10. The RTS and HOC gate fees will remain comparable to alternate facilities in the region.

### Proposed New Refuse Transfer Station Gate Fee Charges

11. WAM has a Deed of Lease with HCC that provides a mechanism for changes to RTS gate fee charges.
12. Clause 16.6 of the Deed of Lease between HCC and WAM states:  
*The Tenant shall not increase, amend or alter the gate fees payable by the public for the disposal of car or trailer/van/ute loads of refuse without first providing written notice to the Landlord at least 10 weeks prior to the date the new fees are to become effective and discussing and justifying the fee increase to the Landlord.*  
*The Landlord shall have the option of subsidising the fee payable by the public to keep the advertised fees at a lower level. Any such subsidy shall be confidential to the parties and shall not be disclosed to the public.*
13. WAM has advised HCC, on the 22 May 2019, of a proposed increase to the public gate fees for the drop off of rubbish at the RTS.
14. The proposed changes to the RTS gate fees are to be effective from 1 August 2019. The last change to gate fees occurred 13 September 2018.
15. The proposed increased gate fees are as follows:

Waste Type	RTS Current Rate	RTS Proposed Rate	RTS Proposed \$ Increase	RTS Proposed % Increase
<b>Black Bag Disposal per Bag</b>	\$4.80	\$5.40	\$0.60	12.50%
<b>Cars (up to 300kg)</b>	\$17.00	\$19.00	\$2.00	10.50%
<b>Vans &amp; Utilities (up to 300kg)</b>	\$42.00	\$47.00	\$5.00	11.90%
<b>Small Trailers (up to 300kg)</b>	\$47.00	\$53.00	\$6.00	12.80%
<b>Other Trailers and Trucks (per tonne)</b>	\$178.00	\$199.00	\$21.00	11.80%
<b>Test Weighs</b>	\$10.00	\$10.00	\$ -	0.00%
<b>Weighbridge Avoidance Penalty</b>	\$100.00	\$100.00	\$ -	0.00%

16. The increase is variable for different waste types due to rounding for ease of cash handling.
17. Historical trends of RTS fee changes can be seen in Attachment One: Historical Trend of Gate Fee Increases at the Hamilton Refuse Transfer Station (2009-2019).
18. The proposed gate fee increases are a reflection of increased costs incurred with operating the transfer station. The increase in operational costs is not linked to CPI or any other industry index. WAM have stated gate fees are changing primarily as a result of an increase in the following:
  - The New Zealand Emissions Trading changing the surrender obligations has created an increased demand for NZU carbon credits. This has seen a sharp rise in the price of NZU carbon credits over the past 12 months.
  - Fuel cost have increased by 34% in the last 12 months increasing the costs of transportation of refuse from the RTS to the Tirohia landfill.
  - Increases in the minimum wage impacting on staff employed at the RTS. The majority of workers on site have been given this statutory wage increase.
19. WAM have stated that charges associated with the New Zealand Emissions Trading Scheme account for around 80% of the proposed cost increase.
20. Staff have reviewed the proposed gate fees. Although the proposed gate fee increases are significant the proposed gate fees are still in line with what other Councils and service providers are charging. Cost comparisons are outlined in Attachment Two: Refuse Transfer Station and Hamilton Organic Centre Cost Comparison.
21. WAM operate in a competitive environment with other private waste providers located in Hamilton, so market forces are in effect.

### **Proposed New Hamilton Organic Centre Gate Fees**

22. In November 2016 H G Leach & Company Limited sold its plant, assets and operation at the HOC to WAM, the current provider of Hamilton's kerbside rubbish and recycling services and operator at the RTS. As part of the sale transaction all site related leases and contracts were assigned to WAM.
23. Clause 11 of the Agreement to Provide Service (Contract Number 08053) between HCC and WAM provides a mechanism for changes to HOC gate fees and states:
 

*Where revised gate fees are proposed, HCC shall be notified and approval obtained prior to adopting the new fee structure. In considering proposed gate fees HCC shall not unreasonably withhold approval.*

*In considering the proposed fee structure, or at any time thereafter, HCC may choose to subsidise proposed gate fees in the interest of promoting waste minimisation. The conditions of any such subsidy shall be agreed between the parties but any subsidised gate fee will not exceed 90% of the fees for disposal at the refuse transfer station.*

*Where new fees are proposed HCC shall notify the Operator of a decision within 8 weeks. If such approval is not available within 8 weeks, the parties shall meet to resolve any differences between them regarding the revised gate fees.*
24. WAM has advised HCC, on the 4 April 2019, of a proposed increase to the gate fees for the drop off of organic material at the HOC.
25. The proposed changes to the HOC gate fees are to be effective from 1 July 2019. The last change to the rates occurred on 3 August 2018.

26. The proposed increased gate fees are as follows:

Waste Type	HOC Current Rate	HOC Proposed New Rate	Proportion of current RTS Gate Fee	HOC Proposed \$ Increase	HOC Proposed % Increase
<b>Public Car (Boot Only)</b>	\$10.00	\$10.50	59%	\$0.50	4.80%
<b>Public Cars (Commercial Volume)</b>	\$16.00	\$16.50	Set Charge versus volumetric for RTS	\$0.50	3.10%
<b>Public Small Trailer</b>	\$22.00	\$23.00	49%	\$1.00	4.50%
<b>Public Small Trailer (Larger Volumes)</b>	\$25.00	\$26.00	Set Charge versus volumetric for RTS	\$1.00	4.00%
<b>Public Medium Trailer</b>	\$31.00	\$32.50	Set Charge versus volumetric for RTS	\$1.50	4.80%
<b>Public Medium Trailer (Larger Volumes)</b>	\$36.00	\$37.50	Set Charge versus volumetric for RTS	\$1.50	4.20%
<b>Public Large Trailer</b>	\$37.00	\$39.00	Set Charge versus volumetric for RTS	\$2.00	5.40%
<b>Public Large Trailer (Larger Volumes)</b>	\$44.00	\$46.00	Set Charge versus volumetric for RTS	\$2.00	4.50%
<b>Public Truck (Per Tonne)</b>	\$95.00	\$99.00	53%	\$4.00	4.20%
<b>Commercial Truck (Per Tonne)</b>	\$71.00	\$74.50	40%	\$3.50	4.90%
<b>Vans and Utilities</b>	\$22.00	\$23.00	55%	\$1.00	4.50%
<b>Public Flax/Palm (Per Tonne)</b>	\$135.00	\$140.00	No equivalent	\$5.00	3.70%
<b>Commercial Flax/Palm (Per Tonne)</b>	\$100.00	\$105.00	No equivalent	\$5.00	5.00%

27. The increase is variable for different waste types due to rounding for ease of cash handling.
28. The proposed gate fee increases are a reflection of increased fuel costs for transportation of green waste to Tiroha for composting and additional staffing costs associated with minimum wage increases.
29. Staff have reviewed the gate fee increases and are satisfied that they are in line with what other Councils and service providers are charging. Cost comparisons are outlined in Attachment Two: Refuse Transfer Station and Hamilton Organic Centre Cost Comparisons.
30. WAM operate in a competitive environment with other private green waste services located in Hamilton and the sub-region, so market forces are in effect.

## Options

31. Staff have assessed that there are two reasonable and viable options for the Council to consider. The options are set out in the table below.

Option 1	<ul style="list-style-type: none"> <li>Proposed Refuse Transfer Station gate fee increases are implemented on 1 August 2019, with no Council funded subsidy of these gate fees.</li> <li>Proposed Hamilton Organic Centre gate fees implemented on 1 July 2019, with no Council funded subsidy of these gate fees</li> </ul>
Option 2	<ul style="list-style-type: none"> <li>Proposed Refuse Transfer Station gate fee increases are implemented on 1 August 2019, with provision of a Council funded subsidy of these gate fees.</li> <li>Proposed Hamilton Organic Centre gate fees implemented on 1 July 2019, with provision of a Council funded subsidy of these gate fees.</li> </ul>

32. Staff recommend option 1, for the following reasons:
33. HCC has not subsidised the RTS gate fees to date and there is no financial provision in the 2018-28 10 Year Plan for a financial subsidy.
34. A subsidy of the RTS gate fees is not recommended on the basis that the notified increase is a true cost of this service that should be borne by the end user and that the provision of a subsidy does not support HCC's obligation under the Waste Minimisation Act 2008 to encourage and promote waste minimisation within the District.
35. The proposed gate fee increases for public drop off of greenwaste at the HOC still remain affordable to the residents of Hamilton whilst enabling the HOC to remain commercially viable.
36. A subsidy of the HOC gate fees is not recommended on the basis that the notified increase is a true cost of this service that should be borne by the end user and, that there is sufficient price incentive for consumers between the RTS and HOC gate fees to ensure that greenwaste disposal is not diverted to landfill.

## Financial Considerations

37. Should a subsidy be provided to maintain the existing gate fees at the RTS, the expected financial impact in 2019/20 is estimated to be approximately \$450,000.
38. Should a subsidy be provided to maintain the existing gate fees at the HOC, the expected financial impact in 2019/20 is estimated to be up to approximately \$90,000.
39. There is no current provision within the 2018-28 10 Year Plan for the provision of a subsidy to offset increased RTS or HOC gate fees.

## Legal and Policy Considerations

40. The lease agreements and contract with Waste Management only allow Council to approve the HOC gate fee increase and provide an opportunity to consider a subsidy for both the RTS and HOC sites.

## Cultural Considerations

41. There are no cultural considerations. This recommendation deals solely with the request to increase prices on an existing contract.

## Sustainability Considerations

42. The RTS and HOC support Councils Sustainability Principle 10 by way of promoting the minimisation of the production of waste. Council works with its communities to minimise the production of waste and maximise opportunities to recycle. This is supported by maintaining a differential between the RTS and HOC gate fees. This encourages the diversion of green waste from the RTS to the HOC.

## Risks

43. Public Perception

For those who use the RTS/HOC regularly and frequently, the gate fee increases will undoubtedly be received negatively, as any such increases are treated. However, for the occasional user the price increase is unlikely to create a negative perception.

44. The RTS and HOC gate fees are not a Council fee or charge however the 2019/20 gate fees will be advertised on Councils website in parallel with Councils 2019/20 Annual Plan Fees and Charges.

45. Increased Illegal dumping

There has been a trend towards an increase in illegal dumping both in Hamilton, and nationally. There are a variety of social and economic factors that are causing this trend. This risk is managed in Hamilton by ongoing compliance activities (education and enforcement). The risk of the increased illegal dumping as a result of increased fees at the RTS is low as most offending is due to behavior versus any cost increase of gate fees.

## Significance & Engagement Policy

### Significance

46. 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

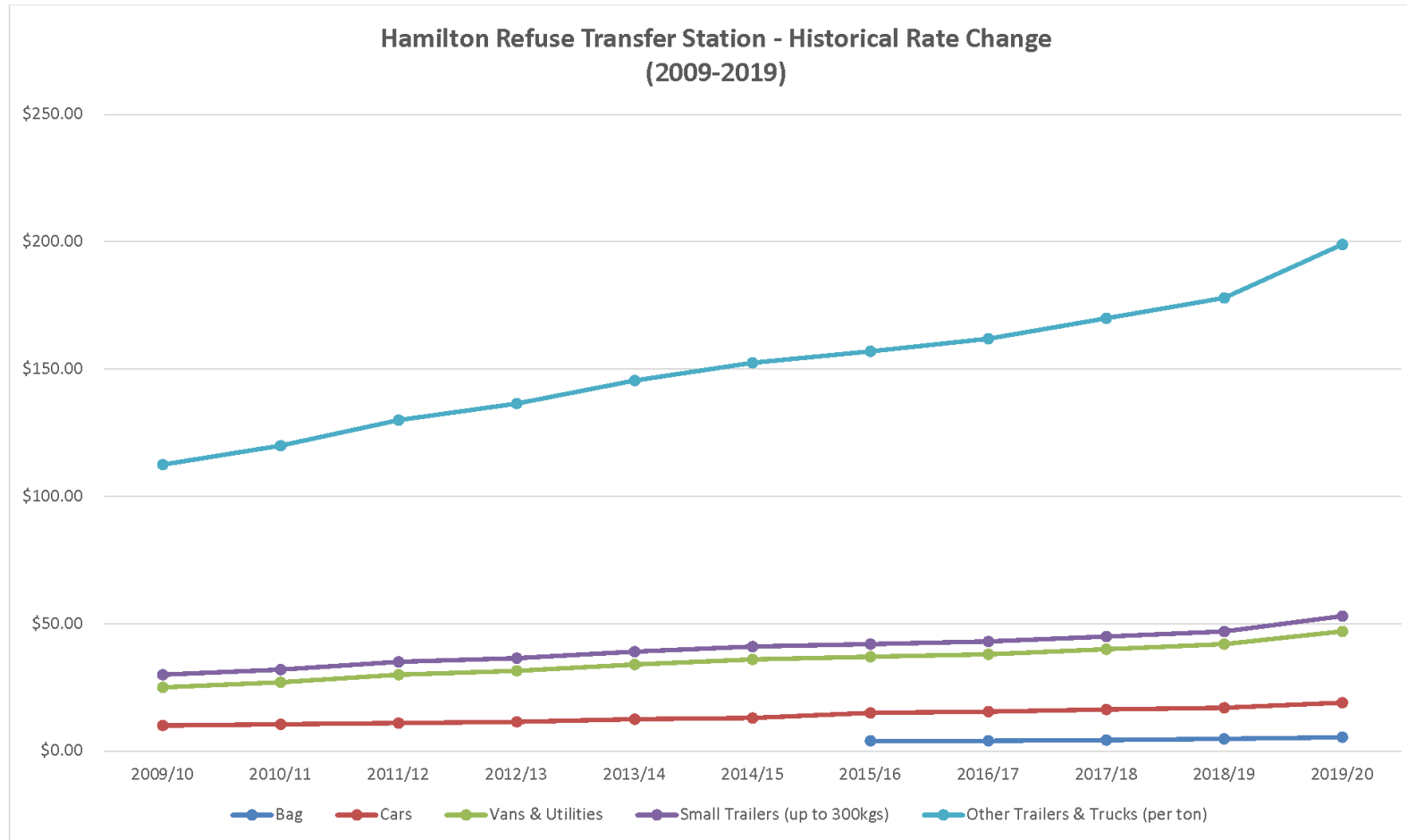
47. Given the low level of significance determined, the engagement level is low. No engagement is required.

## Attachments

Attachment 1 - Historical Trend of Gate Fee Increases for the Hamilton Refuse Transfer Station (2009-2019)

Attachment 2 - Refuse Transfer Station and Hamilton Organic Centre Gate Fee Comparison







Waste Type	RTS Current Rate	RTS Proposed New Rate	RTS Proposed \$ Increase	RTS Proposed % Increase	Sunshine Ave (EnviroWaste)	Sunshine Ave Dif to RTS proposed	Cambridge RTS proposed	Cambridge Dif to RTS proposed	Rotorua RTS proposed	Rotorua Dif to RTS proposed	Matamata Piako RTS	Matamata Piako Dif to RTS proposed	Hauraki RTS proposed	Hauraki Dif to RTS proposed	Thames Coromandel RTS	Thames Coromandel Dif to RTS proposed
Black Bag Disposal per Bag	\$ 4.80	\$ 5.40	\$ 0.60	12.5%	\$ 10.00	\$ 4.60	\$ 10.00	\$ 4.60	\$ 4.00	-\$ 1.40	\$ 2.00	-\$ 3.40	\$ 4.00	-\$ 1.40	\$ 3.00	-\$ 2.40
Cars (up to 300kg)	\$ 17.00	\$ 19.00	\$ 2.00	10.5%	\$ 22.00	\$ 3.00	\$ 28.00	\$ 9.00	\$ 18.00	-\$ 1.00	No equivalent	No equivalent	\$ 25.00	\$ 6.00	No equivalent	No equivalent
Vans & Utilities (up to 300kg)	\$ 42.00	\$ 47.00	\$ 5.00	11.9%	\$ 68.00	\$ 21.00	\$ 82.00	\$ 35.00	\$ 45.00	-\$ 2.00	No equivalent	No equivalent	\$ 63.00	\$ 16.00	No equivalent	No equivalent
Small Trailers (up to 300kg)	\$ 47.00	\$ 53.00	\$ 6.00	12.8%	No equivalent	No equivalent	No equivalent	No equivalent	\$ 45.00	-\$ 8.00	No equivalent	No equivalent	\$ 125.00	\$ 72.00	No equivalent	No equivalent
Other Trailers and Trucks (per tonne)	\$ 178.00	\$ 199.00	\$ 21.00	11.8%	\$ 194.00	-\$ 5.00	\$ 233.00	\$ 34.00	\$ 178.50	-\$ 20.50	\$ 167.00	-\$ 32.00	\$ 206.50	\$ 7.50	\$ 181.00	-\$ 18.00
Test Weighs	\$ 10.00	\$ 10.00	\$ -	0.0%	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent
Weighbridge Avoidance Penalty	\$ 100.00	\$ 100.00	\$ -	0.0%	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent

Waste Type	HOC Current Rate	HOC Proposed New Rate	HOC Proposed \$ Increase	HOC Proposed % Increase	Sunshine Ave (EnviroWaste)	Sunshine Ave Dif to HOC proposed	Cambridge RTS proposed	Cambridge Dif to HOC proposed	Rotorua RTS proposed	Rotorua Dif to HOC proposed	Matamata Piako RTS	Matamata Piako Dif to HOCproposed	Hauraki RTS proposed	Hauraki Dif to HOC proposed	Thames Coromandel RTS	Thames Coromandel Dif to HOC proposed
Public Car (Boot Only)	\$ 10.00	\$ 10.50	\$ 0.50	4.8%	\$ 16.00	\$ 5.50	\$ 16.00	\$ 5.50	18	\$ 7.50	No equivalent	No equivalent	\$ 8.00	-\$ 2.50	No equivalent	No equivalent
Public Cars (Commercial Volume)	\$ 16.00	\$ 16.50	\$ 0.50	3.1%	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	\$ 16.00	-\$ 0.50	No equivalent	No equivalent
Public Small Trailer	\$ 22.00	\$ 23.00	\$ 1.00	4.5%	\$ 68.00	\$ 45.00	\$ 67.00	\$ 44.00	\$ 30.00	\$ 7.00	No equivalent	No equivalent	\$ 40.00	\$ 17.00	No equivalent	No equivalent
Public Small Trailer (Larger Volumes)	\$ 25.00	\$ 26.00	\$ 1.00	4.0%	No equivalent	No equivalent	\$ 67.00	\$ 41.00	\$ 30.00	\$ 4.00	No equivalent	No equivalent	\$ 40.00	\$ 14.00	No equivalent	No equivalent
Public Medium Trailer	\$ 31.00	\$ 32.50	\$ 1.50	4.8%	No equivalent	No equivalent	\$ 67.00	\$ 34.50	\$ 30.00	-\$ 2.50	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent
Public Medium Trailer (Larger Volumes)	\$ 36.00	\$ 37.50	\$ 1.50	4.2%	No equivalent	No equivalent	\$ 67.00	\$ 29.50	\$ 30.00	-\$ 7.50	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent
Public Large Trailer	\$ 37.00	\$ 39.00	\$ 2.00	5.4%	No equivalent	No equivalent	\$ 67.00	\$ 28.00	No equivalent	No equivalent	No equivalent	No equivalent	\$ 80.00	\$ 41.00	No equivalent	No equivalent
Public Large Trailer (Larger Volumes)	\$ 44.00	\$ 46.00	\$ 2.00	4.5%	No equivalent	No equivalent	\$ 67.00	\$ 21.00	No equivalent	No equivalent	No equivalent	No equivalent	\$ 80.00	\$ 34.00	No equivalent	No equivalent
Public Truck (Per Tonne)	\$ 95.00	\$ 99.00	\$ 4.00	4.2%	\$ 148.00	\$ 49.00	\$ 192.50	\$ 93.50	\$ 80.00	-\$ 19.00	\$ 73.00	-\$ 26.00	\$ 135.00	\$ 36.00	\$ 102.00	\$ 3.00
Commercial Truck (Per Tonne)	\$ 71.00	\$ 74.50	\$ 3.50	4.9%	\$ 148.00	\$ 73.50	\$ 192.50	\$ 118.00	\$ 80.00	\$ 5.50	\$ 73.00	-\$ 1.50	\$ 135.00	\$ 60.50	\$ 102.00	\$ 27.50
Vans and Utilities	\$ 22.00	\$ 23.00	\$ 1.00	4.5%	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent
Public Flax/Palm (Per Tone)	\$ 135.00	\$ 140.00	\$ 5.00	3.7%	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	\$ 206.50	\$ 66.50	\$ 181.00	\$ 41.00
Commercial Flax/Palm (Per Tonne)	\$ 100.00	\$ 105.00	\$ 5.00	5.0%	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	No equivalent	\$ 206.50	\$ 101.50	\$ 181.00	\$ 76.00

# Council Report

Item 14

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Jason Harrison

**Authoriser:** Eeva-Liisa Wright

**Position:** City Transportation Unit Manager

**Position:** General Manager  
Infrastructure Operations

**Report Name:** Infrastructure Alliance Contract Sum Increase

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To seek approval from the Growth and Infrastructure Committee for the increase in contract sum for Contract 12080 Hamilton Transportation Corridor Maintenance and Renewal Contract.

## Staff Recommendation

2. That the Growth and Infrastructure Committee approves a \$20,759,000 budgeted increase in the Approved Contract Sum for Contract 12080 from \$140,700,000 to \$161,459,000 to accommodate the additional maintenance, renewal and capital work to be undertaken under this contract through to 30 June 2020.

## Executive Summary

3. Staff are seeking an budgeted increase in the Approved Contract Sum for Contract 12080 Hamilton Transport Corridor Maintenance and Renewal Contract to account for variations in the scope of work that has been pre-approved and funded by Council. The variations included the increase funding for maintenance and renewal activities, LED Lighting, Discretionary Transport improvements, Thomas Rd / Gordonton Rd intersection improvements, and the Arthur Porter Drive pavement rehabilitation.
4. The approved work variations completed under this contract represented best value for money and/or enabled Council to respond expeditiously to emerging issues that have arisen across the network.
5. In the context of this report a variation refers to an approved increase in the quantity of work delivered under Contract 12080 Hamilton Transport Corridor Maintenance and Renewal.
6. Due to variations in scope of work and quantity of work issued by Council to the Infrastructure Alliance, an increase in the approved contract sum for Contract 12080 Hamilton Transportation Corridor Maintenance and Renewal Contract is recommended. Approving an increase to the contract's Approved Contract Sum is not approving additional funding/budget as this budgeted for in the 2018/28 10-Year Plan.
7. The increase to the Approved Contract Sum reflects the additional works that have been completed since March 2017 along with additional work planned for the 2019/20 financial year that had not been allowed for in the contract sum approved in March 2017.



8. A separate report will be provided in early 2020 seeking approval for the award of a contract for the final three year period.
9. Staff consider the recommendation in this report is of low significance and that the recommendation complies with the Council's legal requirements.

## Background

10. The Infrastructure Alliance was formed in October 2013 as an incorporated joint venture between Hamilton City Council and Downer New Zealand Ltd to undertake the maintenance and renewal activities on the local transport corridors within Hamilton City.
11. The current Hamilton Transportation Corridor Maintenance and Renewal Contract (12080) was awarded to Downer New Zealand Ltd commencing 1 October 2013. The contract is an unincorporated joint venture between Council and Downer New Zealand known as the Infrastructure Alliance (IA).
12. The contract was awarded for an initial period of 3.75 years ending 30 June 2017, with a right of renewal for a further two 3 year periods at the discretion of Council.
13. The contract works on a cost plus basis within the budget it is assigned by Council. This model provides Council with flexibility that previously didn't exist by allowing adjustment to the scope and priority of the agreed programme of work within the budget. This flexibility allows Council to respond to changing needs without incurring additional contract penalties.
14. The 28 March 2017 Growth and Infrastructure Committee meeting approved the renewal of the contract for a further period of three years through to 30 June 2020. The Approved Contract Sum for the contract was increased by \$68,000,000 to a total of \$135,000,000 to accommodate the additional three years of work, refer to link below (item 16):  
<https://www.hamilton.govt.nz/AgendasAndMinutes/Growth and Infrastructure Committee - Open Minutes - 28 March 2017.pdf>
15. The 12 September 2017 Growth and Infrastructure Committee meeting approved an additional \$5,700,000 extension to the approved contract sum of \$135,000,000 to \$140,700,000 for the supply and installation of stage 1 and 2 LED luminaires, refer to link below (item 17):  
<https://www.hamilton.govt.nz/AgendasAndMinutes/Growth and Infrastructure Committee - Open Minutes - 12 September 2017.PDF>
16. The subsequent development of the 10 Year Plan resulted in several changes (primarily increases) to budgets for the transportation activities in the following areas:
  - maintenance and renewal work programmes
  - Discretionary Transport activities (projects under \$1million)
  - larger safety improvements (projects greater than \$1million)
17. In order to successfully deliver the new programme of works the opportunity to utilise the flexible nature of the Infrastructure Alliance contract were explored.
18. A review of the Hamilton City Procurement Strategy – Transportation section was undertaken in 2018. A three yearly review of the this strategy is a NZ Transport Agency (NZTA) requirement. As part of the review of the strategy, approval was sought (and given) by the NZTA to enable the Infrastructure Alliance to complete some of the Discretionary Transport activities that had traditionally been undertaken by external contractors.
19. In addition to the transportation activities noted above the Infrastructure Alliance was also engaged to undertake the safety improvements at Gordonton Road and Thomas Road. The use of the Infrastructure Alliance was also approved by the NZTA and Council to expedite the completion of the works.

## Discussion

20. Since the approval at the 28 March 2017 Growth and Infrastructure Committee meeting, of the renewal of Contract 12080 Hamilton Transportation Corridor Maintenance and Renewal Contract through to 30 June 2020 there have been several unplanned additional activities undertaken by the Infrastructure Alliance. These include:

- Increased funding for maintenance and renewal activities
- Arthur Porter Drive pavement rehabilitation
- Discretionary Transport improvements
- Thomas Rd / Gordonton Rd intersection improvements
- LED Lighting

21. Further information on each of these activities is provided below.

### **Increased Maintenance and Renewal Activities**

22. As part of the development of the 2018-28 10 Year Plan there were a number of changes to transportation maintenance and renewals programmes which are delivered through the Infrastructure Alliance Contract.

23. The key changes to funding levels were in three activities and are set out below:

- ***Footpath Replacement***

24. During the development of the 2018-28 10 Year Plan, it was identified that the current level of expenditure on footpath replacement was resulting in a decreasing level of service and increasing number of complaints due to trip hazards and broken/worn out surfacing.

25. A significant increase in funding was sought (and approved) to address this issue. The delivery of the work has been undertaken by the Infrastructure Alliance.

- ***Replacement of bridges and culverts***

26. The increase in funding for this activity reflected the need for 'lumpy' renewal activities for bridges and culverts and in particular allowed for the following key activities:

27. Replacement of Foster Road Culvert and Victoria Bridge cleaning and painting.

- ***Replacement of street lights with LED Stages 3, 4 and 5***

28. The 12 September 2017 Growth and Infrastructure Committee noted that stages 3, 4 and 5 of the programme, being to replace decorative and amenity lights in the road corridor and to install additional infill lighting to improve lighting levels in specific areas, would be considered as part of the 2018-28 10 Year Plan.

29. The following table sets out the expected three year budget (based on 2015-25 10 Year Plan) in comparison with the actual budgets that were subsequently allocated via the 2018-28 10 Year Plan. The difference between these is the value of the variation that is being issued to the Infrastructure Alliance over the three year period 2017-18 to 2019-20.



Activity	2017/18 \$,000	2018/19 \$,000	2019/20 \$,000	Expected 3 year budget \$,000	Actual 3 year budget \$,000	Variation \$,000
CE10072 Footpath replacement	1,790	4,552	4,809	6,085	11,151	5,066
CE10077 Replacement of bridges and culverts	155	1,245	1,901	980	3,301	2,321
CE10080 Replacement of lighting	428	1,185	2,430	909	4,043	3,134
Total variation						10,521

30. **Arthur Porter Drive Pavement Rehabilitation**
31. Council were advised in their meeting 12 February 2019 of the need to rehabilitate Arthur Porter Drive earlier than anticipated due to deterioration of the road which is a vested asset.
32. In the report to Council, staff advised that the potential financial impact was an estimated cost of \$8.035M as follows:

Year for completion	Section	Estimated costs
2018/19	Zone 1 – 350m	\$1,000,000
2019/20	Zone 2 – 790m	\$2,250,000
	Zone 3 – 590m	\$1,660,000
2020/21	Zone 4 – 1,100m	\$3,125,000

33. Zone 1 has now been completed in 2018/19 for the estimated cost of \$1.000M.
34. An increase to the Approved Contract Sum of \$4.910M is recommended to align with the above estimated costs for the period to the end of Year 2 (2019/20).
35. Staff will be reporting back to Council on the Arthur Porter Drive issues prior to committing any expenditure for any 2019/20 Arthur Porter Drive works.

#### **Discretionary Transport Improvements**

36. The funding in the 2018-28 10 Year Plan for projects that are less than \$1M in value at each site and which qualify for co-investment (subsidy) by the NZ Transport Agency under their 'Low Cost, Low Risk' work category (formally known as the Minor Improvements Programme) increased substantially as part of the Access Hamilton Transport Improvement Programme.

37. Budget for this activity was set as follows:

Activity	2017/18 \$,000	2018/19 \$,000	2019/20 \$,000
CE15085 Minor Improvements	664	2,000	2,082
CE15095 Integrated Transport Initiatives	937	1,500	1,561
CE15086 Bus stop infrastructure	117	650	677
Totals	\$1,718	\$4,150	\$4,320
Value of work issued / to be issued:	\$794	\$1,034	\$1,200

38. To ensure that these increased programmes of work were able to be delivered, it was agreed in consultation with the NZTA that the scope of the Infrastructure Alliance contract could be broadened to accommodate capital works within the NZTA Low Cost, Low Risk Work category.
39. Approximately half of the 2018/19 programme has been delivered via the Infrastructure Alliance and its sub-contractors. It is anticipated that a similar value will be delivered by the Infrastructure Alliance in the upcoming 2019/20 financial year also.
40. The specific projects chosen for delivery by the Infrastructure Alliance are based on opportunities to link in with other work that has already been programmed in the area (eg kerb and channel replacement or resurfacing) or are the types of work for which the Infrastructure Alliance have existing skills and experience (eg new footpaths and traffic signal installation) in order to create the most cost effective delivery.
41. The remaining Discretionary Transport work is being delivered via a separate three year (1+1+1) contract that was separately tendered in the open market.

***Gordonton Rd and Thomas Rd intersection improvements***

42. As outlined in the Gordonton Thomas Intersection report to the 4 September 2018 Growth and Infrastructure Committee, construction of the intersection upgrade has been completed by the Infrastructure Alliance as a variation to the current contract.
43. This procurement method was identified as preferred in the NZTA business case as it enabled fast-tracked implementation to meet construction timeframes and delivered value for money through leveraging existing Infrastructure Alliance rates, overheads and resources.
44. At the time of writing, the value of the works for this site were estimated to be \$ 2.3M which includes the ongoing installation of the variable message trailers and minor tidy up of the site.

**Financial Considerations**

45. The proposed variation to this contract sum is for activities and funding that was approved in the 2018-28 10 Year Plan.

46. The following is a summary of the additional activities that need to be included in the revised Approved Contract Sum:

Activity	Variations to Contract	\$
Approved Contract Sum		140,700,000
Maintenance and renewal activities	+10,521,000	
Arthur Porter Drive pavement rehabilitation 2018-19 & 2019-20	+4,910,000	
Discretionary Transport Improvements	+3,028,000	
Thomas Rd / Gordonton Rd safety improvements	+2,300,000	
Total value of variations		20,759,000
Proposed Approved Contract Sum		161,459,000

47. The contract form is such that if there is a change to the availability of funding or scope of work there are no contractual penalties incurred.

#### **Cultural Considerations**

48. There has been no cultural consideration undertaken in the preparation of this report. Cultural considerations are dealt with on a project by project basis.

#### **Legal and Policy Considerations**

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

#### **Risks**

50. Due to the value of additional work already issued to the Infrastructure Alliance under Contract 120808, there will be insufficient Approved Contract Sum available to complete the 2019/20 financial year without an approved increase.
51. The increase to the Approved Contract Sum is only to accommodate the final year in this contract term. A separate report will be provided in early 2020 seeking approval for the award of the final three year period.

#### **Significance & Engagement Policy**

##### **Significance**

52. 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**

53. Engagement with the NZ Transport Agency has been undertaken with reporting and monitoring requirements agreed for the additional work that has been and is proposed to be completed by the Infrastructure Alliance.

**Attachments**

There are no attachments for this report.

# Council Report

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Jackie Colliar

**Authoriser:** Chris Allen

**Position:** Strategic Manager - Infrastructure, City Development

**Position:** General Manager Development

**Report Name:** Wet Industry Water Allocation

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To seek approval from the Growth and Infrastructure Committee of the guiding principles to be used for targeted consultation in the development of a policy relating to the three waters services for high water use and wet industry activities.

## Staff Recommendation

2. That the Growth and Infrastructure Committee:
  - a) approves a moratorium be put in place for consideration of further high-water use requests, except for applications approved by the Council, until policy to assess high water use and wet industry activities is approved by Council; and
  - b) approves the guiding principles outlined in this report be used for targeted consultation to inform the development of a Council policy in relation to the provision of three waters (3 Waters) services for high water use and wet industry activities; and
  - c) approves the incorporation of high water use and wet industry policy guidance into the current review of the Connections (3 Waters) and Charging Policy.

## Executive Summary

3. The ability to provide for the growth and economic needs of Hamilton is dependent on water being available to accommodate that growth. The Council has water take and wastewater discharge consents based on forecasted municipal growth at the time of the consent applications. The growth forecasts used at the time of consenting did not include provision for servicing new high-water use or wet industry activities.
4. The Waikato river is now regarded to be overallocated and the current prospects of securing new allocation for non-domestic and municipal purposes are extremely unlikely. Council must manage and use our allocated water resources efficiently and effectively to meet the current and future needs of the City and maintain compliance with our existing consents.

5. Servicing high water use and wet industry activities can consume a large portion of the City water take and wastewater discharge allocation if unconstrained. Servicing high water use and wet industry activities can also significantly impact on planned infrastructure capacity of our networks, plants and levels of service to existing and anticipated future customers if not adequately planned for.
6. Council has been approached by several developers over the last 24 months seeking to expand or establish new high water use and wet industry activities in the City. Council currently has no policy guidance in relation to servicing high water use and wet industries, and as such approaches are considered on an ad hoc basis.
7. The establishment of a policy for allocation and prioritisation of high water use and wet industry servicing requests is recommended to more efficiently and consistently manage our finite water resources.
8. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background

9. In 2009, Council obtained a 35-year consent to extract water from the Waikato River based on forecasted municipal growth (non high water use activities) at that time. This consent expires in 2044 and is based on stepped increases in maximum daily take volumes ranging from 105,000 cubic meters per day in 2009 to 146,000 cubic meters per day from December 2038 to expiry in 2044.
10. The stepped approach allows opportunities for Waikato Regional Council (WRC) to review the consent, assess our efficient use of water, and vary the consent if they wish.
11. When the consent was first obtained and to achieve alignment with an emerging definition of municipal supply in the Waikato Regional Plan, conditions were imposed that provided grandfather rights to all existing users of more than 15 cubic metres per day and prevented Councils consent to be used for any new high water users.
12. Following granting of this consent, Council accepted some wet industry, but based on working with them to obtain an allocation through a resource consent to add to our existing allocation. The river is now regarded to be overallocated and the current prospects of securing new allocation for non-domestic and municipal purposes are extremely unlikely.
13. Proposed variation 6 of the Waikato Regional Plan became operative in April 2012 and as a result of negotiations made during the Environment Court process, the definition of domestic and municipal water supply has changed to include all municipal uses.
14. To align with the operative Waikato Regional plan and to allow Council to determine how to manage its allocation Council applied to have its consent varied. This revision was approved in 2014. Council now has the discretion to supply new commercial (including high-water user activity) and municipal uses within its existing allocation level.
15. The District Plan identifies that any industrial activity requiring more than 15 m<sup>3</sup> of water per day for purposes other than human drinking and sanitation (and excluding the volume of water discharged into the municipal wastewater system) is considered a "high-use allocation" and advises them to consult with Council.
16. There are currently 45 high water users in the City, which includes municipal supplies to Waikato District Council, Waikato District Health Board, Braemar Hospital, University of Waikato.



17. Of the 45 high water users, there are 15 existing “wet industry” customers that are both high water users and have unique waste discharges. These types of industry within Hamilton include food manufacturing such as meat and dairy processing as well as chemical and pharmaceuticals processing and metal extrusion process. Wet industry is defined as high water users who also produce significant trade waste discharge either in terms of contaminant load or volume.

## Discussion

18. High water use and wet industry activities have a potential to consume a large portion of the City water take and wastewater discharge allocation if unconstrained. Furthermore, the servicing of these activities can significantly impact on planned infrastructure capacity of our networks, plants and levels of service to existing and anticipated future customers if not adequately planned for.
19. The discharge of wastewater from these activities to the City system can also result in treatment challenges depending on the characteristics of the discharge.
20. Council has been in discussions with several developers over the last 24 months regarding new high-water use and wet industry development proposals. As noted in the 13 December 2018 Wet Industry Capital Contributions Report to Council, there are no policy provisions to prevent high-water use or wet industry activities establishing in Hamilton despite the significant additional demand these activities impose on Council's infrastructure capacity.
21. Councils consented allocation is based on forecasted municipal demands. The implications of servicing new high water use and wet industry activities without adequate consideration include:
  - Councils current consented allocation from WRC is consumed earlier than projected which will require future demand interventions, earlier than anticipated, to mitigate, such as water restrictions, education and water loss reduction.
  - Treatment and network capacity upgrades may be required earlier than planned and additional network and treatment investment may also be required.
  - Changes to our WRC water take consent if we are unable to demonstrate efficient use of our allocation.
22. To avoid the above implications requires a consistent considered approach to managing our water resources. The use of policy is an effective tool to provide guidance on the allocation of the scarce resources such as waters to achieve the best outcomes for Hamiltonians.
23. Establishment of a policy for allocation and prioritisation of high water use and wet industry servicing requests is recommended to more efficiently and consistently manage our finite water resources.
24. Principles and priorities proposed to inform the development of policy position on high water use and wet industry requests can be found in Attachment 1. Targeted consultation (including with Waikato Tainui, existing high-water use customers, Te Waka, WRC) is proposed to support development of the policy position.
25. Consultation with Waikato Tainui will take into account the special relationship they have with the Waikato river and how the guiding principles and water allocation priority can address this relationship and how the well-being of Waikato Tainui can be considered.

26. There is opportunity to include the policy guidance on high water use and wet industry requests within the Connections (3-Waters) and Charging Policy which is currently under review. Staff have programmed to brief elected members of the Connections (3-Waters) and Charging Policy Review on 13 August 2019 and to present the updated policy to Council at the September 2019 Council meeting. An update on the Waikato District Council Bulk Water Supply Agreement will be provided at the June 2019 Council meeting.
27. To continue to allocate supply without clear understanding and consideration of our ability to supply runs the risk of demand exceeding our ability to service in the future, from a water take and wastewater discharge allocation and 3-waters infrastructure (treatment, network) perspective.
28. Staff have assessed that there are two reasonable and viable options for the Committee to consider. The options are set out below:
- Option 1 - Do Nothing – Do not develop policy guidance to effectively and efficiently manage the provision of Councils water services.** This would mean that Council would continue to assess potential applications on an ad hoc and first in first served basis. This option will not provide certainty to potential developers and has potential to constrain future growth in the medium to long term. Staff do not recommend this option.
- Option 2 - Put a moratorium in place for consideration of further high water use and wet industry requests, beyond those currently under consideration, until policy guidance is approved by Council.** Policy guidance in relation to the provision of three waters services for high water use activities and wet industry will be developed. The guiding principles and priorities in Attachment 1 will be used for targeted consultation and the development of the policy guidance. The policy guidance will be incorporated into the Connections (3-Waters) and Charging Policy which is currently under review.
29. Staff recommend option 2 because it:
- provides for the effective and efficient management of water resources for the benefit of Hamiltonians
  - provides certainty for developers and staff responding to requests
  - demonstrates to our regulator (WRC) that we are managing our water and wastewater discharge allocations under our consents appropriately, and
  - high-water use and wet industry requests are effectively network connection requests and logically sits within the Connections (3-Waters) and Charging Policy.

### **Financial Considerations**

30. The total costs to develop the policy guidance is estimated to be approximately \$50,000. Funding provision has been made available within the approved 2018 – 28 10 Year Plan.

### **Legal and Policy Considerations**

31. Staff confirm that the staff recommendations complies with the Council's legal and policy requirements.

### **Cultural Considerations**

32. In 2008 Waikato-Tainui and the Crown signed a Deed of Settlement in relation to the Waikato River ("2008 deed"). This directed a new era of co-management over the Waikato River with an overarching purpose of the settlement to restore and protect the health and wellbeing of

the Waikato River for future generations. In 2009, this deed was reviewed and included new provisions for joint management agreements. Thereafter the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 was enacted to give effect to the deed and provides legislative recognition of the Vision and Strategy for Waikato River (Te Ture Whaimana o te Awa o Waikato or Te Ture Whaimana).

*Tooku awa koiora me oona pikonga he kura tangihia o te maataamuri*

*The river of life, each curve more beautiful than the last*

33. The Vision is for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.
34. Te Ture Whaimana has higher status than the National Policy Statement for Freshwater Management (amended 2017) and in its entirety, became part of the Waikato Regional Policy Statement. It is the primary direction setting document for the Waikato Rivers and activities within its catchment affecting the river. RMA planning documents must be updated to conform with the Te Ture Whaimana.
35. The objectives of Te Ture Whaimana include restoring and protecting the health and wellbeing of the river, the restoration and protection of the relationship of Waikato Tainui with the Waikato River including their economic, social, cultural and spiritual relationships, adoption of a precautionary approach towards decisions that may result in adverse effects on the river, and recognition of the strategic importance of the Waikato river to New Zealand's wellbeing and that this is subject to health and wellbeing of the river.
36. Hamilton City and Waikato Tainui have a Joint Management Agreement (JMA) which outlines the commitment to work together in good faith and a spirit of co-operation and to give appropriate weight to the following:
  - Restore and protect the health and wellbeing of the Waikato River for future generations;
  - Te Ture Whaimana o te Awa o Waikato – The Vision and Strategy for the Waikato River;
  - The integrated river management plan;
  - Tai Tumu Tai Pari Tai Ao - The Waikato-Tainui Environmental Plan;
  - Respect the mana whakahaere rights and responsibilities Waikato-Tainui;
  - Act in a manner consistent with the principles of the Te Tiriti o Waitangi;
  - Recognise the statutory functions, powers and duties of HCC under legislation;
37. Tai Tumu Tai Pari Tai Ao has many policies and objectives that if applied will give effect to Te Ture Whaimana. It is a document that Councils must recognise and upholds the principles of engagement and collaboration on matters of importance to Waikato Tainui. Tai Tumu Tai Pari Tai Ao has specific objectives, policies and methods relating to water quantity and allocation.
38. In recognising Tai Tumu Tai Pari Tai Ao and the engagement it prescribes for the development of the proposed policy guidance on water allocation and in recognising the relationship that Waikato-Tainui has with the Waikato River, and the specific objectives relating to restoring and protecting this relationship, HCC will be giving effect to the Te Ture Whaimana.

### **Sustainability Considerations**

39. The Sustainability Principles that the recommendations support and the reasons why are described below:
40. The proposal to develop policy guidance to inform decisions associated with servicing high water use and wet industry activities seeks to embed Councils sustainability principles into our

water resource allocation decisions by giving effect to the following principles in the policy guidance:

Principle 1: Council includes environmental, economic, social, and cultural considerations in its decision-making criteria

Principle 2: HCC uses its position as a city leader to educate and influence the wider Hamilton community to embrace sustainability

Principle 3: HCC anticipates and acts to prevent or mitigate environmental degradation where there are threats of serious or irreversible damage.

Principle 6: HCC works to improve the resource efficiency and health of homes, businesses and infrastructure in our city.

Principle 8: Council ensures that it understands, prepares for and responds to the impacts of climate change

Principle 9: HCC is an integral part of regional efforts to restore and protect the quality of waterways.

## Risks

41. The risks associated with the recommendations are:
  - Economic and Reputational - Hamilton is not a preferred location for new commercial and industrial growth
  - That it will slow down the review of the Connections (3-Waters) and Charging Policy by adding further complexity.
  - That the draft principles and priorities are not aligned with stakeholder views which could delay delivery of the policy guidance and extend the period of the moratorium.
42. The risks should the recommendations not be accepted are outlined in the Discussion Section of this report.

## Significance & Engagement Policy

43. 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

44. Given the low level of significance determined, the engagement level is low. No engagement is required.
45. However, in accordance with the principles outlined in the Te Ture Whaimana, Tai Tumu Tai Pari Tai Ao and the JMA between Hamilton City Council and Waikato – Tainui, staff propose to engage with Waikato – Tainui to develop the policy guidance.

## Attachments

Attachment 1 - Draft Guiding Principles

## DRAFT GUIDING PRINCIPLES

1. Water is a finite resource that we must use efficiently, effectively and sustainably
2. The provision of 3-waters services must give effect to the overarching purpose of Te Ture Whaimana o te Awa o Waikato ***to restore and protect the health and wellbeing of the Waikato River, and all it embraces, for generations to come.***
3. The first-in first served approach to water allocation is no longer fit for purpose.
4. Water allocation will be prioritised based on land use activities in a way that acknowledges the intrinsic value of the water resource.
5. The highest priority for Hamilton City water supply use is human consumption and sanitation.
6. Hamilton City recognises the special relationship of Waikato-Tainui with the Waikato River.
7. Commercial and industrial activities are required to deliver vibrant communities and must be adequately planned for.
8. Regardless of priority, all water use activities must be water resource efficient and recognise the value of water resources.
9. Water users seeking more than 15m<sup>3</sup>/day from Hamilton City Council are considered high water users and will be considered on a case by case basis by Council (elected members) and in accordance with water allocation priority. There is no guarantee that Hamilton City Council will provide for high water users.
10. A high water use assessment will consider the effects on both water supply and wastewater activities, including trade waste impacts.

## PRIORITY FOR WATER ALLOCATION

- Any customer (including existing customers) wishing to access more than 15m<sup>3</sup>/day from the Hamilton City Council municipal supply must apply to Council under these guiding principles (to be further considered through consultation with Waikato-Tainui).
- To help direct the allocation of Council's water resources, permanent water allocation is prioritised as set out below:
  1. Human domestic use, public health and education facilities, public water and wastewater facilities within the HCC boundary or in locations where allocation is transferred to HCC.
  2. Planned<sup>[1]</sup> non-domestic use (less than 15 m<sup>3</sup>/day) associated with commercial, research, private health, private education and private care facilities, retail, research, dry industry activities.
  3. Planned high water uses for commercial, research, private health, private education and private care facilities, retail, research, industrial activities (greater than 15 m<sup>3</sup>/day).
  4. Unplanned non-domestic use (less than 15 m<sup>3</sup>/day) associated with commercial, research, private health, private education and private care facilities, retail, research, dry industry activities.
  5. Unplanned high water uses for commercial, research, private health, private education and private care facilities, retail, research, industrial activities (greater than 15 m<sup>3</sup>/day)
  6. Agricultural and horticultural land use and water bottle export.

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<sup>[1]</sup> Planned is defined as land use activities zoned for this purpose and where the activity status is permitted or where a consent is required but discretion is limited to matters other than water in the Hamilton District Plan.

# Council Report

Item 16

**Committee:** Growth and Infrastructure Committee

**Date:** 18 June 2019

**Author:** Karen Saunders

**Authoriser:** Jen Baird

**Position:** Peacocke Programme Manager

**Position:** General Manager City Growth

**Report Name:** Peacocke Programme Update

<b>Report Status</b>	<i>Open</i>
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## Purpose

1. To inform the Growth and Infrastructure Committee on progress of the Peacocke Programme of work for May-June 2019.
2. To seek approval from the Growth and Infrastructure Committee of the macroscope and design principles for the bridge over the Waikato River from Peacocke to Wairere Drive.

## Staff Recommendation

3. That the Growth and Infrastructure Committee:
  - a) receives the report;
  - b) approves the bridge macroscope as presented in **Attachment 3** of the staff report; and
  - c) instructs staff to proceed to detailed design and begin physical works procurement to enable a bridge contract award decision in mid-2020.

## Executive Summary

4. This is the fourth programme progress report to the Growth and Infrastructure Committee, covering the period May-June 2019. The previous report was presented to the Committee on [7 May 2019](#). As there have been no significant changes in status, this report is a 'mini update' with a focus on the bridge macroscope.
5. Activity and achievements since the previous report on 7 May 2019 include:
  - The hearing for the Weston Lea subdivision application (Amberfield) was held in May 2019 and caucusing for bats has been directed by the hearing commissioners. The hearing will reconvene in mid-July 2019.
  - Staff are continuing to progress a Notice of Requirement for approximately 14ha as a northern sports park.

- Planning and design continues for the strategic infrastructure projects, with a focus on the new bridge across the Waikato River including:
  - a set of bridge design principles, developed following a comprehensive stakeholder involvement and feedback process
  - a concept bridge design, produced following the design principles, illustrating key elements for aesthetic development
  - opportunities resulting from Peacocke Network Infrastructure stakeholder workshops have been explored and presented for discussion at an Elected Member briefing on 28 May 2019.
- 6. The new bridge across the Waikato River is of significant scale with many technical challenges remaining to be addressed during detailed design and engagement with the construction industry.
- 7. Delivery of the bridge remains a very high risk to the Peacocke Programme in terms of cost and time (refer **Attachment 8**).
- 8. The District Plan Change projects relating to the Peacocke area, approved by the Council on 11 October 2018, are currently on hold pending the decision on the Weston Lea consent application for the Amberfield subdivision.
- 9. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

## Background

- 10. The previous Peacocke Programme update was presented to the Growth and Infrastructure Committee on 7 May 2019 for the period April-May 2019.
- 11. The Peacocke Programme financial report will also be reported as part of the Capital Portfolio report to the Finance Committee meeting on 1 August 2019 (for the period to 31 May 2019).

## Peacocke Programme Vision and Objectives

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



16. As per the Housing Infrastructure Fund (HIF) Detailed Business Case, the investment objectives of the Peacocke Programme are to:
- support Hamilton to be the third city economy in New Zealand
  - increase the amount of developer-ready land to meet the National Policy Statement-Urban Development Capacity
  - support the provision of affordable housing
  - build a vibrant community that integrates with Hamilton
  - enable coordinated land use and strategic infrastructure
  - ensure financial sustainability for Hamilton City Council and the community.

## Discussion

### Commercial, Consenting, Environmental and Development Activity

17. There have been no significant changes to the commercial, environmental and development activity since the previous report to the Growth and Infrastructure Committee on 7 May 2019, with the exception of the Weston Lea subdivision consent hearing for the Amberfield subdivision.
18. The hearing took place in early May 2019. Caucusing for bats has been directed by the hearing commissioners. The hearing is due to reconvene in mid-July 2019.
19. The District Plan Change projects relating to the Peacocke area, as approved to proceed by Council on 11 October 2018, are currently on hold pending the decision on the Weston Lea consent application for the Amberfield subdivision.
20. Commercial discussions and negotiations continue with several developers in the area for Private Development Agreements.

### Capital workstream

21. Overall, the capital workstream is on track. Refer to **Attachment 1** for milestones and key dates.

#### Land Acquisition

22. The land acquisition process under the Public Works Act (PWA) is underway. Refer to **Attachment 2** for an outline of the compulsory acquisition process as per the PWA.
23. All available property owners have been contacted and land acquisition is being progressed in accordance with the approved business case; there are 39 landowners to purchase land from and eight properties have been purchased to date.
24. Notices under section 18 of the PWA have been delivered to 15 landowners.
25. Before the next step of the land acquisition process can begin, landowners need to have reasonable opportunity to seek independent legal, planning and valuation advice. Due to resource availability issues and the complexity of the PWA process, it is taking longer than originally expected for land owners to get this advice. The ability to seek and consider independent advice is a critical component to good faith negotiation and staff are working closely with property agents and landowners to provide clarity to the process and timeframes. This is likely to result in a 2-4-month delay before the next step is taken under the PWA. This is not expected to impact the overall programme at this time.

### Waikato River Bridge – Form and Aesthetics Process

26. The initial bridge macroscope was approved and the most critical consents were secured during the Southern Links designation beginning in 2011. The designation process established design objectives and level of service expectations.
27. The Growth and Infrastructure Committee approved the process to further develop and evaluate the bridge design form and aesthetics on [6 December 2018](#). Approval followed an Elected Member briefing on 29 November 2018.
28. Comprehensive stakeholder involvement and community consultation established bridge design objectives that were used to develop a long list of basic structural bridge forms, which were presented to the Growth and Infrastructure Committee on [7 May 2019](#) for direction. Committee members were asked to confirm how many options to take forward for further consideration and resolved to progress with Option A (the Y-shaped pier bridge structure) as the preferred form.
29. In line with the approved bridge design process, the project team has worked with stakeholders to refine the project objectives into design principles and have used these to develop a concept illustration of the bridge, identifying five key areas to focus aesthetic consideration during detailed design. The concept illustration and design principles were presented to an Elected Member briefing on 28 May 2019 and are now presented for Growth and Infrastructure Committee approval (refer **Attachment 3**).
30. At the Elected Member briefing on 28 May 2019, a pedestrian and cycling overbridge was shown on the northern side of the Waikato River Bridge crossing above the road. A pedestrian and cycling overbridge in this location was not explicitly identified in the HIF Detailed Business Case. However, the bridge design team recommend that a grade separated connection is considered now there is a better understanding of the site topography, pedestrian connectivity needs and safety. Elected Members directed staff to progress with the macroscope including the pedestrian and cycling overbridge, and to explore options for delivering the pedestrian and cycle bridge within existing overall budgets in consultation with NZ Transport Agency (NZTA) as funding partner.
31. The concept illustration shown in **Attachment 3** will likely evolve through the detailed design phase as outcomes become known from further investigation, detailed costings, aesthetic consideration and value for money.
32. Staff are actively engaging with industry experts during preliminary procurement and have identified construction industry resource availability will be higher for the 2020 construction season following key sections of the Waikato Expressway nearing completion. Staff are working closely with the design teams to begin physical works procurement in early 2020.
33. To help manage time, cost and scope risks, the project team will actively pursue value engineering including engagement with industry experts testing design, constructability and procurement for value for money.
34. Key risks specific to the bridge macroscope were also included in the Elected Member briefing presentation on 28 May 2019 (Refer to **Attachment 4**).

### SH3/Ohaupo Road Roundabout

35. The SH3/Ohaupo Road roundabout enabling works construction commenced in May 2019, with the roundabout construction contract due to be advertised for tender in July/August 2019 and works commencing in late 2019.
36. The agreed macroscope for the SH3/Ohaupo Road Roundabout was presented to the Growth and Infrastructure Committee meeting on [29 March 2019](#).

### Wastewater

37. The background investigation for the Peacocke strategic wastewater connection to the Far Eastern Interceptor has confirmed the HIF Detailed Business Case concept as appropriate. Preliminary design is underway for the main transfer pump station and the transfer main running north to Crosby Road.
38. The pipeline alignment is generally shown in **Attachment 5** and the twin pipes are proposed to extend through the East Town Belt adjacent to Wairere Drive, then follow Wairere Drive past the East Coast Main Trunk Railway and up to the existing Far Eastern Interceptor wastewater pipe. An alternative alignment for part of the pipeline is being considered along Tramway Road. Final alignment will be determined following technical assessment that will also consider costs, risks, potential disruption to other assets and other stakeholder feedback.
39. The section of wastewater transfer pipe through the Wairere Drive/Cobham Drive interchange works has been partly included as a provisional item within that contract currently being delivered by Fulton Hogan. Subject to the final design and finalising agreement with Fulton Hogan, staff will bring a report back to seek approval for an increase to the contract sum to accommodate the works.
40. Consultation with property owners and other key stakeholders across the wastewater project is now underway.

### Strategic water

41. The HIF includes allowance for strategic water to support development in Peacocke.
42. An opportunity exists now to install a short but critical length of strategic bulk watermain within the Wairere Drive/Cobham Drive interchange works that would be challenging to install later. Staff are finalising design details and – subject to finalising agreement with Fulton Hogan – will bring a report back to seek approval for an increase to the contract sum to accommodate the works.
43. Staff continue to investigate opportunities for strategic water services within the new river bridge and associated roading projects to protect critical future alignment options. A range of options exist, and these will be tested as part of detailed design and costed as part of tendering the physical works. Staff will assess the options and bring a report to the Council in the future.

### Parks and Open Spaces

44. A Notice of Requirement is being prepared for an approximately 14ha northern sports park. Staff have met with directly affected landowners to discuss the sports park proposal. Staff continue to look for opportunities to secure land for neighbourhood parks as developments arise.

### Sustainability Considerations

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

## Significance & Engagement Policy

### Significance

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

## Engagement

47. A new email newsletter will be launched in June 2019 to continue to keep interested stakeholders up to date on progress with the Peacocke Programme.

### Ongoing engagement

48. Working relationships have been formed with the Ministry of Education as they determine their schooling needs in the Peacocke area. The Programme team has met with the existing local schools in the area and will continue to maintain regular contact throughout the programme.
49. The Southern Links Community Liaison Group, which is jointly run by NZTA and the Council, continues to meet regularly as required by the Southern Links consent conditions.

## Cultural Considerations

50. The first cultural induction was hosted by Waikato-Tainui Tangata Whenua Working Group in May 2019. Relevant Council staff and project team members attended the session, which was very successful. Further inductions will be held at milestones where new stages of the project begin.
51. Effective engagement with Iwi is integral to the success of many of the projects across the programme. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.
52. Our Iwi partners, Waikato-Tainui, are engaged under the Joint Management Agreement (JMA), with a shared responsibility to achieve the vision and strategy for the Waikato River.
53. Staff place a high level of importance on the Vision and Strategy for the Waikato River when planning projects that impact the river and tributaries within the Peacocke catchment.
54. Staff recognise and consider relevant sections of the Waikato-Tainui Environmental Plan when planning projects within the Peacocke catchment.
55. Maangai Maaori provide a political voice for Maaori within the decision-making of select Council committees.
56. Waikato-Tainui interests are represented on the Peacocke Governance board through Waikato-Tainui General Manager Rights and Interests, Taipu Paki.
57. The Council continues to meet its legislative responsibilities under the RMA by providing opportunities for Iwi and hapuu to contribute to local government decision-making processes and exercise of kaitiakitanga over the natural and physical aspects within Peacocke.
58. Iwi and hapuu contributions in Peacocke have included the Southern Links road corridor projects; private plan changes; Integrated Catchment Management Plans; and processing of resource consents.
59. There is a formal agreement now in place between the Council and Waikato-Tainui to resolve first rights of refusal for any land that was originally derived from the Crown.

## Financial Considerations

60. The Peacocke Programme financials (**Attachment 6**) are in the form of the Peacocke Programme Capital Report (as at 30 April 2019). Note that the capital report for the period ending 31 May 2019 will be presented to the Finance Committee on 1 August 2019.
61. Staff have signalled a deferral to the Finance Committee due to the land acquisition process which, while on track as per the business case, is likely to result in the spend allocated for

property purchases to be in the coming years. This is dependent on the land acquisition negotiation process and purchase prices.

62. Three HIF facility drawdowns have been claimed and one is in progress. Costs to date have been largely for consultancy fees for design and investigation, and land acquisition and property.

Drawdown	Period	HIF Facility	NZTA Subsidy	Total
#01	Quarter 4, 2017/18	\$176,000	\$91,000	\$267,000
#02	Quarter 1, 2018/19	\$560,000	\$564,000	\$1,124,000
#03	Quarter 2, 2018/19	\$488,000	\$356,000	\$844,000
#04	Quarter 3, 2018/19	\$2,926,000	\$1,638,000	\$4,564,000
<b>TOTAL</b>		<b>\$4,150,000</b>	<b>\$2,649,000</b>	<b>\$6,799,000</b>

### Risks

63. The Peacocke Programme has adopted the Council's risk management framework with further alignment with the NZTA risk register format, which applies a quantitative engineering application to managing strategic and operational risks.
64. The Peacocke Programme has identified seven programme risks which are considered high level risks that can affect or impact the programme objectives. These are identified in the Peacocke Programme Risk Report May 2019 (refer **Attachment 7**).
65. In addition, the Peacocke Programme has identified five operational risks, which are managed and monitored by the project management team and reported at the steering and governance levels (refer **Attachment 8**).
66. As part of the assurance framework implemented into the Peacocke Programme, the Council's Risk Manager provides quarterly support to the Peacocke Programme Manager.
67. Risks relating to the way the construction industry prices for risks in major projects is changing and has resulted in higher tender prices for similar works. Options to engage earlier during tendering and providing longer tender timeframes can help manage this risk, and staff will continue to better understand this risk as procurement planning progresses.
68. The timing for property purchase is on the critical path in some locations. The Council is progressing acquisition using the Public Works Act (PWA); however, resourcing constraints within the planning and property valuation industry mean that it is taking longer for property owners to seek their own independent advice within anticipated timeframes following initial s18 notices being delivered. The opportunity for independent advice along with appropriate time to consider options is part of the good faith negotiation process required before the next steps can be taken. Good faith negotiation is not a prescribed process with set timeframes and is unique to each individual property owner. Staff expect to begin delivering the first s23 notices in early August 2019.
69. An emerging risk to the delivery of the Network Infrastructure Programme is the recent changes to the application of the Wildlife Act 1953 by Department of Conservation, following recent case law. This may result in the Department of Conservation being unable to issue a wildlife permit, which could result in a delay to the programme (and subsequent impacts on HIF funding). Staff are seeking legal advice and have been working closely with the Department of Conservation to understand the changes and impact, and may elevate this issue to central government, if required.

**The next six months: May – October 2019**

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

- investigation, research and design of the key infrastructure
- bridge detailed design
- wastewater preliminary design
- land acquisition
- enabling works – SH3/Ohaupo Roundabout
- progressing commercial negotiations with developers
- looking for more ways to enable development
- investigating active recreation reserves
- continuing to form partnerships
- stakeholder engagement.

**Attachments**

Attachment 1 - Peacocke Network Infrastructure Milestones - May 2019

Attachment 2 - Compulsory Acquisition Process

Attachment 3 - Peacocke Waikato River Bridge Macroscopic

Attachment 4 - Elected Member Briefing paper- Bridge Macroscopic - 28 May 2019

Attachment 5 - Peacocke Strategic Wastewater Macroscopic

Attachment 6 - Peacocke - Capital Report as at 30 April 2019

Attachment 7 - Peacocke Programme Risks - May 2019

Attachment 8 - Peacocke Project Risks - May 2019





Peacocke Programme Milestones  
As at May 2019

Network Infrastructure High level milestones

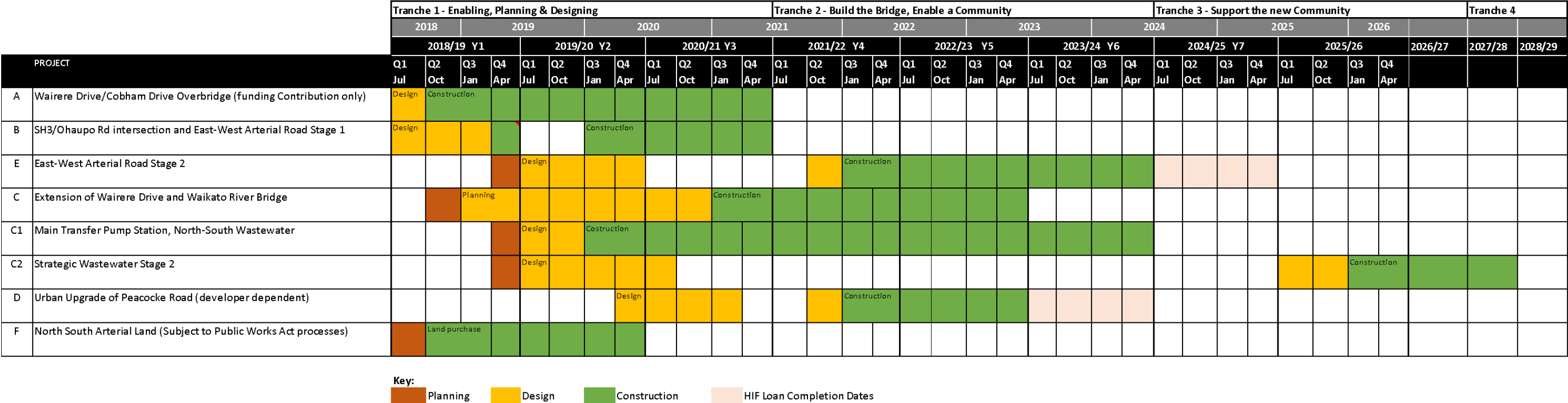


Table of Milestones

Ref	Project	Phase	Forecast Construction Start (Baseline)	Forecast Construction end (Baseline)	HIF Facility Agreement Construction Start Date	HIF Facility Agreement Construction End Date	Commentary
A	Wairere Drive/Cobham Drive Overbridge (funding contribution only)	Construction	Underway	June 2021	n/a	n/a	Physical works contract has been awarded and contractors are on site. HIF \$3.2m funding portion has been completed.
B	SH3/Ohaupo Rd intersection and East-West Arterial Road Stage 1	Construction	Apr 2019	June 2021	Dec 2019	Jun 2021	Enabling works construction to commence in May 2019, pausing for Fieldays with main activity mid-June 2019. Extent of Stage 1 to be determined by Stormwater.
E	East-West Arterial Road Stage 2	Design	Dec 2022	Jun 2024	Dec 2022	Jun 2025	Investigation and design of the East-West Arterial is underway. Investigating merits of accelerating part of the west end.
C	Extension of Wairere Drive and Waikato River Bridge	Design	Dec 2020	Jun 2023	Dec 2020	Jun 2023	Consultants are in place and investigations are underway, geotechnical work has commenced and there is a focus on bridge form and aesthetic.
C1	Main Transfer Pump Station, North-South Wastewater	Design	Dec 2019	Jun 2024	Dec 2019	Jun 2024	Preliminary design has commenced. Cobham Drive transfer main crossing planned for 2019. Northern section of transfer main programmed for tender late 2019.
C2	Wastewater internal strategic Network	Design	Dec 2025	Jun 2027	Dec 2025	Jun 2027	Preliminary design progressing to inform the Main Transfer Pump Station and North-South Wastewater (C1).
D	Urban Upgrade of Peacocke Road	Design	Dec 2021	Jun 2023	Dec 2022	Jun 2024	Working with developer to optimise developable area along roadside. Reviewing procurement options and staging to match. Design brought forward for the section from Peacockes Road to Amberfield proposed intersection to support construction phasing.
F	North-South Arterial Road Land	Planning	Jun 2018	Jun 2020	Jun 2018	Jun 2020 (acquisition)	Planning is underway for land purchase. Public Works Act notices are being prepared.

D-2939180

# compulsory acquisition

## A three stage process

**Do your projects require acquisition of land within a strict timeframe and budget? Do you have projects ready to go and can't reach agreement with those last two or three landowners? Does your property acquisition strategy include the option to use the compulsory acquisition provisions in the Public Works Act 1981 for those difficult cases? Did you know that using compulsory acquisition could reduce the risk of delays to construction, lessen an owner's opportunity to use delay as a negotiation tactic and avoid those expensive "cheque book" settlements?**

Compulsory Acquisition ("CA") under the Public Works Act 1981 ("PWA") is a necessary tool to ensure land ownership is secured for a project in the event agreement cannot be reached. It can also be a useful and effective tool to motivate owners to enter into meaningful negotiations. TPG consists of a team of skilled negotiators backed by a legal team with substantial experience in CA. Early involvement by such a team ensures that:

- CA processes are built into acquisition strategies at the appropriate time to meet the requirements of the project.
- Complex legal and procedural requirements are built seamlessly into the acquisition process.
- Delays are avoided and opportunities to complete acquisition by agreement are enhanced.

### Who can access the CA process?

Local Authorities, Government Departments, Requiring Authorities and Airport Authorities.

### What can be acquired by CA?

Whole titles, part titles, easements, other interests in land, Maori Land, land still registered in the name of deceased owners.

### Who gets served with CA Notices?

All of the landowners of the relevant parcel of land and every other person having a registered interest in the land.

### When should you start the CA process?

As soon as you have a definite land requirement and difficulty in reaching agreement. Prior negotiations are not always necessary.

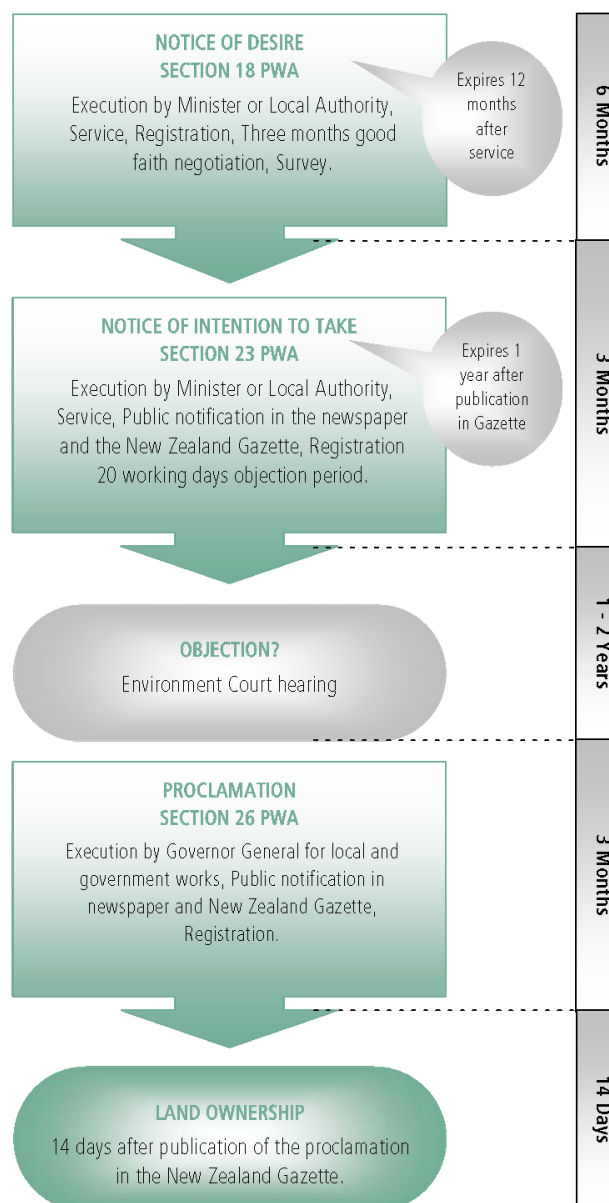
### Is a registered valuation required?

Yes, the Notice of Desire must include an invitation to sell at a valuation assessed by a registered valuer.

### When is survey required?

If only part of the land in a title is required, then survey of that part is required for the Notice of Intention. If the owners will not consent to entry for survey then a notice authorising survey under s110 PWA will be required. To avoid delays this should be dealt with at the same time as the Notice of Desire.

## THREE STAGE PROCESS



### Does the land have to be designated first?

*Kett v Minister for Land Information* (High Court AK 28/6/01):

*"There is no statutory restriction upon the Crown taking land prior to the obtaining of a designation and although in certain circumstances it may not be fair, sound and reasonably necessary to take land before a designation is obtained, I see no reason in principle which would have required the Minister to have been satisfied that the designations were finally in place before moving to take the land."*

### What will the Environment Court consider if an objection is lodged?

- The reasons and objectives for the requirement.
- Adequacy of consideration of alternative sites, routes and methods for achieving the objectives.
- Whether acquisition is fair, sound and reasonably necessary to meet those objectives.
- Procedural compliance and good faith are likely areas to be contested.

**Note: The level of compensation offered is not a valid ground for objections.**

### Publication of the Proclamation is not the end of the story

- Compensation will still need to be determined either by agreement or by reference to the Land Valuation Tribunal.
- It may be necessary to take action in the District Court to get possession of the land.

### How Do Requiring Authorities Compulsorily Acquire?

A Requiring Authority ("RA") is required to make an application under Section 186 of the Resource Management Act 1991. A Network Utility Operator must have a requiring authority status before it can make an application. The following information is required in support of the application:

- A written undertaking from the RA that it will meet the Crown's expenses.
- A statement of the RA's objectives and how they relate to the land required.
- A statement of the minimum requirements for the project.
- An expert independent review of the Project to confirm if technically appropriate.
- An expert assessment of feasible alternative sites, routes or other methods of achieving the RA's objectives.
- A statement on public consultation undertaken.
- Advice as to whether all other required consents/approvals have been granted.

### Who is responsible for processing approval and signing of the notices?

Agency	Section 186 Approval	Notice of Desire	Notice of Intention	Proclamation
Government Department	Not applicable	✓ LINZ	✓ LINZ	✓ LINZ
Local Authorities	Not applicable	✓ LA	✓ LA	✓ LINZ
Requiring Authorities	✓ LINZ	✓ LINZ	✓ LINZ	✓ LINZ
Airport Authorities	Not applicable	✓ LINZ	✓ LINZ	✓ LINZ

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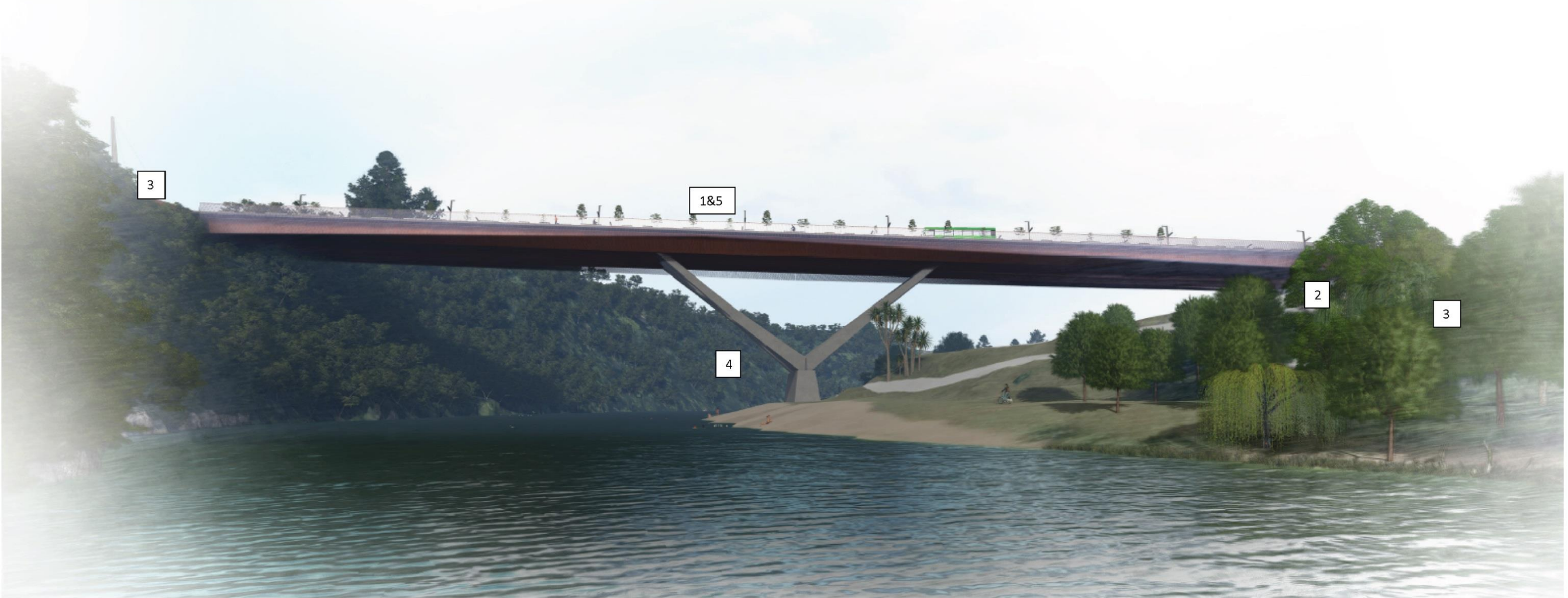
Telephone +64 4 470 6105  
Facsimile +64 4 470 6101  
Email [enquiries@propertygroup.co.nz](mailto:enquiries@propertygroup.co.nz)





Waikato River Bridge Macroscopic Approval – Growth and Infrastructure 18 June 2019

Concept illustration and aesthetic focus



<p><b>Macroscopic approval</b></p> <ul style="list-style-type: none"><li>• Structural Y shaped pier bridge form with piers outside the permanent waterway</li><li>• Bridge must meet current structural design, safety and seismic standards</li><li>• Design principles and key focus areas for aesthetic opportunity as identified on plan above</li><li>• Incorporate walking and cycling, connecting to existing networks. Opportunities for extension of scope to continue to be explored</li><li>• Grade separated walking and cycling at both ends of bridge if it can be accommodated within budget</li><li>• Four lane deck designed for adaptability to respond to future space reallocation needs</li><li>• Incorporates cultural narrative in design</li><li>• Ecological and environmental impacts including lighting and landscaping to manage effects on bats</li><li>• Protect for access and use of southern river bank</li><li>• Incorporates strategic services</li><li>• Continues to seek value for money.</li></ul>	<p><b>Key areas of aesthetic focus</b></p> <ol style="list-style-type: none"><li>1. Handrail and bridge edge protection</li><li>2. Bridge abutment &amp; retaining walls</li><li>3. Landscaping</li><li>4. Central Y pier system</li><li>5. Crash barrier system</li></ol> <p><i>Note: emphasis and effort of development of each element to be based on best overall value for money (best bang for buck)</i></p>		
	<p><b>Design Principles</b></p> <ul style="list-style-type: none"><li>➢ Experience</li><li>➢ Flexibility/Versatility</li><li>➢ Kaitiaki</li><li>➢ Connection</li><li>➢ Memorable/Distinctive</li></ul>	<p><b>Connections</b></p> <ul style="list-style-type: none"><li>• Protect ability to connect to future River Ride path network</li><li>• Connects to paths leading to Hamilton Gardens, East Town Belt and local communities</li><li>• Opportunity for grade separated walking &amp; cycling bridge</li></ul>	<p><b>Walking and cycling overbridge opportunity (north side of river)</b></p> <ul style="list-style-type: none"><li>• Crossing under bridge now proving an unfeasible option</li><li>• An overbridge is a better solution, but may have cost implications</li><li>• Ped bridge wasn't explicitly identified in HIF Business Case</li><li>• May require discussion with NZTA to confirm scope &amp; funding.</li></ul>









## Purpose of briefing

1. Provide update on concept development
2. Seek feedback
3. Confirm next steps:
  - Macroscopic approval at 18 June G&I
  - Proceed to detailed design and physical works procurement
  - Technical and aesthetics to be managed by the experts



## Background

Previously, Growth and Infrastructure committee have:

- Opted for a governance role in the bridge form and aesthetics process
- Instructed the process be led by technical experts to manage risks
- Approved structural Option A (flat bridge deck with Y shaped pier)
- Instructed staff to further develop aesthetics and technical assessments in consultation with key stakeholders, iwi and technical experts
- Requested staff report back to the next Growth & Infrastructure committee in June with the preferred bridge concept for macroscopic approval.



## Option Development & Evaluation Process – We are here

Process stages:

- ✓ Multi stage approach – hear from wide range of interested parties to begin with
- ✓ Use a range of technical experts to listen and rationalise inputs into list of bridge options
- ✓ Assess options using set criteria as well as existing project constraints to identify trade-offs/preferences
- **Seek Council endorsement / approval (macroscopic)**
- Feed back through stakeholders at each stage.



## Macroscopic – Concept Design

- Key Takeaway: **This is a concept** illustration as a basis to progress detailed design – it still has a long journey ahead
- It still needs to satisfy challenging technical requirements as well as meet project and stakeholder objectives
- Function and aesthetic expectations need to be balanced to ensure value for money and ability to meet time and budget.



## Site location





## Stakeholders and Objectives

### The challenges

- Different user experiences – significance of area beneath structure
- Multi-modal – differing needs & speeds
- Flexibility of structure - future modes/needs
- Ecology – bats (critical), lizards & birds
- Cultural significance - kaitiaki / guardianship
- Linkage & connectivity – transport / river / community
- Memorable – captures essence of location & the time
- Safety – all phases & all users
- Value for money




## Design Principles



Experience      Flexibility / Versatility      Kaitiaki      Connection      Memorable / Distinctive

## Site context and features



## Cultural narrative

### Key points

- Iwi are our partners who are integrally involved and will continue to be throughout the project
- Location signifies gateway to Kirikiriroa as well as geographic demarcation of Pa on either side of te awa (the river)
- Many known and potential waahi tapu sites both sides of te awa inform historic activities including trade, growing produce, social
- Te awa is significant to Maori, and crossing it comes with responsibilities.

### Design Outcomes

- Embed essence of kaitiaki (guardianship) throughout project
- No piers in the permanent waterway
- Pursue cultural narrative through design aspects
- Connection and access to te awa
- Environmental and ecological protection and enhancement.



## Ecology & Environmental

### Design requirements

- Minimise impacts of construction on environment and ecology
- Minimise vegetation removal
- Minimise effects on bat flight paths
- Create bat "hopovers" over bridge on northern bank and under bridge on southern bank
- Utilise planting to frame bridge gateway and strengthen ecological linkages with existing habitat and wildlife corridors into the project where possible
- Manage lighting to minimise effects on bats (likely no underlighting of bridge)
- Stormwater runoff treatment and erosion protection

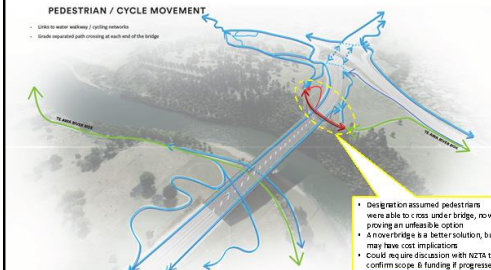




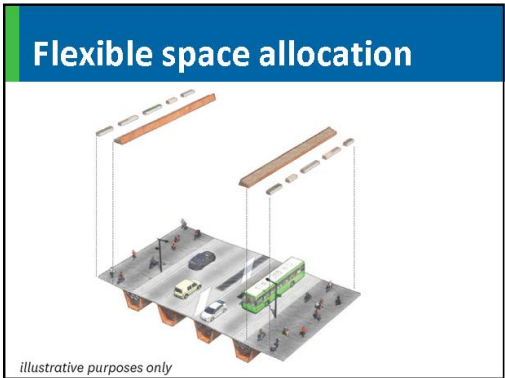
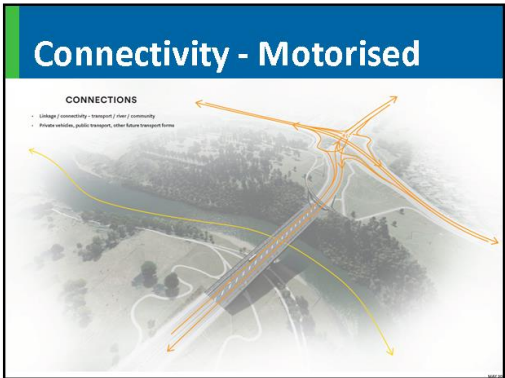

## Connectivity – Peds & Cycles

### PEDESTRIAN / CYCLE MOVEMENT

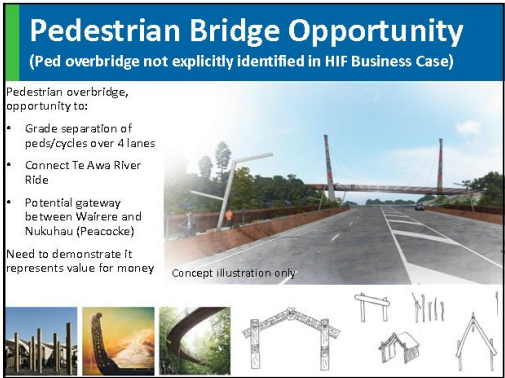
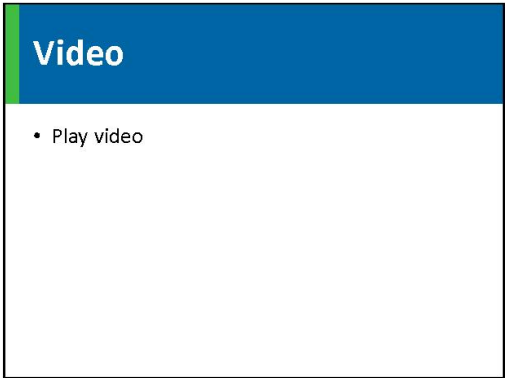
- Links to water walking / cycling networks
- Grade-separated path crossing at each end of the bridge



Designation assumed pedestrians were able to cross under bridge, now proving an unfeasible option  
 A new bridge is a better solution, but may have cost implications  
 Could require discussion with NZTA to confirm scope if funding progressed.



illustrative purposes only



Concept illustration only



Concept illustration only



Are there some risks? Yes.	
Risk description	Key mitigation actions
1 Geotechnical risks remain, particularly in relation to meeting seismic requirements for structures.	<ul style="list-style-type: none"> <li>• Macroscopic approval to allow more specific geotechnical design work to progress</li> <li>• Independent peer reviews</li> </ul>
2 Changes in legislation and standards since Business Case and funding approval	<ul style="list-style-type: none"> <li>• Communicate changes to stakeholders</li> <li>• Update cost estimates and understand budget implications</li> <li>• Communicate time or cost implications to Council</li> </ul>
3 Ecological impacts (particularly bats)	<ul style="list-style-type: none"> <li>• Environmental Monitoring and Management Plan detailing comprehensive (and extensive) mitigations</li> <li>• Begin mitigation plans early</li> </ul>
4 Scope vs budgets Comprehensive stakeholder consultation, as well as increases to design standards throughout the country have led to increases in scope (Stormwater, walking and cycling, safety, geotechnical), and which could impact current budgets	<ul style="list-style-type: none"> <li>• Understand and confirm all requirements early</li> <li>• Engage with stakeholders and Council to understand and prioritise outcomes where necessary</li> <li>• Robust cost estimates at every project stage</li> <li>• Full independent professional cost estimator reviews</li> </ul>
5 Risks relating to how the construction industry currently prices for risk can lead to higher tender prices.	<ul style="list-style-type: none"> <li>• Engage early with construction industry to get feedback</li> <li>• Engage construction methodology reviews</li> <li>• Proceed to tender early to give contractors maximum timeframes within which to complete construction, best utilising their skills and resources</li> </ul>
6 Timing of land purchase necessary to deliver HIF infrastructure.	<ul style="list-style-type: none"> <li>• Engaged reputable experts to lead Council through process</li> <li>• Early, open and regular land owner engagement</li> </ul>

Timeframes
<ul style="list-style-type: none"> <li>• 18 June 2019 – Recommend &amp; Confirm macroscopic</li> <li>• June 2019 to Early 2020 – Detailed Design &amp; Value Engineering</li> <li>• Late 2019 – Begin procurement process; Critical to get to market in late 2019, early 2020 to align with contractor availability</li> <li>• Mid/late 2020 – Construction contract award and begin construction</li> <li>• <b>2023 - Bridge complete and open</b></li> </ul> <p>These timeframes are extremely tight – delay could impact HIF funding agreement.</p>

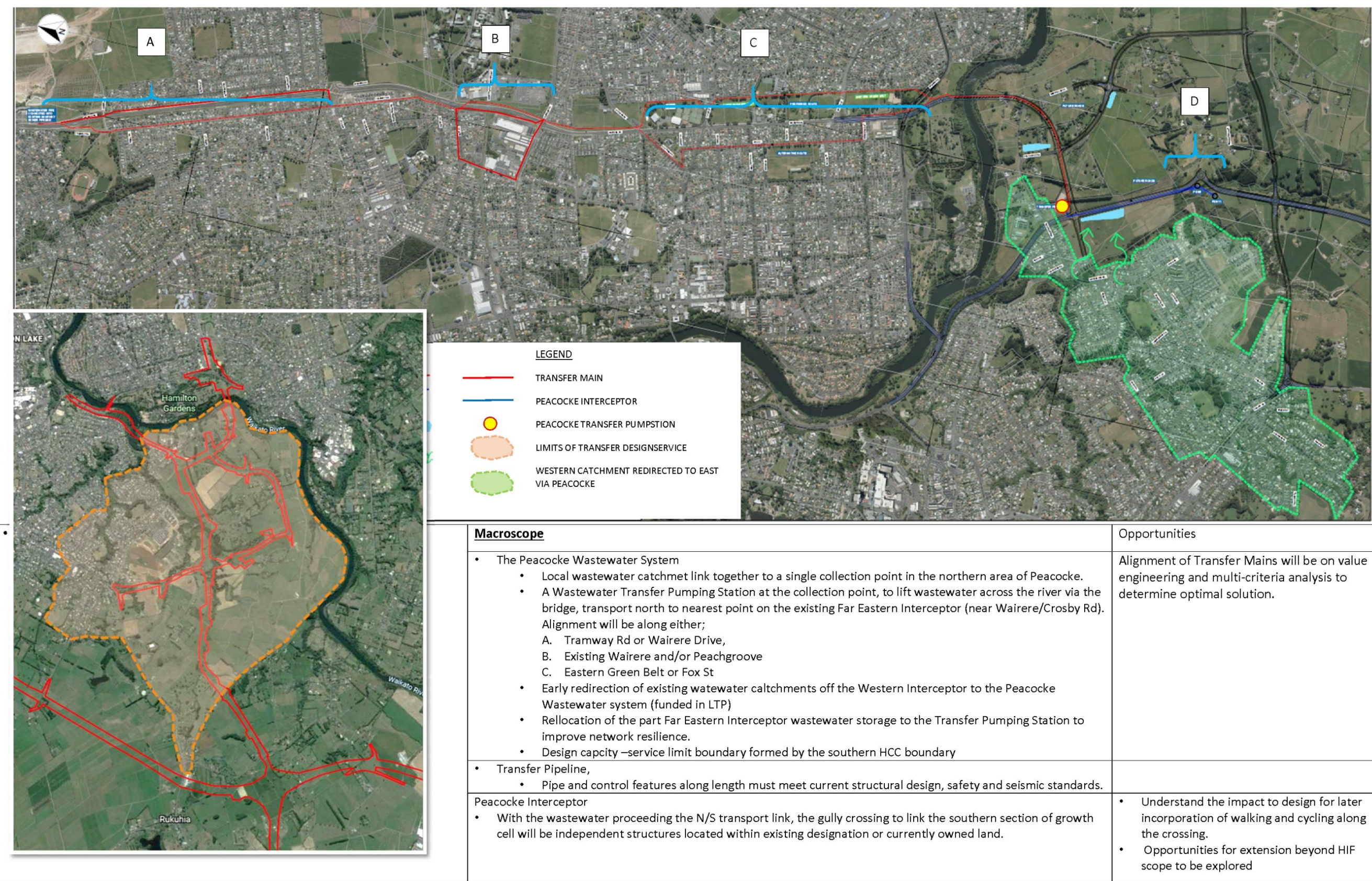
Next steps
<ul style="list-style-type: none"> <li>• Proceed to detailed design</li> <li>• Develop aesthetics in conjunction with continued value engineering and stakeholder involvement.</li> <li>• Progress deck space allocation opportunities and connectivity through Access Hamilton Task Force</li> <li>• Commence physical works procurement process</li> <li>• Refine and review construction costs and risks (ongoing)</li> </ul>







Peacocke Wastewater System Macroscope





# Peacocke Programme Capital Report

- Programme Outcome:**  
*Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke*  
Enabling the development of an attractive and sustainable community in the Peacocke growth area.
- Land acquisition is tracking well in accordance with the business case, however remains a risk to the programme with several difficult conversations with landowners
  - Investigation and design for the lead network infrastructure is underway and on track
  - The bridge investigation and design is on track with Council approving the structural form following stakeholder engagement
  - SH3/Ohaupo Intersection and East-West Arterial enabling works have commenced with construction due to commence this summer
  - Land has been purchased for Stage 1 Neighbourhood Park, as per the 10 Year Plan (refer point A on map)
  - A Notice of Requirement for approximately 14ha northern sports part is being prepared (refer point B on map)
  - A successful open day was held on 3 April 2019 for Peacocke and Southwest Hamilton with over 1000 people attending and providing feedback for various projects



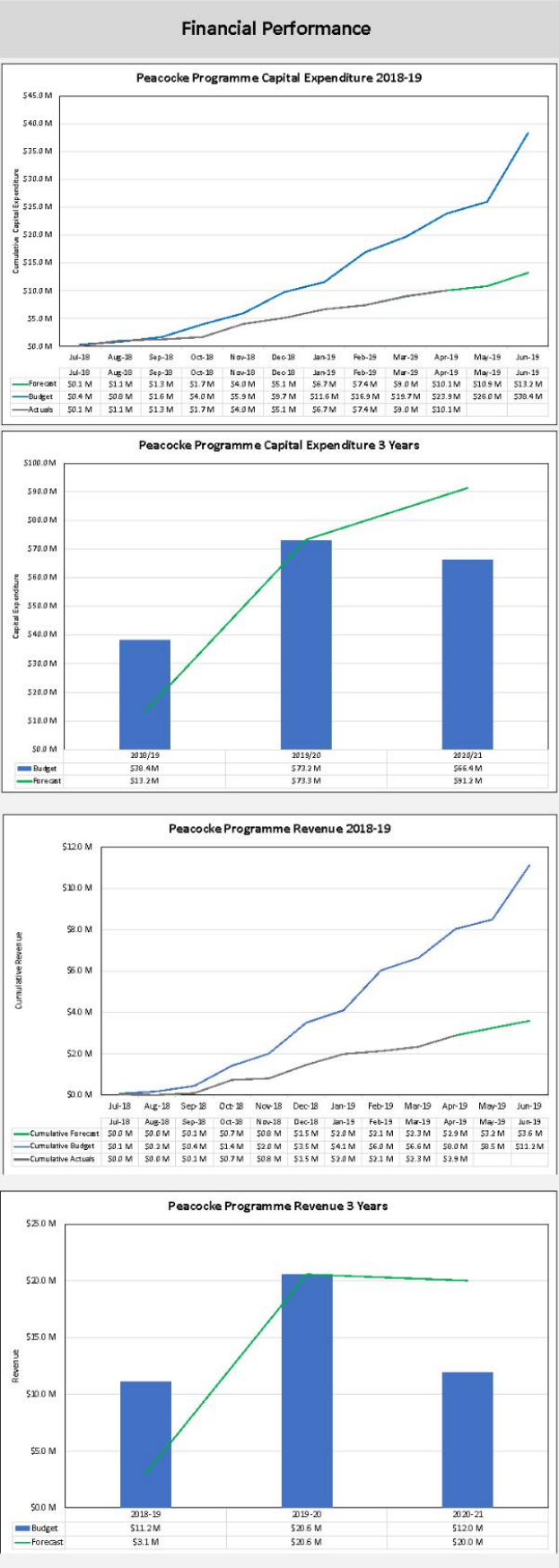
Peacocke & southwest Hamilton Your Neighbourhood information expo held 3<sup>rd</sup> April 2019



Geotechnical testing of the bridge site



Peacocke team site visit to the bridge site and Whatukoruru pa March 2019





Peacocke Programme Risks

As at 14 May 2019

Ref	Risk	Risk Description	Inherent rating	Cause	Controls	Mitigation	Residual Rating	Risk Owner
1	Poor stakeholder relationship & communications management	Council fails to manage all stakeholders to achieve programme objectives and outcomes through inadequate or inappropriate communication strategies.	Extreme risk	Poor communications strategy with the community Poor relationship communications with stakeholders by council Developer misinterpretations causing disruption to stakeholders	Programme communications strategy and plan Dedicated communications resource and input methodology to capture stakeholder and community concerns and issues.	Mitigate	Very high risk	Jen Baird
2	Land availability	Landowners do not volunteer sale to council requiring a regulatory process introduced which has significant time delays.	Extreme risk	Poor communications with landowners Landowners delaying sale to capitalise on land value Developer misinterpreting to their advantage Landowners refuse to sell and initiate a litigation stance against council	Communications strategy and plan Public Works Act - purchase of land by crown Business case study outline	Mitigate	Very high risk	Chris Allen
3	Project & Programme Management Failures or Impacts	Project leadership and resource capacity and / or capability being insufficient or ineffective for Peacocke programme and projects objectives with inadequate quality measures for deliverables.	Very high risk	Poor preplanning and / or ignoring PMO framework Project alignment with stakeholders not clearly understood Contractor and sub-contractor management is poorly managed Financial deviations not captured or acknowledged during project phases or gateways Financial budget blowouts through poor management NZTA and Developers interpretation conflicts with council objectives	PMO framework Programme Steering group and Programme Project Board (formerly governance board) Programme gateway delegation controls Dedicated contract management resource or responsibility Three levels of assurance implemented by PMO	Accept	High risk	Chris Allen
4	Programme Financial Failures	Implementation of Peacocke Programme Financial Strategy is not effective in supporting appropriate project decision making to meet the financial pressures associated with investing in city growth objectives.	Very high risk	Materially incorrect financial strategy assumptions for programme and projects Significant unforeseen event	Council's Financial Strategy is reviewed three yearly in conjunction with the development of Council's 10-Year Plan and revised if appropriate. Peacocke programme is incorporated within this strategy. Peacocke Programme Project Management Board provides quarterly oversight. (formerly Governance Board) This includes financial reporting that is presented in the Finance Committee The Programme Financial Strategy is used to guide decision making where significant expenditure is required. Council's delegated authority limits result in these items being referred to meetings of the Council where details of the expenditure and associated risks are identified and reviewed before decisions are made. Council's Monitoring Report is used to provide visibility of Council's financial performance at each Finance Committee and includes Peacocke programme. This enables comparison to Council's Financial Strategy limits and for any irregularities to be discussed and addressed. Internal financial reporting is used to provide visibility of Council's financial performance at each monthly Senior Leadership Team meeting. This enables comparison to Council's Financial Strategy limits and for any irregularities to be discussed and addressed.	Accept	High risk	Chris Allen
5	Conflict of Interest activities	Perceived and actual incidents of corruption are identified and reported to government agencies for investigation.	Very high risk	Poor understanding of stakeholder and developer conflicts of interest Poor understanding of bribery, corruption and conflicts of interest Project relationship boundaries not clear and concisely communicated by council and management In appropriate behaviour outside business relationship Financial advantage intent Poor or mismanaged delegation and approval structure	Programme Governance (Project) oversight Financial delegations and processes - Procurement Policy and Procedures Manual Council Risk Management Policy Management Fraud and Corruption Policy Preventing bribery & corruption training module Conflict of interest training module	Accept	High risk	Richard Briggs
6	Poor health and safety Management or Governance Oversight	Failing to establish, maintain or monitor a safe working environment throughout Peacocke programme and projects leading to death or serious harm to workers, contractors and / or public.	Very high risk	H&S roles and responsibilities across the Peacocke programme not fully understood, implemented or accepted Relationships between PCBU's working on the project not documented/agreed Poor understanding of the H&S hazards and associated risks within the projects Safety critical risks not identified and appropriate controls implemented and monitored H&S management system ineffective or inefficient - council and contractor Poor safety / organisational culture / learning's not shared Human error / inappropriate behaviours / complacency Inadequate training, experience or system deficiencies Unsafe or poorly maintained equipment Poor assurance programme established or adopted	Health and Safety Management System - system development phases Identification of critical H&S risks - contractor and council Contractor management framework and programme based on the level of safety risk implemented and accepted Includes reviews of plans, procedures for work practices/activities for all high-risk areas SHE Pre-qualification engagement programme - contractors Includes reviews of plans, procedures for work practices/activities for all high-risk areas Site specific plans provided by contractors for each phase of work assessed and monitored by a competent person Monitoring of competencies of persons engaged by contractors/sub-contractors throughout the project cycle Organisational / Project engagement survey "Just Culture" adopted for all safety events relating to the project to encourage reporting of all safety events H&S Audits and Inspections programme based on three lines of defence, using competent assessors Appropriate health monitoring undertaken by contractors during work on the project	Mitigate	High risk	Richard Briggs
7	Poor data, analysis and reponse by Council	Inaccurate data or weak analysis leading to poor project management outcomes against Peacocke financial strategy and excessive costs resulting in inappropriate levels of investment in Peacocke programme and projects and stakeholder engagement and reputational issues.	Very high risk	Assumptions known at the time of analysis/projections Length of time between analysis and delivery Poor preplanning management Poor due diligence and inaccurate or outdated data and methodology Anchored biased and misinterpretation Unforeseen financial event	Growth forecasts and modelling around developer contributions reviewed by General Manager City Growth Core inputs prepared by external experts "market Economics" models and reviewed by BERL or other external party Quarterly reviews of actual land availability to planned projections Annual reports to Ministry of Urban Development and Housing (as per HIF Facility Agreement) Growth, funding and analytics team projections aligned with infrastructure and city planning requirements and assumptions New Development Contribution model and tool has been established to provide improved data analysis. Hamilton Housing Market & Economy Growth Indicator Report	Mitigate	High risk	Jen Baird

## Peacocke Programme Project Risks

As at 14 May 2019

Ref	Risk	Risk Description	Inherent rating	Cause	Controls	Mitigation	Residual Rating	Risk Owner
1	Protracted land negotiations	There is a threat that negotiations for land purchase and temporary occupation are protracted or complex	Extreme risk	The cause of the threat is the approach taken in interpreting the Public Works Act	Public Works Act process	Transfer	Very high risk	Tahl Lawrence
2	Wildlife Permit	There is a threat that the appropriate wildlife permits won't be in place prior to construction commencing	Very high risk	The cause of the threat is recent case law in relation to issuing wildlife permit under the Wildlife Act 1953.	Early engagement with Department of Conservation Legal review of case law Environmental Monitoring & Management Plan	Transfer	Very high risk	Tahl Lawrence
3	Bridge Form	There is a threat that the preferred bridge form for completing the detailed design is not yet known	Extreme risk	The cause of the threat is that decision-making process takes longer than expected, outcome is different from expected outcome; conflicting stakeholder drivers	Identify stakeholders and manage expectations; optioning firm up cost estimates of options	Transfer	Extreme risk	Tahl Lawrence
4	Utilities crossing river	There is a threat that utility type/number/size that need to cross the river is not finalised on time	Extreme risk	The cause of the threat is that the bridge form is not known; utility requirements are not finalised	Re-estimate cost Design for future proofing	Transfer	Very high risk	Tahl Lawrence
5	Construction cost estimate	There is a threat that the construction cost estimate will exceed budget	Extreme risk	The causes of the threat is that the cost estimate completed to date does not reflect latest project objectives or expectations; the budget was established based on the 50th percentile cost estimate; ongoing cost escalation and scope creep	Update cost estimate as soon as bridge form is agreed upon	Mitigate	Very high risk	Tahl Lawrence



# Council Report

Item 17

<b>Committee:</b>	Growth and Infrastructure Committee	<b>Date:</b>	18 June 2019
<b>Authors:</b>	Chris Allen, Eeva-Liisa Wright and Jen Baird	<b>Authorisers:</b>	Chris Allen, Eeva-Liisa Wright and Jen Baird
<b>Positions:</b>	General Manager Development, General Manager Infrastructure Operations and General Manager City Growth	<b>Positions:</b>	General Manager Development, General Manager Infrastructure Operations and General Manager City Growth
<b>Report Name:</b>	General Managers' Report		

Report Status	Open
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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; and
  - b) approves the deferral of the draft objectives and guiding principles of the Parking Management Plan to the 27 August 2019 Growth and Infrastructure Committee Meeting, noting that the report will include a recommendation from the Access Hamilton Taskforce on these objectives, principles and plan.

## Discussion

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

## Update on the Te Awa Lakes Private Plan Change

4. The Perry Group submitted a Private Plan Change (PPC) to Hamilton City Council under the Resource Management Act (RMA) in July 2017 for the Te Awa Lakes (TAL) project.

5. The Council resolved to accept the PPC in September 2017, and also resolved to delegate hearing and decision-making responsibilities to independent commissioners for the project. A panel of three commissioners has been appointed. The PCC was notified calling for submissions from the public in October/November of 2017.
6. In November 2017 the Perry Group lodged a Special Housing Area request for the TAL site (being reasonably the same as the area covered by the PPC) with HCC. In April 2018 the Perry Group requested that the PPC be put on hold until the SHA decision was made by the Associate Minister for Housing and Urban Development. The Associate Minister declined the proposed Te Awa Lakes (TAL) Special Housing Area (SHA) on 2 April 2019.
7. On 30 April 2019, representatives from the Perry Group indicated to staff that they wished to proceed with the PPC they requested be put on hold. The PPC is another mechanism available to Perry Group to enable the TAL development to proceed under the RMA. The Perry Group will be preparing an updated set of information for Council staff and other submitters to consider given that much more is known about the site which will assist with the hearing of the proposal and in the resolution of key issues raised by submitters. That information is expected by July. A hearing is tentatively scheduled for October, with decisions on the PCC likely before the end of 2019. Staff will keep elected members updated throughout the PPC process.

### **Progress update on City Growth Policy and Bylaw Reviews (GM Growth)**

8. The following is an update on policy and bylaw reviews relating to City Growth:

<b>Report</b>	<b>Progress Update</b>
Development Contributions Policy 2018/19	<ul style="list-style-type: none"> <li>To be reviewed through the Annual Plan process.</li> </ul>
Growth Funding Policy 2016	<ul style="list-style-type: none"> <li>Due for review in September 2019.</li> <li>Draft revised policy will be considered by the Committee at the 27 August meeting.</li> </ul>
Sale and Disposal of Council Land Policy 2016	<ul style="list-style-type: none"> <li>For review in August 2019 following the decision from Council at its meeting on 27 June on the Social Housing Fund and Land Trust Model.</li> </ul>
Prostitution Bylaw 2009	<ul style="list-style-type: none"> <li>Consultation document to Council meeting on 27 June for ratification. Suggested consultation period 1 July – 1 August.</li> <li>Extraordinary meeting of the Regulatory and Hearings Committee in mid-August following consultation to hear submissions.</li> <li>The Bylaw will be considered at the earliest possible Council meeting thereafter.</li> </ul>

### **Progress update on Policy and Bylaw reviews – Transport, Three Waters and Waste (GM Infrastructure Operations)**

9. The following is an update on policy and bylaw reviews relating to Transport, Three Waters and Waste:

<b>Report</b>	<b>Progress Update</b>
Hamilton Gateways Policy	The updated policy document will be presented to the Growth and Infrastructure committee August 2019 following a Council briefing on 13 June 2019.

Streetscape Beautification and Verge Maintenance Policy	The updated policy document will be presented to the Growth and Infrastructure committee in August 2019 following a Council briefing on 13 June 2019.
Solid Waste Bylaw Review	The Solid Waste Bylaw review will be aligned with the changes to rubbish and recycling which will be implemented in July 2020. Council approved for the Bylaw to go out for public consultation 7 May 2019, with consultation commencing from 4 June 2019.
Connections (3 Waters) and Charging Policy	This policy is now overdue for review. Initial intentions were for a proposed draft policy to be presented for approval by the committee at this meeting. This policy is influenced by outcomes of several other related three water matters and discussions currently underway, in particular, the development of a policy position for the assessment of Large Wet Industry water and wastewater connection requests and discussions in relation to cross boundary water and wastewater supply.  Staff have undertaken initial consultation with internal and subregional key stakeholders and are currently drafting a policy ready for further internal and external feedback.  Elected member input will be sought at a Council briefing on 13 August 2019.

### Hamilton to Auckland Corridor Plan Update (Executive Director Special Projects)

10. The Future Proof Implementation Committee met on 27 May 2019 and were provided with an update on progress made to implement the expanded Future Proof partnership model, and a presentation on the Hamilton to Auckland Corridor Plan (H2A) initiative. A copy of the presentation is at Attachment Three.
11. The next Future Proof Implementation Committee Meeting is scheduled for 15 August 2019 and will be the first meeting including new partner representatives from the Crown, Auckland Council, Papakura Local Board, Franklin Local Board, and Auckland/Hauraki Iwi.
12. The H2A initiative continues to gain momentum and the corridor has been identified publicly by Minister Twyford as a key location to address the housing crisis <https://www.stuff.co.nz/national/politics/110731259/twyford-looks-to-aucklandhamilton-corridor-as-key-to-housing-crisis>.
13. The H2A corridor Plan outlines a number of initiatives – a council briefing on progress was held on 13 June 2019. Four initiatives are highly relevant to Hamilton:
  - **Metro Spatial Plan** for the Hamilton-Waikato area
  - **Waikato Sub-Regional Three Waters Investigation** – Scoping and strategic case preparation is currently underway.
  - **Mass Transit Plan** – Being developed in conjunction with the Metro Spatial Plan
  - **Rapid Rail Business Case** – Stage 1 (outcomes definition) has begun and is being informed by a technical working group



14. In parallel to the above initiatives, H2A also seeks to promote and utilise new planning, funding and financing tools as they become available. Hamilton City Council is taking a lead role in this area and working closely with Treasury and Crown Infrastructure Partners to investigate two growth areas within the city for the deployment of the proposed infrastructure funding and financing tool. We are working towards a briefing and subsequent report to Council prior to the end of September. The purpose of this report would be to summarise the outcome of the feasibility investigations and if appropriate, seek approval to commence a detailed investigation phase for the candidate projects. It should be noted the legislation to create the new funding and financing tools (which these candidate projects would depend on) is expected to be introduced into Parliament over the next 2-3 months, with a target implementation of mid-2020.
15. In addition to the proposed new funding and financing tools, the Government have been pursuing new planning tools to aid the delivery of growth and development projects. On the 29 May 2019 the Kāinga Ora–Homes and Communities Bill was introduced to Parliament which will establish Kāinga Ora–Homes and Communities as the new housing and urban development authority (a Crown entity). The authority will have two key roles – being a public housing landlord, and partnering with the development community, Māori, and local and central government to deliver urban development projects of all sizes. The Bill to establish Kāinga Ora – Homes and Communities is a first step. Later in the year, another Bill will be introduced providing Kāinga Ora–Homes and Communities with the enabling powers to deliver transformative urban development.
16. Through H2A and the Metro Spatial Plan we have the opportunity to identify candidate growth developments for the authority to consider and potentially include in their priority work programme from 2020. The outcome we would seek from working with the urban development authority is to aid the delivery of the Metro Spatial Plan. At this time, only preliminary discussions have been held with the staff working on the urban development authority but we expect the opportunity to engage on candidate projects will increase now the Bill has entered the Parliamentary process and the Metro Spatial Plan is progressing.

### **Access Hamilton Taskforce Update (GM Infrastructure Operations)**

17. The most recent Access Hamilton Taskforce meeting was held on 27 May 2019.
18. Key topics covered included:
 

• Access Hamilton Programme update	• Cambridge Road wider picture (NZ Transport Agency)
• Regional Speed Management Plan (Waikato Regional Council)	• Peacocke PT Priority
• Streetscape Beautification and Berm Maintenance Policy	• Hamilton Gateways Policy
• Memorial at Thomas/Gordonton Roads	• Sensibel – demonstration of data collected
19. At the time of writing future Access Hamilton Taskforce Meetings are scheduled for 14 June 2019, 2 and 20 August 2019. These meetings will be reported on at 27 August 2019 Growth and Infrastructure Committee.
20. If any urgent matters arise from the 14 June 2019 Access Hamilton Taskforce meeting, a verbal update will be provided to the Growth and Infrastructure Committee at this meeting.
21. **Regional Speed Management Approach**
22. Following on from a presentation to the Regional Transport Committee on 6 May 2019 and subsequent discussion at the 1 May 2019 Growth and Infrastructure meeting, the Waikato Regional Council (WRC) staff attended the 27 May 2019 Access Hamilton Taskforce meeting.

23. The Regional Transport Committee (RTC) have been looking into opportunities for progressing speed management in the Waikato Region including:
  - the development of a Regional Speed Management Plan (including principles and policies on speed management) to ensure consistency of implementation throughout the region
  - institutional arrangements for service delivery and decision making to address the workloads involved in speed limit changes and the 'politics' involved in the decision making.
24. The Speed Management Principles are included as Attachment One to this report. These are closely aligned with the Principles and Prioritisation tools that have been developed by the Hamilton City Speed Management working group for inclusion in the Hamilton City Speed Management Plan. Formal consultation on the Hamilton City Speed Management Plan closed on 8 May 2019 and hearings were held on 4 June 2019. A final Deliberation and Adoption report will be considered at the full 27 June 2019 Council meeting.
25. A report completed by Morrison Low to consider the institutional arrangements for service delivery and decision making was considered at the 6 May 2019 RTC meeting.
26. Service delivery options that were considered are:
  - Status Quo (delivery in-house by each Council as per present practice)
  - Enhanced Status Quo (delivery in-house with centralised templates and support)
  - Delivery by Joint Council Controlled Organisation (CCO) Waikato Authority Shared Services (WLASS) via a new workstream for Regional Asset Technical Accord (RATA)
  - Delivery by Joint CCO (WLASS new workstream)
  - Delivery by another local authority e.g. Waikato Regional Council
  - Delivery by another agency - NZTA.
27. In respect to decision making the following options were considered:
  - Separate decision making
    - Status Quo (by each Council via a new bylaw as per present practice)
    - Enhanced Status quo (by each Council via resolution process).
  - Joint decision making
    - Transfer bylaw making power to another local authority e.g. Waikato Regional Council
    - Transfer bylaw making power to WRC with speed limit changes made by RTC
    - Other joint Committee options.
  - The report also undertook an assessment of decision making options under future legislative changes and looks at three options:
    - Powers to make bylaw and individual changes transferred to RTC
    - NZTA to make decisions on local roads and state highways (practice as prior to 2003)
    - Decision making powers transferred to an independent body (similar to a District Licensing Committee).
28. The RTC requested staff to hold a series of roadshows with the territorial authorities in the region to gain feedback on the draft regional principals and policies, the service delivery and decision-making options.

29. At the Access Hamilton taskforce workshop, the WRC staff presented the various options at the 27 May 2019 meeting.
30. It was agreed at the taskforce workshop that while Hamilton City is keen to support a regional approach, the decision making still needed to remain at a local level. There was concern that having another party trying to pick up the work that we have already completed will just create delays in the implementation of our Speed Management Plan.
31. Elected Members were supportive of Hamilton City staff providing technical assistance to the other councils and being involved in the regional speed management working group to ensure ongoing consistency across the region and with our immediate neighbouring councils.
32. A reference group from the RTC was also formed to provide a sounding-board for the speed management project team to develop the draft Regional Speed Management Plan following engagement with territorial authorities and key stakeholders. The reference group includes Councillor Dave Macpherson and the speed management project team includes Robyn Denton (Network Operations and Use Leader, City Transportation).
33. A draft Regional Speed Management Plan and recommended institutional arrangement will be presented to the 1 July 2019 RTC meeting for endorsement.

### Vision Zero Update (GM Infrastructure Operations)

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

Date	Location	Description	Age	Ethnicity
30.1.19	Peachgrove Rd	Motorcyclist lost control near Enderley Avenue, motorbike drifted to the left side of road, crossing the intersection and mounting the footpath. The rider hit a street sign pole and then a fence. Rider died at the scene.	41	Not known
29.5.19	Peachgrove Road	Pedestrian crossing Peachgrove Road at Claude Street was hit by a north bound vehicle. Pedestrian died in hospital.	88	Not known

36. Staff continue to work closely with the NZ Police to better understand the opportunities for changes to the road environment or education campaigns because of this and other serious crashes.
37. The year to date data comparison (at the time of writing) for road deaths for the last 5 years for the Waikato Region and Hamilton City is set out below. A verbal update will be provided at the committee meeting.

As at 3 June 2019	2015	2016	2017	2018	2019
Hamilton City	1	2	2	1	2
Waikato Region	27	30	25	33	44

38. The total number of fatalities in the city for the 2018 calendar year was nine.
39. While the full details of the most recent fatality in Peachgrove Road are still not fully clear, it is understood that the pedestrian was crossing from Claude Street across Peachgrove Road to get to the medical centre – as shown in the picture below:



Approximate location of pedestrian crossing Peachgrove Road.

40. There are no pedestrian facilities in this immediate area – either to cross Claude Street or Peachgrove Road. The nearest pedestrian facility across Peachgrove Road is a raised zebra crossing further south at the Five Cross Roads roundabout.
41. As part of the implementation of the Speed Management Plan (included as a separate report to this committee meeting) it is recommended 30km/h speed limits are introduced in locations with higher numbers of people walking, biking and crossing the road.
42. Peachgrove Road is also part of the Schools Link project which is focused on improving accessibility for walking, biking and use of Public Transport.
43. Implementation of a permanent 30km/h speed limit in this location along with pedestrian facilities to cross both Claude Street and Peachgrove Road are recommended in accordance with both the Speed Management Plan and Schools Link and will be included in the 2019/20 Discretionary Transport Programme.

### Regional Transport Committee Meeting Update (GM Infrastructure Operations)

44. The Regional Transport Committee (RTC) met on 6 May 2019, with Councillor Macpherson representing Hamilton City Council.
45. The key topic's covered in the meeting were:
  - **New Zealand Transport Agency (NZTA) Report** – provided the Committee with the New Zealand Transport Agency's Quarterly Report to 6 May 2019. There was also discussion on funding including the business case for the start-up rail rolling stock and the recent letter from NZTA regarding Targeted Enhanced Funding Assistance Rates (TEFAR). An update on the funding approvals for TEFAR was expected to be communicated to the individual local authorities within the following couple of weeks (this update letter has now been received and is the subject of another report to this Committee meeting).

It was resolved that the RTC will write to the Government expressing concerns about the lack of funding available to undertake safety improvements and the work of the local councils.

- **Road Safety Monitoring Report** - was an update to the Committee on road safety issues and trends on regional progress towards the actions outlined in national and regional road safety strategies. At the time of the meeting, Waikato road deaths were significantly higher than for the same period the previous year.
  - **Regional Speed Management Approach** - an update for the Committee on regional speed management and to seek the Committee's endorsement of draft regional speed management policies and preferred institutional arrangements for regional speed management.
  - **Variations to the 2018 update of the Waikato Regional Land Transport Plan 2015-2045** – funding for the following activities was approved:
    - Waipa Public Transport Network Review Business Case
    - Hamilton PT Targeted Mode Shift Business Case
    - North Waikato public transport service improvement
    - Te Awa Cycleway Construction Cambridge to Hamilton – Waipa Section
  - **Regional Public Transport Update** - report to provide the Committee with an update on the implementation of the Waikato Regional Public Transport Plan 2018-28 and key regional public transport projects.
  - **Waikato Stock Truck Effluent Disposal Programme** - Report to provide the committee with information on the progress towards the implementation of new stock truck effluent facilities in the Waikato Region. The site at the corner of State Highway 1 and 29 at the base of the Kaimai's is currently being designed and should be operational by the end of 2019.
  - **Regional Transport Issues Forum** – discussion and update on regionally significant transport issues. Waikato District Deputy Mayor Dines Fulton raised concerns about the current legislation for dealing with abandoned vehicles within the road reserve and the safety issues that result from being unable to remove these vehicles promptly. It was agreed that regional council staff will undertake further investigation and report back to a further meeting.
46. A copy of the full agenda can be found via the following link:  
<https://www.waikatoregion.govt.nz/assets/Agenda-Pack-regional-Transport-Committee-6-May-2019.pdf>  
<https://www.waikatoregion.govt.nz/assets/Uploads/Agenda-Pack-regional-Transport-Committee-6-May-2019.pdf>

### **Response from Ministry of Transport regarding red light/speed cameras (GM Infrastructure Operations)**

47. At the 12 February 2019 Growth and Infrastructure meeting an update was provided as part of the General Manager's report on our safety performance for the previous five year period.
48. As part of discussions, the issue of red light running and lack of safety cameras in the city was raised.
49. Staff were asked to write to the Ministry of Transport (MOT) and NZ Police to seek an update on progress being made towards facilitating the introduction of red light/speed cameras in the city.
50. A response from the MOT has been received and is included in this report as Attachment Two. This response noted that there was work being undertaken to investigate the high level approach to safety cameras and expansion of the network of safety cameras (both speed and red light) through two programmes of work – 'Tackling Unsafe Speeds' and 'Automated Compliance and Intervention Management'.

51. The letter was tabled at the 1 May 2019 meeting of the Access Hamilton Taskforce. It was agreed that a further letter should be sent to the MOT requesting an opportunity for Hamilton City to undertake a demonstration project or similar, to progress this matter sooner.
52. It was also agreed that this matter should also be raised with the Associate Minister for Transport Julie Anne Genter when she visits the region.
53. There has been recent media coverage on this topic which can be viewed via the following link:  
<https://www.tvnz.co.nz/one-news/new-zealand/police-looking-offload-speed-camera-network-nzta-amid-rising-costs>

## Hamilton Parking Management Plan (GM Infrastructure Operations)

54. At the 7 May 2019 Growth and Infrastructure Committee, the following was resolved:  
*Defers the objectives and guiding principles of the Parking Management Plan, that were to be presented back to the 7 May 2019 Growth and Infrastructure Committee meeting, to the 18 June 2019 the Growth and Infrastructure Committee meeting.*
55. While work has advanced on developing a draft document, the draft objectives and principles have not yet been finalised with the Access Hamilton Taskforce. Staff advice is that additional workshops with the Taskforce to finalise these objectives and principles should take place before presenting the final draft to the Growth and Infrastructure Committee for consideration.
56. Staff are proposing to hold workshop sessions with the Access Hamilton Taskforce on Friday 14 June 2019 and Friday 2 August 2019 and will assess if further workshops are required to complete this work.
57. Once staff have received the Taskforce's endorsement and recommendation a document outlining the draft objectives and principles for a Hamilton Parking Management Plan will be tabled to the Growth and Infrastructure Committee for consideration and approval to publicly consult on it.
58. The purpose of the plan is to set out the guiding principles and objectives for managing the current and future parking requirements for our city, support the delivery of Access Hamilton (Transport Strategy), and support delivery of our Community outcomes (i.e. A City that embraces growth; A great river city; A Council that is best in business).
59. A list of the current precincts and areas that have been identified needing a specific parking management plan(s) are outlined below. Once the principles for a Hamilton Parking Management Plan have been finalised the next step will be to develop these specific precinct/area parking management plans.

Table 1: Current list of precincts and areas of interest

Precincts	Central City; CBD Fringe; Frankton; Hospital; Hamilton East; University; Chartwell; Te Rapa;
Areas	Sportsfield – Citywide; School Zones – Citywide; After hour Callouts – Citywide; Bus Lanes;

**NB:** Other precincts &/or areas may be added from time to time, as required



## Disability Concession Update (GM Infrastructure Operations)

60. Following the Council resolution to endorse the introduction of a Disability bus fare concession of 100% on 15 November 2018, Waikato Regional Council are in the process of implementing this concession for Hamilton. The concession was to be timed with the new integrated ticketing system to be implemented regionally. Following the Waikato Regional Council Joint Public Transport Committee meeting on 7 June 2019 and delay in the new ticketing system implementation, an action has been requested by HCC's representatives to review how this can be implemented in Hamilton prior, preferably as soon after 1 July 2019 as possible. Options for early implementation and eligibility are to be discussed at the Access Hamilton Taskforce in June 2019.

## Waste Taskforce Update (GM Infrastructure Operations)

61. The Waste Taskforce met on Monday 20 May 2019. The following items were discussed at the Taskforce meeting:

### Rubbish and Recycling Change of Service

62. The project plan for the change of service has been completed and project execution is now underway.

### Waste Management and Minimisation Plan

63. Event recycling Bin Hire – A guide has been developed for users and the hiring out will be managed by Community Services.
64. Plastic Free July (PFJ) – 'Face behind plastic free July' representatives' from Hamilton communities will be the faces behind a project in conjunction with a local artist, Volare Cafe and Waikato Hospice with a focus on re-useable/bring your own containers.
65. Showing Waikato is seeking partnership with Hamilton City Council, Waikato Hospice and other charity organisations to showcase a waste reduction/re-use space at the 2020 show, this will align well with the roll out of the new kerbside service.

### Waste Management Contract

66. An update was provided to the Waste Taskforce on the current status and performance under the current contract. Staff have requested an action plan from Waste management on how levels of service will be maintained as the contract moves to end of life, particularly with issues with aging vehicle fleet and retention of staff.
67. Staff advised the Taskforce that proposed gate fee increases had been received for the Hamilton Organic Centre and the Refuse Transfer Station. These price increases are detailed in a separate report titled '*Refuse Transfer Station and Hamilton Organic Centre – Proposed Gate Fees 2019/20*' to this Growth and Infrastructure Committee meeting.

## Passenger Rail Update (GM Development)

68. A full report on the Hamilton to Auckland Start-up Passenger Rail Service was last provided to the 29 March 2019 meeting of the Growth and Infrastructure Committee. Committee approved the Governance Structure for the project along with the macro-scope of the Rotokauri Public Transport Facility.
69. In addition, Committee approved bringing forward the overhead structures connecting the rail platform to the Base and the PT Facility site subject to reaching a suitable funding arrangement with NZ Transport Agency to complete the works within the existing funding approvals including the re-investment of additional enhanced financial subsidy received for the Rotokauri Public Transport Facility development.

70. The concept design work for the overbridge has been completed and is attached (Attachment Four), noting that in the interim bus type shelters only may be placed on the platform. Discussions are ongoing with NZTA over funding arrangements.
71. Committee also approved commencing the local engagement process to establish special vehicle lanes on Tasman Road between Hamilton City Councils Park and Ride site and the railway line. This engagement has commenced and is on track to be reported to the 15 August 2019 Regulatory and Hearings Committee as advised.
72. The Governance Working Group met on 5 June 2019. The project start date was noted as being delayed from March 2020 to April-June 2020 depending on finalisation of a few technical issues relating to the programming requirements for the rolling stock and the Rotokauri PT facility.
73. NZ Transport Agency are due to make a final decision on Implementation funding at their July 2019 Board meeting. This date may slip to the next Board meeting and a verbal update will be given.
74. The overall reported programme costs have increased, and further work is underway to finalise and optimise these costs. The expected costs for the Rotokauri PT Facility are within the funding allocated by Hamilton City Council, assuming that enhanced financial assistance is confirmed for the implementation phase.
75. A Waikato delegation joined Minister Twyford to inspect the carriage refurbishment at the KiwiRail Lower Hutt workshops on 20 May 2019.



## **Financial Considerations**

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

## **Legal and Policy Considerations**

77. This report is for information purposes only.

## **Cultural Considerations**

78. This report is for information purposes only.

## **Sustainability Considerations**

79. This report is for information purposes only.

## **Risks**

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

## **Significance & Engagement Policy**

### **Significance**

81. This report is for information purposes only.

### **Engagement**

82. This report is for information purposes only.

## **Attachments**

Attachment 1 - draft Regional Speed Management Principles and Policies

Attachment 2 - Response from MOT regarding redlight/speed camera request

Attachment 3 - Hamilton to Auckland Corridor Plan Stakeholder Plan presentation to FPIC 27 Mar 2019

Attachment 4 - Rotokauri Pedestrian Bridge

## Draft Regional Speed Management Principles and Policies

### Draft speed management principles

1.	We will work with stakeholders in partnership to engage with our communities to implement positive speed management outcomes across the region and influence positive behaviour change.
2.	We will use the Safe System approach, focusing on the three pillars of safe speeds, safe road use, and safe roads and roadsides, working towards zero deaths and serious injuries on the region's roads.
3.	We will work together to ensure consistent and accelerated implementation of safe and appropriate speeds across the region, prioritising the highest risk parts of our roading network that deliver the highest benefits in death and serious injuries savings.
4.	We will address wider parts of the roading network where appropriate, taking a logical area wide approach to speed management which is self-explaining to road users.
5.	We will manage speeds that are safe and appropriate to rural and urban environments and safe and appropriate for all users of the roading network.
6.	We will implement speed management in accordance with legislative requirements and in line with best practice guidance.

Item 17

Attachment 1

### Draft speed management policies

P1	Speed management across the Waikato region will be coordinated by Waikato Regional Council and the NZ Transport Agency, in partnership with territorial authorities and the NZ Police, via the Waikato Regional Speed Management Plan.
P2	The speed management component of the NZ Transport Agency's Safe Network Programme will be implemented in the Waikato region through the Waikato Regional Speed Management Plan.
P3	A holistic approach to speed management will be applied, supplementing speed limit changes with other speed management tools including engineering interventions where appropriate.
P4	An area or catchment based approach incorporating both state highways and local roads (One Network Approach) will be used when addressing the top 10 percent benefit sites to ensure we get the highest benefit from speed management interventions.
P5	Speed management will be coordinated via a [to be determined] approach that improves decision making and saves both costs and time. [Note: holding policy for outcome of institutional arrangement review]

P6	The region will use a consistent communications and engagement approach, as outlined in the Waikato Regional Speed Management Plan.
P7	The approach to speed management in the Waikato region, as outlined in the Waikato Regional Speed Management Plan, is flexible and responsive to incorporate changes to national policy on speed management.
P8	A consistent speed management regime will be applied across the region that is self-explaining to road users.
P9	<p>Speed Limits will be set in accordance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) and the NZ Speed Management Guide (November 2016). For the Waikato region the following speed limit regimes are recommended to ensure a consistent speed management approach across the region:</p> <ul style="list-style-type: none"> <li>• A 30km/h speed limit for CBD/town centres with high concentrations of pedestrians and/or cyclists.</li> <li>• A 40km/h speed limit for urban residential areas.</li> <li>• An 80km/h or 60 km/h speed limit regime on local roads in rural areas [depending on their function, safety and infrastructure risk profiles].</li> <li>• Roads should not have speed limits higher than 80km/h without physical separation</li> </ul>
P10	<p>Speed limits around schools will be set in accordance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), the NZ Speed Management Guide (November 2016) and Traffic Note 37. For the Waikato region the following speed limit regimes are recommended to ensure a consistent speed management approach around schools in the region:</p> <ul style="list-style-type: none"> <li>• A permanent or variable 40km/h speed limit for schools in urban residential areas<sup>1</sup></li> <li>• A permanent or variable 60 km/h speed limit for schools in rural areas.<sup>2 3</sup></li> </ul>

<sup>1</sup> The 40km/h variable speeds apply at times of greatest risk (before and after school) and have general approval by NZTA (conditions apply). Current national policy is for 40km/h speed around schools in urban areas but 30km/h is under active consideration at national and regional level.

<sup>2</sup> The 60 km/h variable speed limit applies at times of greatest risk (before and after school) and only applies where there is turning traffic risk. 60 km/h variable speed limits require specific site approval by NZTA

<sup>3</sup> Road controlling authorities must aim to achieve mean operating speeds less than 10% (ie 44km/h for 40km/h speed limits and 66 km/h for 60km/h speed limits) above permanent speed limits at all times, and variable speed limits while operating (clause 4.4(2)(c) of the Rule).

12 April 2019

Robyn Denton  
City Transportation Unit Manager  
Hamilton City Council  
**Hamilton 3240**

Dear Robyn

Thank you for your letter of 13 March 2019 regarding an update on progress being made towards facilitating the introduction of red light cameras in Hamilton City.

The Government is focused on addressing unsafe speeds on New Zealand roads through its Tackling Unsafe Speeds programme of work. A key aspect of this programme will be considering our approach to the safety camera network. This proposal considers expanding the network of cameras, and ensuring they are sign-posted and visible to motorists.

The Ministry of Transport has recently undertaken targeted engagement with key stakeholders – including representatives from road controlling authorities in the Waikato Region – to discuss the proposed adoption of a new approach to safety cameras, and to seek feedback on the proposals. The Tackling Unsafe Speeds programme is considering the high-level approach to safety cameras.

A separate initiative entitled 'Automated Compliance and Intervention Management' is focused on the options for rolling out additional cameras, including red light cameras. This work is led by the Road Safety Partnership (which consists of the NZ Transport Agency, NZ Police and the Ministry of Transport). As part of this initiative, the Road Safety Partnership is considering how the national network of automated fixed and mobile cameras can facilitate road safety and network management outcomes. This includes consideration of the roll out of red light cameras in urban areas. The Road Safety Partnership is currently in the process of analysing various camera saturation options. I will update you as this initiative develops further.

Yours sincerely



Brent Johnston  
**Manager, Mobility and Safety, Ministry of Transport**

 [www.transport.govt.nz](http://www.transport.govt.nz)

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*Briefing to stakeholders*

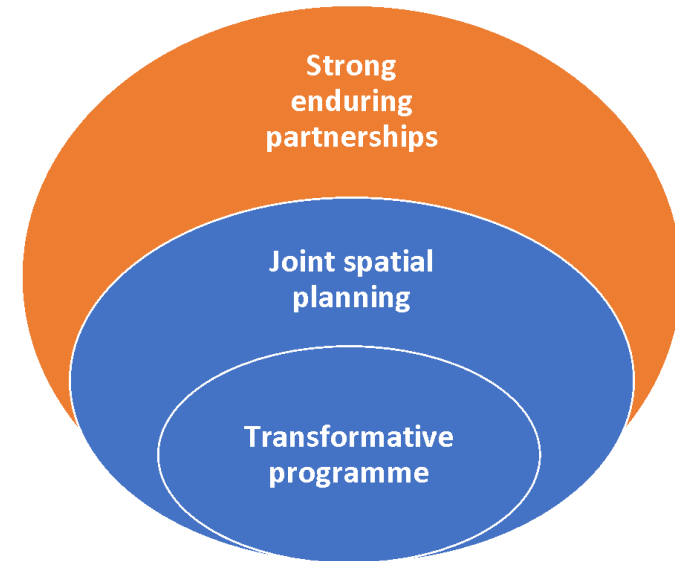
# The Hamilton-Auckland corridor initiative

*Hei Awarua ki te Oranga*



## **This presentation**

1. **Introduction:** Drivers, objectives and principles
2. **Partnership:** The proposed ongoing growth management partnership
3. **Planning:** Key findings and spatial intent
4. **Programme:** Proposed programme of transformative and enabling initiatives



**Hamilton-  
Auckland  
corridor****Strategic drivers**

- Growth management that is more agile and responsive to demand, yet clear and firm in its long term intentions.
- More mass transit/public transport-orientated and connected land use and travel patterns.
- More innovative, responsive and timely provision of infrastructure.
- Increased pace and scale through the application of innovative new tools, thinking and approaches.





## Hamilton- Auckland corridor

**The corridor**  
we're talking  
about



Item 17

Attachment 3

## Hamilton- Auckland corridor

### Why focus on this corridor?

- Significant and unique.
- Dynamic.
- Significant potential.
- The right leadership culture.
- It cuts across council, iwi and government boundaries.



## Objectives

1. Improve housing affordability and choices.
2. Enhance the quality of the natural and built environments, creating vital communities.
3. Improve access to employment, public services and amenities.
4. Create employment opportunities.





## Hamilton- Auckland corridor

### Principles

- Create a platform for the future that will change lives.
- Efficient use of existing infrastructure and future infrastructure funding, design and delivery.
- Protect high quality soils for growing food.
- Contribute to the:
  - restoration and protection of the Waikato and Waipā rivers
  - indigenous biodiversity within the corridor.
- Anticipate the transition to a low-carbon future, build climate resilience, and avoid increasing the impacts and residual risks of natural hazards.





## 2. PARTNERSHIP

The proposed ongoing growth management partnership for  
*Hei Awarua ki te Oranga*

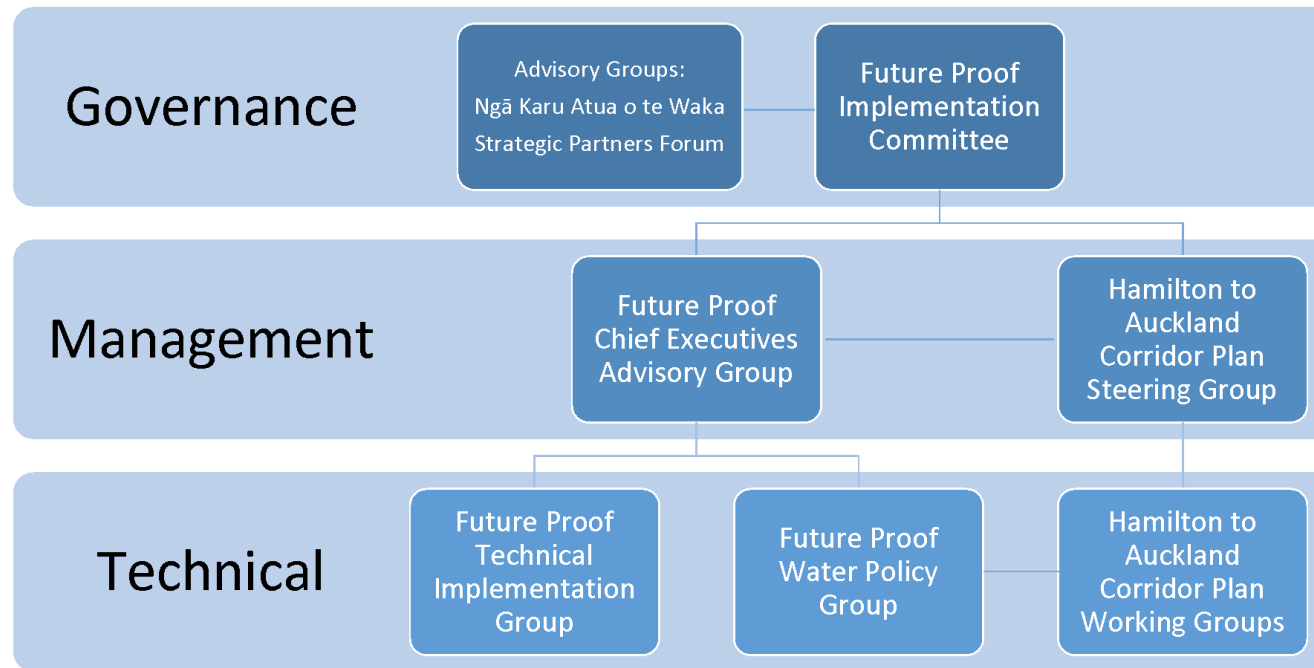
## Hamilton- Auckland corridor

### Starting points

1. Partnership is **a good idea**.
2. Joint mana whenua-Crown-council governance partnership.
3. Partnership area/scope should **match the opportunity/challenge** not existing boundaries.
4. **Agile and cost effective** but also **enduring**.
5. Don't take long to establish – needs are **urgent**.

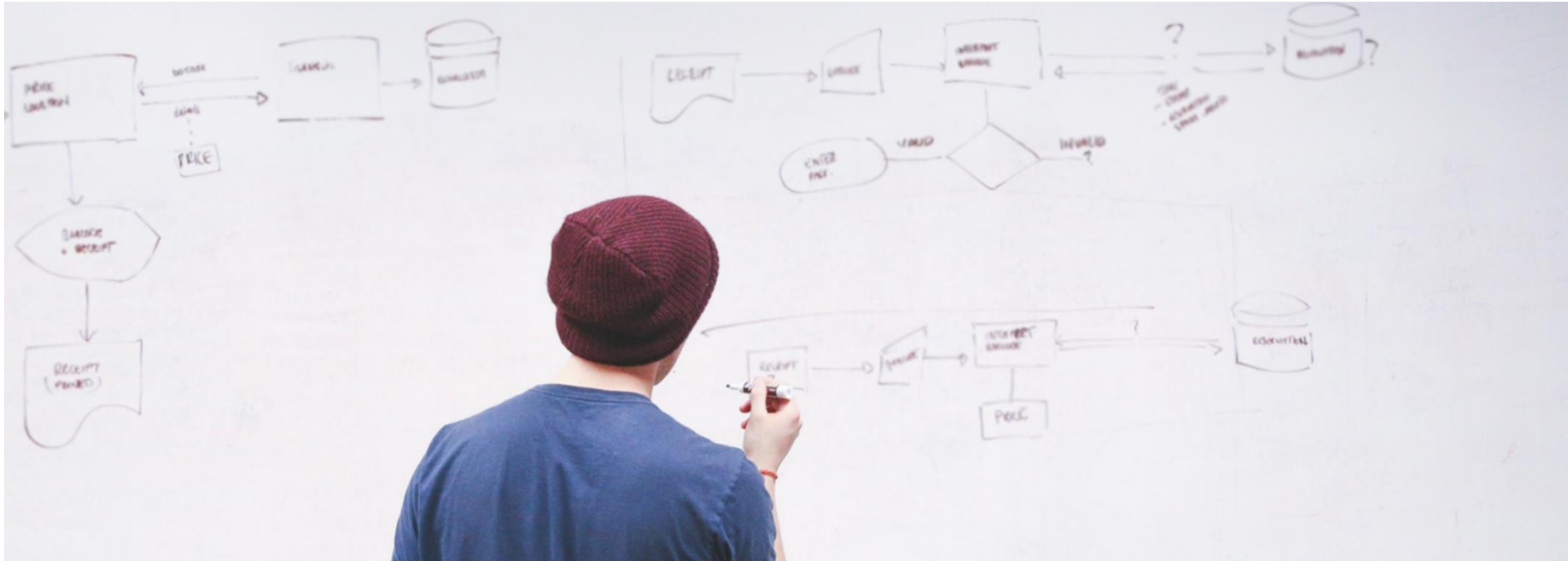


## Recommended **option**



10





# 3. Planning

Statement of shared spatial intent

## Key findings and **spatial intent**

KEY FINDINGS			
<b>The corridor has enduring spatial limits to further urban growth.</b>	<b>The road network has become the dominant land use shaper – a more balanced approach is needed.</b>	<b>There is significant but specific development potential.</b>	<b>Ongoing development will require significant enabling investment.</b>
SPATIAL INTENT			
<b>1: Wāihi toitū and wāhi toiora</b>  Protect <b>wāhi toitū</b> (places with enduring presence) from development.  Only allow development on <b>wāhi toiora</b> (places sensitive to development) with greatest care.	<b>2: Awarua – core transport corridors</b>  Use mass transit <b>awarua</b> (corridors) to shape and guide future urban growth.	<b>3: Priority development areas</b>  <b>Support and unlock</b> the significant residential and employment development potential.	<b>4. Whakamana – enabling investment and initiatives</b>  Whakamana (empower) to <b>realise the full potential of priority development areas</b> through utilising new and existing planning, funding and financing tools and options.



# Hamilton-Auckland corridor

## Spatial layers

### 1. Wāhi toitū and wāhi toiora

#### The major spatial limits

- Flood prone areas.
- Significant ecological sites.
- Protected areas (including sites of significance to mana whenua).
- Steep slopes, land subsidence.
- Highly productive prime soils.

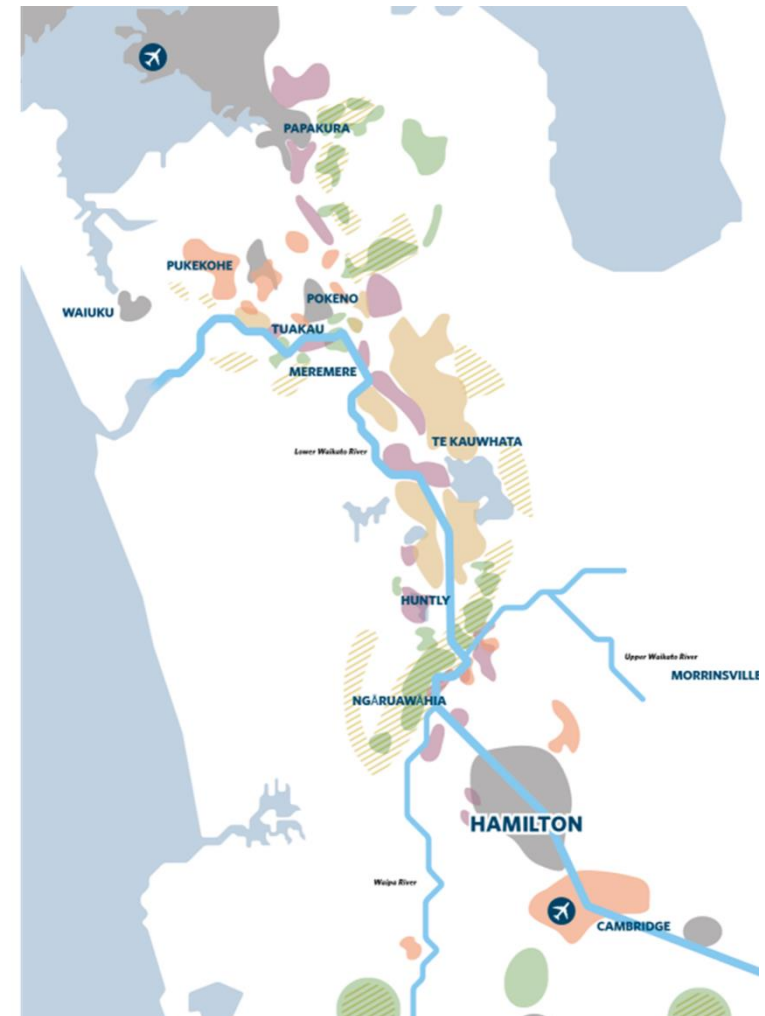


#### Wahi toitū, Wāhi toiora

- Flood prone areas
- Significant ecological areas
- Protected areas
- >15 Degree slope
- Elite soils
- Existing urban areas

#### Next steps

- Designing and developing a cross-regional blue-green open space and recreational network.
- New national and regional policy.



## 2. Awarua – core transport corridors

### Rail

Average annual  
daily rail flows  
(2017, rounded)

Freight (Meremere)	27
Passenger (Meremere)	0.8

### Road

Average annual daily vehicle flows  
(2017, both directions, rounded)

1	SH1 Papakura	60,000
2	SH1 Drury	38,000
3	SH1 Pokeno	28,000
4	SH1 Taupiri	27,000
5	SH1 Hamilton (Cobham Drive)	31,000
6	SH1 Tamahere	31,000

### Next steps

- Rapid intercity rail planning.
- Metro mass transit schemes development.
- Public transport connectivity.
- Completing metro road networks.



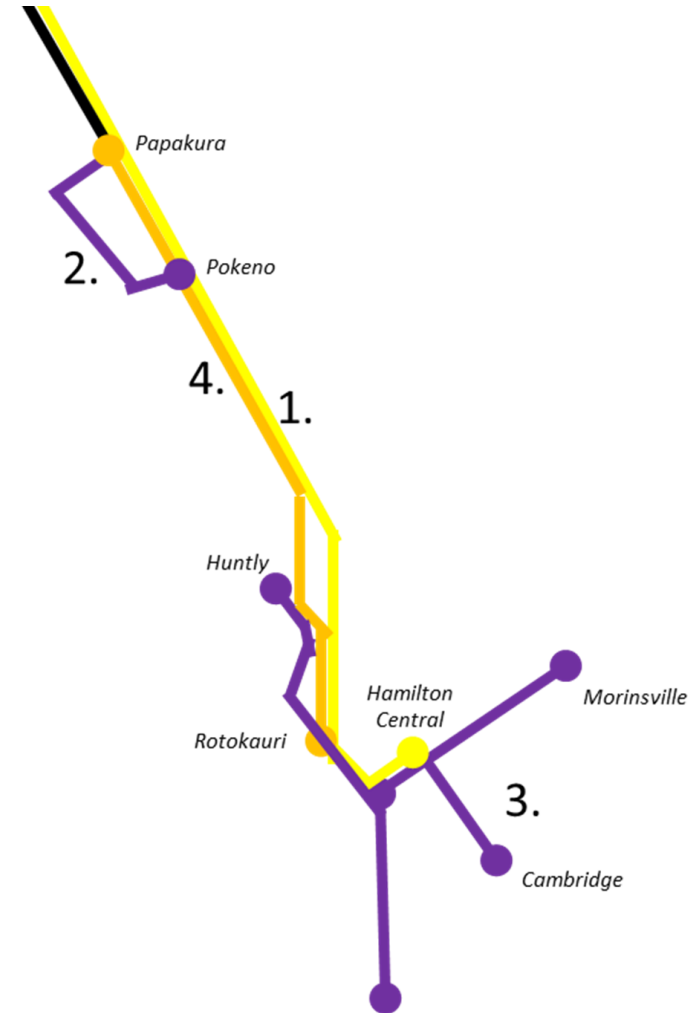
Item 17

Attachment 3

## 2. Awarua – core transport corridors

### A POSSIBLE INTEGRATED BUS-RAIL TRANSPORT SOLUTION

1. A new rapid intercity rail connection that would complement the soon-to-be completed Waikato Expressway and Auckland Southern Motorway capacity increases.
2. Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno
3. Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area
4. New rail and/or bus services connection Rotokauri, Huntly, Te Kauwhata, Meremere, Mercer, Pokeno and Drury.



### 3. Priority development areas

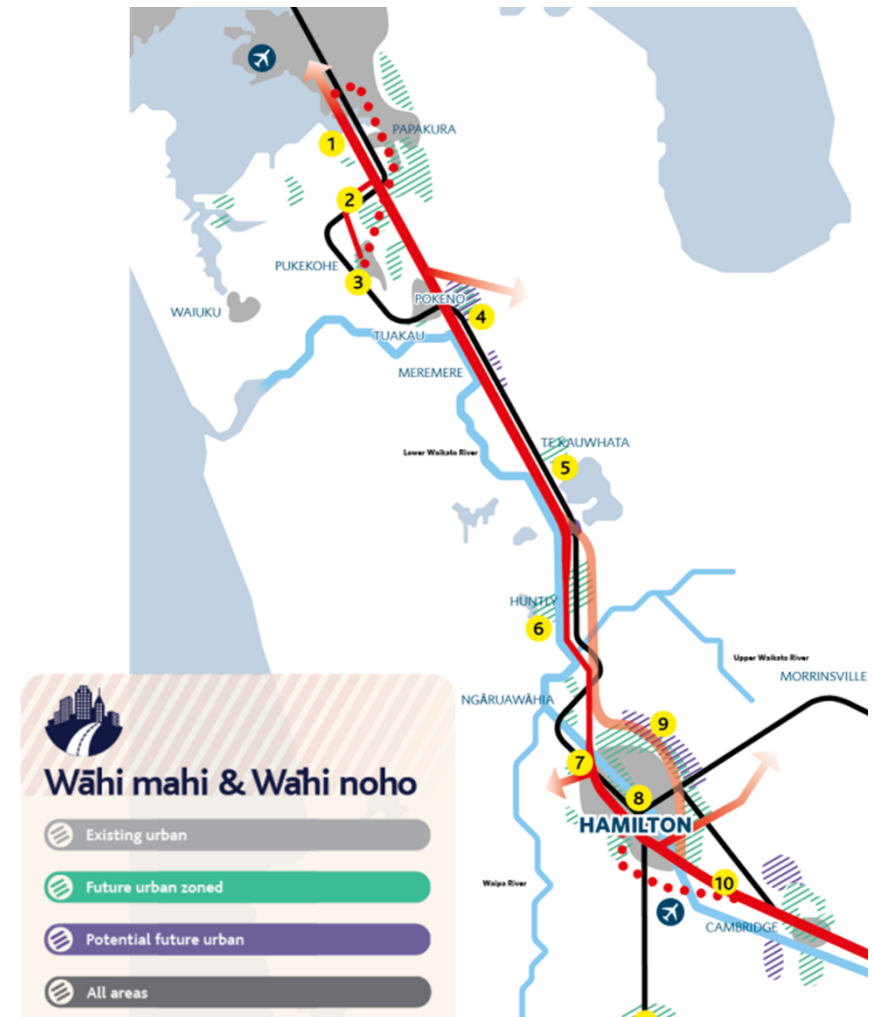
#### Main future housing and employment growth clusters

- 1 Papakura
- 2 Opaheke - Drury\*
- 3 Paerata - Pukekohe - Tuakau
- 4 Pokeno - Mercer - Meremere - Hampton Downs
- 5 Te Kauwhata - Rangiriri
- 6 Ohinewai - Huntly
- 7 Taupiri - Ngaruawahia - Horotui - Rotokauri - Te Rapa North - Te Kowhai\*
- 8 Hamilton Central
- 9 Ruakura - Horsham Downs - further east\*
- 10 Peacocke - Airport Precinct - Hautapu - Cambridge West\*
- 11 Te Awamutu

\* Large scale housing/employment growth.

#### Next steps

- Hamilton-Waikato sub-regional spatial plan.
- Partnership focus areas e.g. Drury, Pokeno, Huntly.



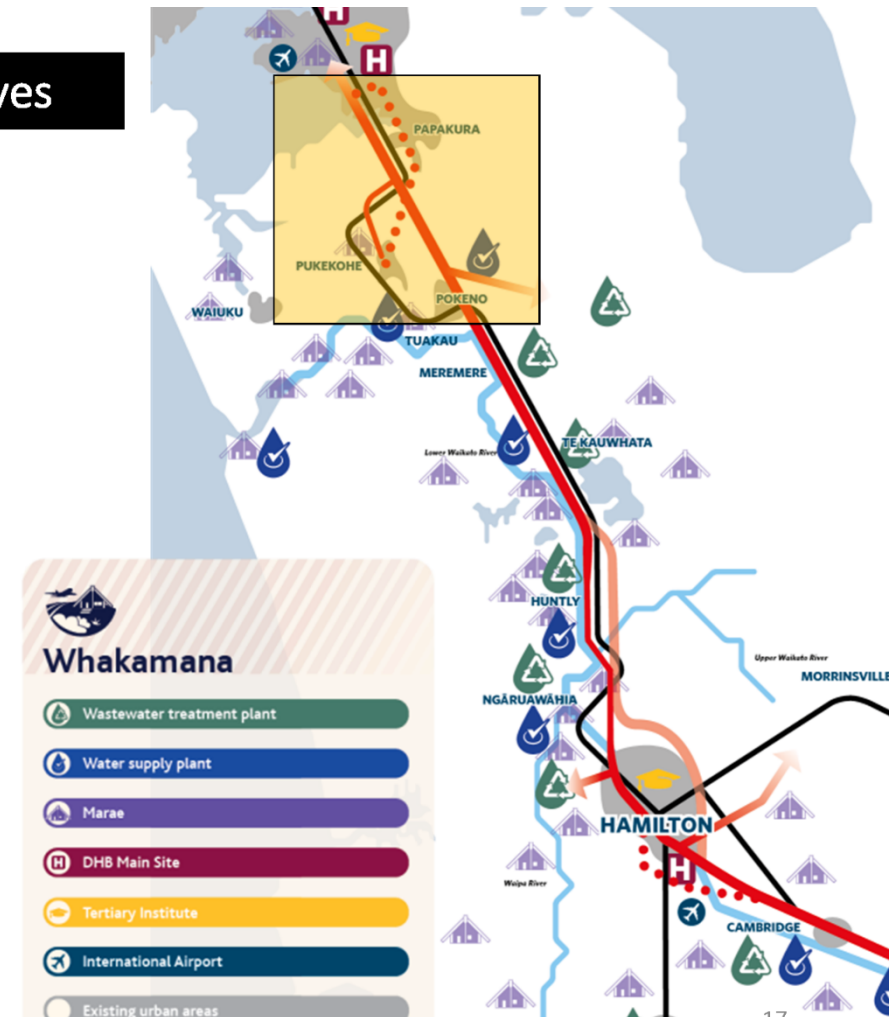
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## 4. Whakamana - enabling investment and initiatives

### Key future urban growth enablers

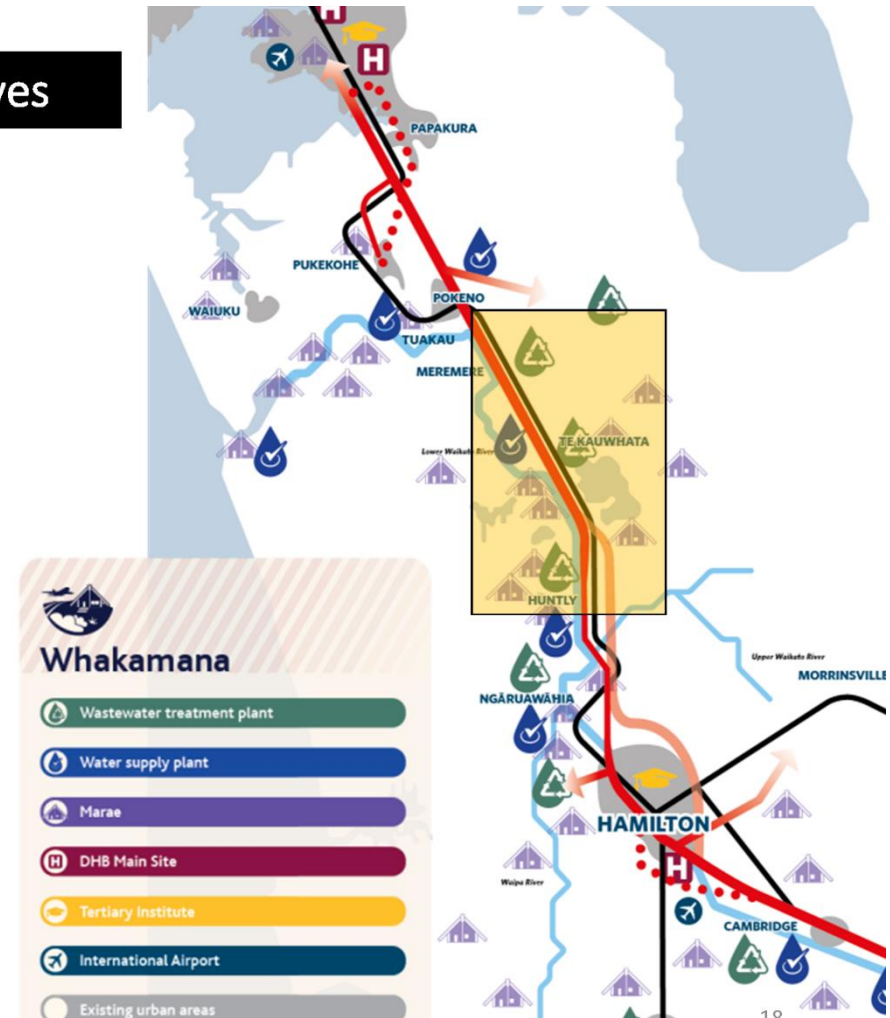
1. Rail and bus capacity improvements to the north, including rail electrification to Pokeno.
2. SH1 Papakura-Drury capacity improvements, with possible capacity increases to Bombay-Pokeno.
3. A new Drury-Pukekohe (SH22) arterial corridor.
4. Targeted water and wastewater capacity increases.
5. Targeted flood management and stormwater improvements.
6. Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections.
7. Possible new regional hospital.
8. New schools, health, emergency, parks and other community facilities to support and service growth areas.



## 4. Whakamana - enabling investment and initiatives

### Key future development enablers

1. New and appropriate water and wastewater solutions.
2. Targeted SH1 solutions to improve access to Pokeno, Mercer, Meremere and Huntly.
3. Social housing upgrades and land redevelopment (Huntly).
4. Targeted flood management and stormwater improvements.
5. Redevelopment of schools, health, emergency, parks, marae and other community facilities to support community revitalisation.



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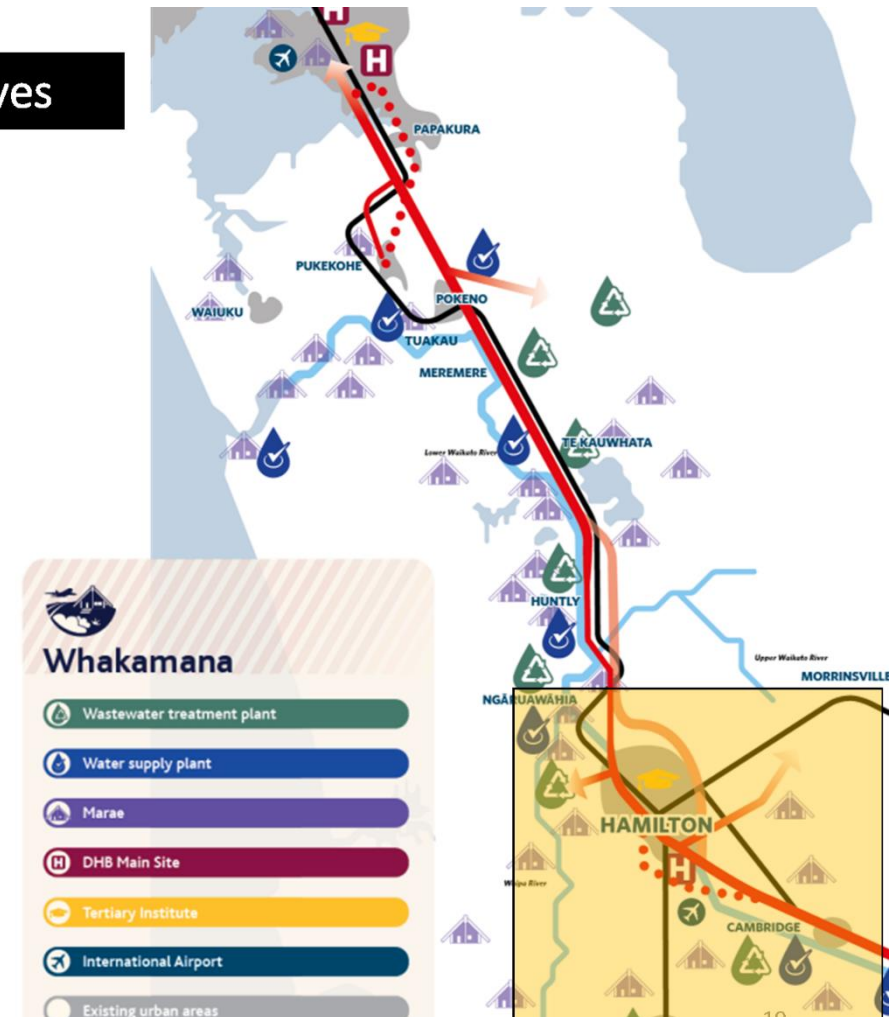
Attachment 3



## 4. Whakamana - enabling investment and initiatives

### Key future urban growth enablers

1. Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials.
2. New and appropriate water and wastewater solutions.
3. Targeted flood management, drainage and stormwater improvements.
4. New schools, health, emergency, parks and other community facilities to support and service growth areas.
5. Metro rail and mass transit route security.



# 4. Programme

Proposed programme of transformative and enabling initiatives



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Attachment 3

## Hamilton-Auckland corridor

### Five focus areas

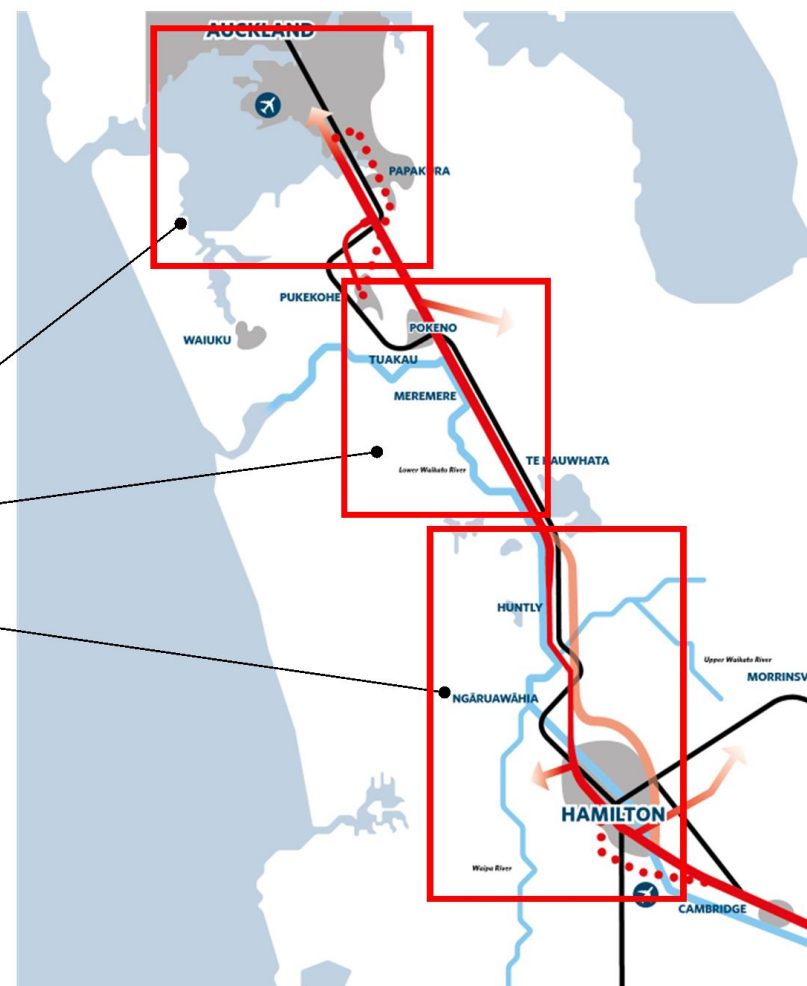
**FOCUS AREA 1:** Stronger corridor connections

**FOCUS AREA 2:** Papakura-Pokeno sub-region

**FOCUS AREA 3:** River communities

**FOCUS AREA 4:** Hamilton-Waikato sub-region

**FOCUS AREA 5:** New tools and options to unlock full potential



**Proposed programme: 20 key initiatives**  
Next steps to further align spatial intent

- 1 Designing and developing a cross-regional blue-green open space and recreational network
- 2 Piloting a new collective biodiversity off-setting tool
- 3 A rapid intercity rail service between Hamilton CBD and key locations in Auckland, in stages - starting with an initial interim rail service to start between Frankton and Papakura in 2020
- 4 Completion of respective Council structure or blueprint plans for Opaheke-Drury, Paerata-Pukekohe, Taukau and Pokeno
- 5 Drury Future Urban Area (part of a proposed Crown-Auckland Council joint housing and urban work programme)
- 6 Pokeno high growth scenario spatial plan
- 7 Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno
- 8 Alignment of agencies with the Waikato District Council blueprints
- 9 Meremere redevelopment
- 10 Huntly transformation

**Hamilton-  
Auckland  
corridor****Proposed programme: 20 key initiatives**  
Next steps to further align spatial intent

- 11 Introducing peak and more frequent off peak bus services between towns
- 12 Joint Council-Crown-lwi spatial plan for the Hamilton-Waikato Metro Plan area (*Hamilton-Waikato Metro Spatial Plan*)
- 13 Metropolitan Mass Transit Plan
- 14 The Ngāruawāhia-Horotiu-Rotokauri-Te Rapa North-Te Kōwhai growth node
- 15 Hamilton CBD growth node
- 16 Ruakura and further east growth node
- 17 The Hautapu, Cambridge West, Peacocke and airport precinct growth node
- 18 A new metro mass transit (possibly including metro rail) network that connects all key growth nodes
- 19 Completion of the Hamilton-Waikato metropolitan roading network
- 20 New sub-regional waters, wastewater and stormwater solutions (*Waikato Sub-Regional Three Waters Investigation*)

## Proposed programme

Next steps to further align spatial intent

<b>FOCUS AREA 1</b> Stronger corridor connections	<b>FOCUS AREA 2</b> Papakura-Pokeno sub-region	<b>FOCUS AREA 3</b> River communities	<b>FOCUS AREA 4</b> Hamilton-Waikato sub-region	<b>FOCUS AREA 5</b> New tools and options
<ul style="list-style-type: none"> <li>Designing and developing a cross-regional blue-green open space and recreational network. <b>[New]</b></li> <li>Piloting a new collective biodiversity off-setting tool. <b>[New]</b></li> </ul>	<ul style="list-style-type: none"> <li>Completion of respective council structure or blueprint plans for Opaheke-Drury, Paerata-Pukekohe, Tuakau and Pokeno. <b>[Ongoing]</b></li> </ul>	<ul style="list-style-type: none"> <li>Alignment of agencies around the Waikato District Council Blueprint project. <b>[Ongoing/enhanced joint focus]</b></li> </ul>	<ul style="list-style-type: none"> <li>Joint council-Crown-iwi spatial plan for the sub-region. <b>[New]</b></li> <li>Metropolitan Mass Transit Plan. <b>[Enhanced role and focus]</b></li> </ul>	<ul style="list-style-type: none"> <li>New growth management partnerships.</li> <li>Utilise any new funding and financing tools for developers and councils.</li> <li>Increased Crown involvement to support pace and scale.</li> </ul>



# Hamilton- Auckland corridor

## Proposed programme

### Key opportunities to increase pace and/or scale

FOCUS AREA 1 Stronger corridor connections	FOCUS AREA 2 Papakura-Pokeno sub-region	FOCUS AREA 3 River communities	FOCUS AREA 4 Hamilton-Waikato sub-region	FOCUS AREA 5 New tools and options
	<ul style="list-style-type: none"> <li>Drury Future Urban Area. <b>[Ongoing/enhanced focus for Crown]</b></li> <li>Pokeno long term growth scenario. <b>[New]</b></li> </ul>	<ul style="list-style-type: none"> <li>Meremere redevelopment. <b>[Ongoing/enhanced joint focus]</b></li> <li>Huntly transformation. <b>[Ongoing/enhanced joint focus]</b></li> </ul>	<ul style="list-style-type: none"> <li>Ngāruawāhia- Horotiu- Rotokauri-Te Rapa North- Te Kōwhai growth node.</li> <li>Hamilton CBD growth node.</li> <li>16. Ruakura and further east growth node.</li> <li>Hautapu, Cambridge West, Peacocke and airport precinct growth node .</li> </ul> <p><b>[All redefined and enhanced joint focus]</b></p>	<ul style="list-style-type: none"> <li>Development Agency and the Three Waters review.</li> <li>Use the corridor spatial planning and partnerships to support, unlock and guide planned Crown investment in social housing, health and education facilities.</li> </ul>

## Proposed programme Development-leading infrastructure

FOCUS AREA 1 Stronger corridor connections	FOCUS AREA 2 Papakura-Pokeno sub-region	FOCUS AREA 3 River communities	FOCUS AREA 4 Hamilton-Waikato sub-region	FOCUS AREA 5 New tools and options
<ul style="list-style-type: none"> <li>A new fast and frequent intercity rail service between Hamilton CBD and key locations in Auckland, in stages – starting with an initial service between Frankton and Papakura in 2020. <b>[New]</b></li> </ul>	<ul style="list-style-type: none"> <li>Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno. <b>[Programmed/increased scope]</b></li> </ul>	<ul style="list-style-type: none"> <li>Introducing peak and more frequent off-peak bus services between towns. <b>[Programmed/enhanced role and focus]</b></li> </ul>	<ul style="list-style-type: none"> <li>Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area.</li> <li>Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials. <b>[Programmed/enhanced focus]</b></li> </ul>	<ul style="list-style-type: none"> <li>Linking the corridor planning and partnership to the plans and initiatives of Te Waka and ATEED and exploring opportunities for attracting investment from the Provincial Growth Fund.</li> <li>Applying new approaches to planning and land use regulation as these become available.</li> </ul>
		<ul style="list-style-type: none"> <li>New sub-regional water and wastewater solutions. <b>[Started/enhanced joint focus]</b></li> </ul>		

# Hamilton- Auckland corridor

## Proposed programme Key enabling and supporting initiatives

FOCUS AREA 1 Stronger corridor connections	FOCUS AREA 2 Papakura-Pokeno sub-region	FOCUS AREA 3 River communities	FOCUS AREA 4 Hamilton-Waikato sub-region	FOCUS AREA 5 New tools and options
<ul style="list-style-type: none"> <li>• New comprehensive and long term water management solutions.</li> <li>• Rail network capacity improvements to accommodate increased freight and passenger services.</li> <li>• New partnerships to facilitate local employment creation.</li> </ul>	<ul style="list-style-type: none"> <li>• The new Papakura-Drury-Pukekohe arterial road (Mill Rd-SH22).</li> <li>• A new high frequency bus service from Manukau to Drury and possibly Pokeno.</li> <li>• The SH1 Papakura-Drury capacity improvements.</li> <li>• Targeted water and wastewater capacity increases.</li> <li>• Targeted flood management and stormwater improvements.</li> <li>• Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections.</li> <li>• New schools, health, emergency, parks and other community facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Targeted SH1 and/or other solutions to improve access to Pokeno, Mercer, Meremere and Huntly.</li> <li>• Targeted flood management and stormwater improvements.</li> <li>• Redevelopment of schools, health, emergency, parks, marae and other community facilities to support community revitalisation.</li> <li>• Comprehensive social housing upgrade and intensification in Huntly west.</li> </ul>	<ul style="list-style-type: none"> <li>• Targeted flood management, drainage and stormwater improvements.</li> <li>• New schools, health, emergency, parks and other community facilities to support and service growth areas.</li> </ul>	<ul style="list-style-type: none"> <li>• New tools to enable ease of water transfer within the corridor to support community growth.</li> <li>• Innovative response to flood infrastructure and resilience to support community sustainability.</li> </ul>

## **Development of a Pokeno-Tuakau-Mercer Spatial Plan**

### **Key principles**

- Accommodating a ‘what if’ scenario which envisages Pokeno growing to a town of 20,000 people.
- Appropriate provision of network and social infrastructure to meet growth.
- Protect high quality soils for growing food.
- Development informed by a blue-green network (no-go and go areas).
- Avoid increasing the impacts and residual risks of natural hazards.

### **Parties**

Waikato District Council, Ministry of Housing and Urban Development, NZ Transport Agency, Waikato Regional Council, Auckland Council, Ministry of Business, Innovation and Employment, Counties-Manukau DHB, Ministry of Education

### **Key output**

- A spatial plan for the Pokeno-Tuakau-Mercer sub-region.

## Hamilton-Waikato Metro Spatial Plan

The Hamilton-Waikato Metro Area is one of the fastest growth areas of New Zealand and is an important future metropolitan area for the country. The Metro Plan presents an opportunity:

- for alignment, and a mechanism for giving greater certainty to investors about the likely shape of long-term future development
- to avoid the mistakes of traditional predict and provide land use planning

It aims to optimise future investment, protect the environment, and to maximise well-being for existing and future residents.

Key related projects include the sub-regional three waters study, and the Mass Transit Plan.

The project is being undertaken through a voluntary collaborative approach under existing legislation.

Three phases:

1. Identifying the opportunity (*we are here*)
2. Analysis and engagement
3. Final plan

## **Waikato Sub-Regional Three Waters Investigation**

To identify the most innovative, responsive and timely infrastructure solutions, unconstrained by territorial boundaries, while creating greater environmental outcomes, community benefits and overall efficiencies than individual TLAs can achieve alone.

### **Key principles**

- Considering 10, 30 and 100-year planning horizons
- Taking an integrated, holistic and boundary-less approach that delivers the best for river and best for community outcomes
- Consideration of three waters infrastructure (water supply, wastewater and stormwater) but excluding rural drainage and flood management
- Focus on the Future Proof sub-region within the context of the whole Waikato River catchment

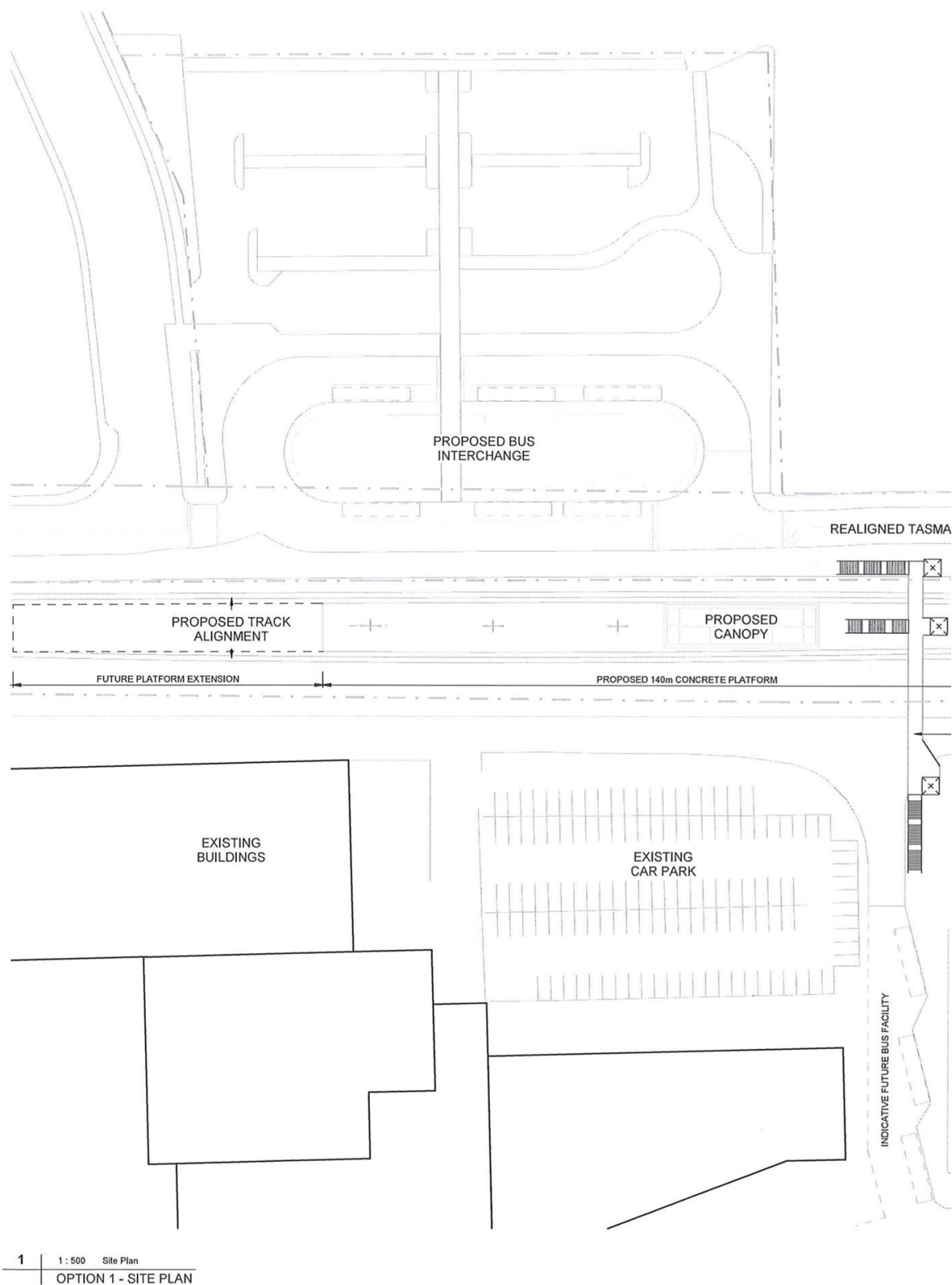
### **Parties**

Tangata and mana whenua, Hamilton City Council, Waikato and Waipa district councils, Waikato Regional Council, Department of Internal Affairs, Treasury, Ministry of Housing and Urban Development, Ministry for the Environment, Watercare and Future Proof

### **Two phases**

1. Scoping and strategic case preparation (*currently underway*).
2. Full technical study and delivery of intergenerational investment plan (*dependent on funding*).



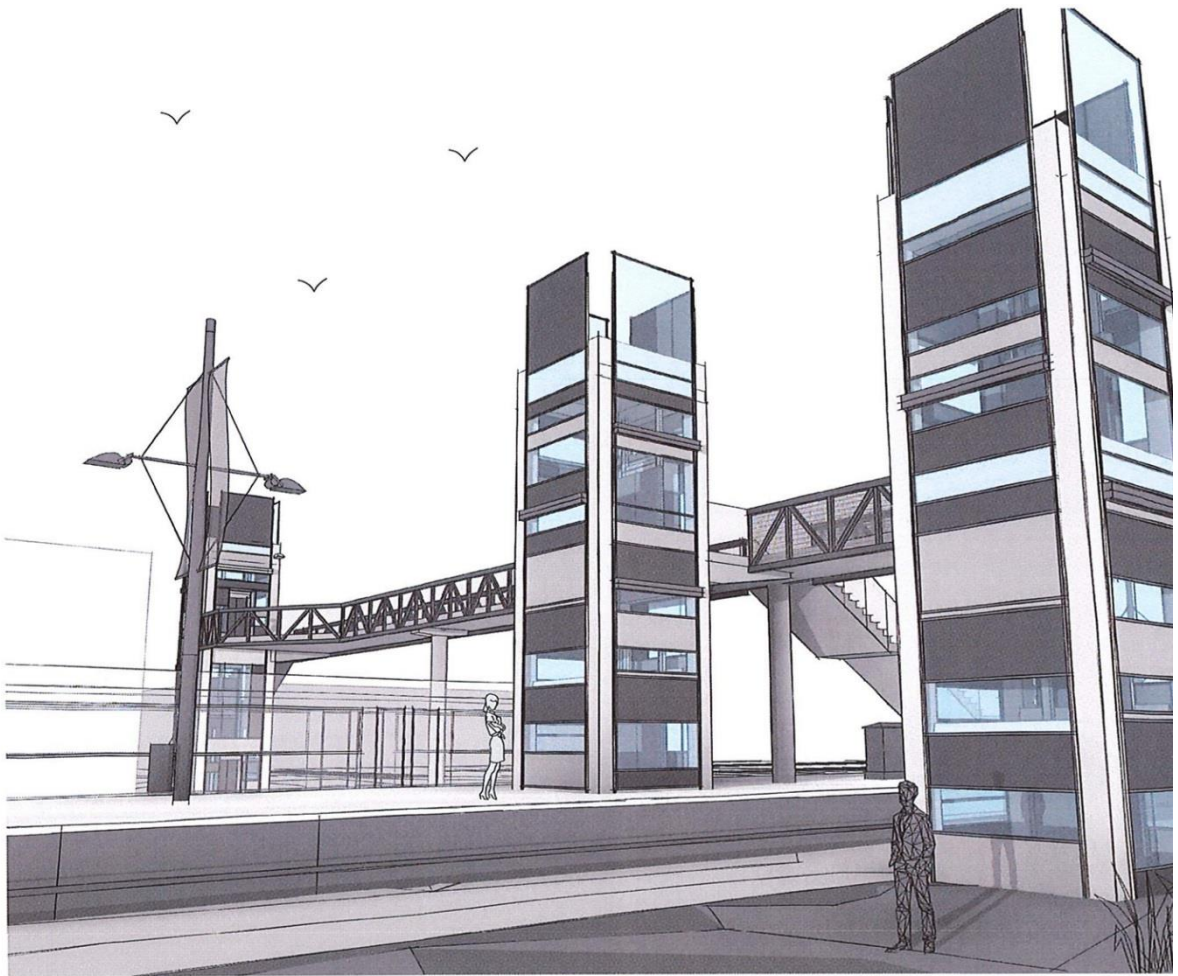


# ROTOKAURI PEDESTRIAN BRIDGE

19/05/27

PREPARED FOR: AECOM

DRAWING OPTION 1 -



### ROTOKAURI PEDESTRIAN BRIDGE

19/05/27

PREPARED FOR: AECOM

DRAWING OPTION 1



## 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 of 7 May 2019	) Good reason to withhold ) information exists under ) Section 7 Local Government ) Official Information and ) Meetings Act 1987 )	Section 48(1)(a)
C2. Wet Industry Servicing Requests	)	
C3. Contract 18340 - Facilities Renewals and New Build Programme 2019/20		
C4. Release of Public Excluded Resolutions		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C3.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C4.	to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)