

## Notice of Meeting:

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

**Date:** Tuesday 27 August 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 Lead

**20 August 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*

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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

**Committee:** Growth and Infrastructure Committee  
**Date:** 27 August 2019  
**Author:** Amy Viggers  
**Authoriser:** Becca Brooke  
**Position:** Committee Advisor  
**Position:** Governance Team Leader  
**Report Name:** Confirmation of the Growth and Infrastructure Open Minutes 18 June 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 18 June 2019 as a true and correct record.

## Attachments

Attachment 1 - Growth and Infrastructure Open Unconfirmed Minutes 18 June 2019

## Growth and Infrastructure Committee

### OPEN MINUTES

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 18 June 2019 at 9.32am.

#### PRESENT

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

In Attendance:	Eeva-Liisa Wright – General Manager Infrastructure Operations
	Jen Baird – General Manager City Growth
	Chris Allen – General Manager Development
	Blair Bowcott – Executive Director Special Projects
	Robyn Denton – Operations Team Leader
	Sandra Murray – Consultant City Growth
	Scott Copeland – Contracts Manager, Rubbish and Recycling
	Trent Fowles – Compliance Manager
	Andrew Parsons – Strategic Development Manager
	Jackie Colliar – Strategic Manager, Infrastructure
	Daniel Teasdale – Customer and Business Support Team Leader
	Karen Saunders – Peacockes Programme Manager

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

#### 1. Apologies

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

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

## 2. Confirmation of Agenda

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

That the agenda is confirmed noting the following:

- a) that there was a late topic added Item 6 (Chair's Report) 'Maangai Maori & Elected Members input into significant development proposals'. This topic was late as it arises from a current resource consent application that is intended to be processed over the following weeks;
- b) that item 8 (New Zealand Transport Agency Funding Update) is to be taken after item 6 (Chair's Report) to accommodate staff availability; and
- c) notes that a placeholder item C5 (Refuse Transfer Station & Hamilton Organic Centre) was added to the agenda for the purposes of going into public excluded to enable Council to carry out commercial activities without disadvantage and to enable Council to carry out negotiations in relation to Item 13 (Refuse Transfer Station and Hamilton Organic Centre – Proposed Increase of Gate Fees 2019/20).

*Deputy Mayor Gallagher joined the meeting (9.35am) during the discussion of the above item. He was present when the matter was voted on.*

## 3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

## 4. Public Forum

**Lauren Mantjox (representing Lime Scooters)** spoke to Item 9 (Personal Hire Devices - Permitting Fees and Charges) in support of the staff recommendation. She provided some background concerning Lime Scooter Ltd. She responded to questions from Committee Members concerning the ability identify users, and user terms and conditions.

**Roger Stratford** spoke to Item 13 (Refuse Transfer Station & Hamilton Organic Centre - Proposed Increase of Gate Fees 2019/20) in support of the Council funding a subsidy to mitigate the gate fee increases.

*Mayor King joined the meeting (9.38am) during the discussion of the above item.*

## 5. Confirmation of the Growth and Infrastructure Open Minutes of 7 May 2019

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

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.

## 6. Chair's Report

The Chair spoke to his report.

The Executive Director Special Projects provided the timeline and purpose of the draft Council submission to the Kāinga Ora – Homes and Communities Bill. He responded to questions from Committee Members concerning the intent of the bill, the submissions process and the structure and scope of the proposed new entity.

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

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 (including through an informal meeting of Committee Members) be used to finalise the Council submission;
- e) delegates the Chief Executive authority to approve the final submission;
- f) notes that the approved submission be sent to Parliament's Environment Committee prior to the 11 July 2019 submission closing date; and
- g) requests staff report back to the next Growth and Infrastructure Committee Meeting (27 August 2019) regarding a process to provide more visibility of strategic development proposals.

## 7. New Zealand Transport Agency - Transport Verbal Update

Ross l'Anson (Acting Director Regional Relationships NZTA) provided a verbal report concerning updates from NZTA. He responded to questions from Committee Members concerning NZTAs safety strategy and the change in funding priorities.

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

That the Growth and Infrastructure Committee receives the verbal report.

*Cr Southgate joined the meeting (10.14am) during the discussion of the above item. She was present when the matter was voted on.*

## 8. New Zealand Transport Agency Funding Update

The General Manager Development took the report as read and provided a brief summary of the points that would be raised in a letter to NZTA regarding transport funding. He responded to questions from Committee Members concerning the impact on the Council's financial strategy and how the Council could reprioritise projects.

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

That the Growth and Infrastructure Committee:

- a) receives the report;
- 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.

**Cr Mallett Dissenting.**

**The meeting adjourned 11.30am to 11.45am**

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

9. **Personal Hire Devices - Permitting Fees and Charges** (*Recommendation to Council*)

The General Manager introduced the report noting that there were a number of different devices that would be classified as a personal hire device. Staff responded to questions from Committee Members concerning the length of time for the proposed trial, the proposed code of practice, potential number of devices, and safety provisions and compliance monitoring.

**Staff Action:** *Staff undertook to provide Committee Members with further information regarding the agreements in place with potential service providers.*

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

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 safety program fund per operator, with an understanding that there will be future ongoing funding shared among all operators for Council and user safety;
- c) notes that liability insurance of \$2,000,000 will also be required by each operator;
- d) 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 all Hire Devices;
- e) notes that operators may apply for permits for the Personal Hire Device scheme from 1 July 2019 and are required to comply with Hamilton City Council fees and charges, Public Places Bylaw 2016 and Code of Practice requirements; and
- f) notes that the devices permitted to operate in Hamilton during the first 6 months of the trial will be monitored by staff and reported via the Growth and Infrastructure Committee.

**Crs Bunting and Mallett Dissenting.**

10. **Deliberation and Approval of the Hamilton City Speed Management Plan** (*Recommendation to Council*)

The Transportation Operations Team Leader took the report as read and responded to questions from Committee Members concerning feedback received on the plan and how speed limits could be changed in the future.

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

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.



The meeting adjourned 1.55pm to 2.40pm.

## 11. Encroachment Management Policy

The Transportation Operations Team Leader took the report as read and responded to questions from Committee Members concerning the purpose of the policy and the complexities involved with the process.

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

That the Growth and Infrastructure Committee:

- a) receives the report; and
- 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;
  - 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; and
  - xii. that staff provide visibility of encroachment applications and their status via executive updates.

**12. Business Improvement District Policy Review (Recommendation to Council)**

The General Manager City Growth took the report as read and responded to questions from Committee Members concerning the definition and purpose of a Business Improvement District Policy.

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

That the Growth and Infrastructure Committee:

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

**13. Refuse Transfer Station & Hamilton Organic Centre - Proposed Increase of Gate Fees 2019/20**

The Contracts Manager, Rubbish and Recycling and the Compliance Manager took the report as read. They responded to questions from Committee members concerning contract details, reasons for the proposed increases and the potential impact from an increase of gate fees.

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

That the Growth and Infrastructure Committee:

- a) approve this item be deferred to the next Council meeting (27 June 2019) as a late item; and
- b) request staff provide more detailed information in relation to price increases and the effect on potential illegal dumping to the Waste Taskforce prior to coming back to the 27 June 2019 Council meeting for consideration.

**14. Infrastructure Alliance Contract Sum Increase**

The Transportation Operations Team Leader took the report as read and responded to questions from Committee Members concerning the increase to the contract. She noted that it was required as the Infrastructure Alliance had completed additional projects such as Arthur Porter Drive pavement rehabilitation that had not be budgeted for under the current contract.

**Staff Action:** Staff undertook to provide information on the financial transaction of this contract sum increase through the Capital programme report to the Finance Committee.

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

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.

**15. Wet Industry Water Allocation**

The Strategic Development Manager and the Strategic Manager Infrastructure took the report as read and responded to questions from Committee Members concerning current water allocation to the Council.

**Staff Action:** Staff undertook to arrange for Waikato Regional Council to attend an upcoming Growth and Infrastructure Committee meeting to present on the work they are carrying out concerning water allocation.

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

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 Council, until policy to assess high water use and wet industry activities is adopted 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.

## 16. Peacocke Programme Update

The Peacockes Programme Manager took the report as read and responded to questions from Committee Members concerning design aspects of the bridge.

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

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.

## 17. General Managers' Report

The report was taken as read. Staff responded to questions from Committee Members concerning potential delay to the start-up rail service and communication to the public of the potential new timeframes.

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

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.

## 18. Resolution to Exclude the Public

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

**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)

**The meeting went in to a public excluded session at 3.38pm.**

**During the public excluded session of the meeting the Growth and Infrastructure Committee resolved to release the following:**

That the Growth and Infrastructure Committee approves the release of the following resolutions to the public:

- a) 23 October 2018 Growth and Infrastructure Committee meeting Item C2 'Carshare Proposal'  
*"That the Growth and Infrastructure Committee:*
- a) delegates to the Chief Executive the authority to develop and sign a Memorandum of Understanding with Anglesea Rental Car Limited trading as LOOP for an exclusive use of public property for a three-year pilot trial for a Carshare system; and*
- b) notes that the establishment of dedicated Carshare carparks will be undertaken through the Regulatory and Hearings Committee under their delegation for dealing with matters associated with the Hamilton Traffic Bylaw 2015."*
- b) 20 February 2018 Growth and Infrastructure Committee Meeting Item C3 'Contract 16234 - Rubbish and Recycling Services and Contract 17045 - Solid Waste Disposal'
- "That the Growth and Infrastructure Committee:*
- a) approves the appointment of Envirowaste Services Limited for Contract 16234 – Rubbish and Recycling Services and Contract 17045 – Solid Waste Disposal Services;*
- b) approves the issuing of a Letter of Intent to Envirowaste Services Limited for these services; and*
- c) delegates authority to the Chief Executive to negotiate and finalise contract terms with Envirowaste Services Limited for Contract 16234 – Rubbish and Recycling Services and Contract 17045 – Solid Waste Disposal Services based on the content of their tender submissions and the final 2018-28 10-Year Plan outcomes, noting that a report will come back to the Council seeking final award of the contract and approval of an Approved Contract Sum."*

**The meeting was declared closed at 4.04pm.**

# Council Report

## Item 6

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 2019

**Author:** Jen Baird

**Authoriser:** Jen Baird

**Position:** General Manager City Growth

**Position:** General Manager City Growth

**Report Name:** Te Waka Six-Monthly Update

### Report Status

*Open*

### Purpose

1. To present the Growth and Infrastructure Committee with the first Te Waka Annual Report since its establishment in July 2018 to the Growth and Infrastructure Committee together with the Partnership Agreement Schedule of Functions and Services for the 2019/2020 financial year.

### Staff Recommendation

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

### Background

3. Te Waka was established in July 2018 with a Partnership Agreement between Te Waka and Hamilton City Council being signed in September 2018.
4. As part of the Partnership Agreement with Te Waka with Hamilton City Council provides funding \$140,000 per annum for each financial year ending 30 June 2021.
5. The agreement requires Te Waka to report to the Growth and Infrastructure Committee on a six-monthly basis.
6. Dallas Fisher (Chair) and Michael Bassett-Foss (Chief Executive) will attend the meeting and speak to the Annual report.

### Attachments

Attachment 1 - Te Waka Annual Report to Councils - June 2019

Attachment 2 - Te Waka Schedule of Functions and Services 2019/2020

## Annual Report

30 June 2019

### 1. Executive Summary

This is the first annual report from Te Waka since its establishment in July 2018. It reports performance against the functions and services agreed with ten of the Waikato region's local authorities and doubles as the six monthly report to the councils for the January to June 2019 period.

The first year of operation for Te Waka has been a start-up phase with the first six months focused on establishing the organisation and gaining initial traction, and the second six months solidifying operations. Fully operationalising Te Waka into the fully functional Regional Development Agency envisaged at its outset will continue into year two as final funding is secured.

Highlights for the year include the following:

- Establishment of Te Waka as the Waikato regional economic development agency with partnership agreements in place with ten of the region's local authorities, sponsorship agreements with leading businesses in the region and continued support from regional trusts.
- A successful Waikato Economic Development Summit that was supported by the region's community leaders and launch of the Waikato Regional Economic Development Programme 2018 – 2022, and subsequent acknowledgement from central government toward regional funding priorities based on the Programme.
- Integration of the New Zealand Trade and Enterprise (NZTE) and Callaghan Innovation funded Business Growth Team into Te Waka, hosting the national Regional Business Partner conference, expansion of the hub and spoke model for service delivery and exceeding contracted KPIs for business engagement with \$29m of R&D funded projects in the pipeline with \$4.8m confirmed funding from Callaghan Innovation for businesses in the region.
- With funding support from WEL Energy Networks, achievement of unique website users and other growth KPIs for the Waikato Story, transition for management to Te Waka and secured budget to initiate redevelopment of the digital platform with stakeholder engagement from June 2019.
- Partnership with CultivateIT, providing tech sector leadership, launch and implementation of the regional digital strategy and hosting a successful Techweek19.
- Support for implementation of the 2018 Maori Economic Action Plan and Agenda with over a third of its actions completed and support for the development and launch of Te Whare Ohoha, Waikato Region Maori Economic Development Action Plan Refresh in June 2019.

- Under guidance from the Waikato Labour Market Leadership Group, development and launch of the Waikato Labour Market Strategy 2019 in April and associated partnership with the Ministry for Social Development to second part time staff and resources to support implementation of the Strategy.
- Active support for applications to the Provincial Growth Fund for funding to the value of \$90m for projects with a total value of nearly \$300m, with confirmed funding of \$3.3m and many projects still being assessed.
- Completion of the Southern Waikato Economic Action Plan and subsequent applications for funding to the Provincial Growth Fund.
- Release of quarterly economic updates on the Waikato region on the themes of labour market and productivity, sector growth and productivity, and tourism sector overview.

## 2. Introduction

The Waikato's first regional-scale economic development agency, Te Waka, was formally established on 7 July 2018. In early September 2018 Te Waka formalised its relationship with the local authorities of the Waikato region via a series of partnership agreements, signed in early September 2018 and backdated to 1 July 2018 and which remain in force for three years.

This is the first annual report from Te Waka and provides a second six monthly update since its establishment. It provides a summary of the performance of Te Waka for the period to June 2019. It reports against the key performance indicators outlined in the Schedule of Functions and Services attached to the partnership agreements. These agreements require Te Waka to report back to the Councils every six months.

The Schedule of Functions and Services agreed at the establishment of Te Waka was naturally targeted at establishing the organisation. By December 2018, the first six monthly report documented that Te Waka had already achieved 63% of KPIs with a further 23% in progress. This report provides an update on progress against these KPIs and its performance against the general list of functions and services laid out in the partnership agreements.

The partnership agreements require Te Waka to report to the local authorities in writing every six months in respect to:

- Te Waka's delivery of regional economic development functions and services;
- Te Waka's performance against indicators (KPIs) outlined in the Schedule of Functions and Services;
- The general state of the Waikato economy; and
- Current or anticipated issues.



## Te Waka's Delivery of Regional Economic Development Functions and Services

### A. Operationalising the Waikato Regional Economic Development Strategy

This sub-section discusses progress with operationalising Te Waka.

#### *i) Establishment phase*

The design of both the governance and operation of the Waikato REDA was overseen by an Establishment Board, selected by the Mayoral Forum. The Establishment Board members were:

- Dallas Fisher (Chair)
- Blair Bowcott
- Kiri Goulter
- Kim Hill
- Chris Joblin
- Les Roa
- Rob Williams

At this time also Stuart Gordon, the CEO of Waikato Innovation Park was appointed as the establishment Chief Executive for the Waikato REDA. The Establishment Board, with support from the establishment CEO, oversaw all decisions on organisational design, funding and governance, and referred all major decisions to the Mayoral Forum for confirmation and feedback. The support of Stuart and the Waikato Innovation Park Board in the establishment of Te Waka has been invaluable.

Waikato Regional Economic Development Ltd was officially created as a limited liability company on 6 July 2018. At the same time a trust, Waikato Economic Development Trust was established to hold the shares in the company. Two trustees were confirmed:

- Simon Lockwood who in addition to his business leadership roles is the chairman of the Waikato Institute of Directors; and
- Alice Thame – a senior accountant with Dairy NZ and the local leadership team leader for the Chartered Accountants Association for Australia and New Zealand (CAANZ)

A trust deed, company constitution and establishment business plan were developed in June 2018 and formed the foundation documents for the entity.

Agreements were developed with Waikato Innovation Park for the provision of office space and services, and discussions commenced with NZTE and Callaghan Innovation to novate the Regional Business Partner Programme services being delivered by the Waikato Innovation Park to the Waikato REDA.

The company operated under the interim name of Waikato REDA while work was undertaken on a final trading name. Te Waka, Anga Whakamua Waikato, was launched at the Waikato Economic Development Summit in late August 2018.

#### *ii) Strategic*

Five of the Waikato REDA Establishment Board members transitioned to directors of Te Waka at its establishment to ensure momentum of the organisation through the start-up phase. As per the Te Waka constitution, local government members of the Establishment Board have been retained as non-director Special Advisors. Tame Pōkaia, as Te Waka's Kaumātua has also been appointed as a Special Advisor to the Board. Dallas Fisher was confirmed as the Chair and Kiri Goulter was subsequently confirmed as Deputy Chair.

As outlined in constitution's rotation policy, two directors will rotate off the Board at the end of June 2019. Drawn by random, the directors whose terms will finish are Les Roa and Chris Joblin, whom have made a significant contribution to establishing the organisation and enabling it to deliver early results. They are eligible to re-apply through a publicly advertised process. Adverts for two directors were published on 14 June.

The board held a strategic planning day in February 2019. At the strategy day the board agreed to the following strategic business priorities for the 2019/20 period, reflecting the operationalisation phase for Te Waka:

- Complete operationalisation of the organisation in terms of funding and resourcing to enable it to deliver on its core functions as outlined in the business plan
- Clearly define the value proposition for Te Waka for funders and key stakeholders
- Focus and deliver on the big "projects" and priorities for the region, selecting projects and areas most likely to add value to the region
- Provide and advocate for economic development leadership, being the voice of ambition and positive change
- Communicate, with an outcome focus, our story and that of successful regional economic development
- Refresh the Waikato Story and integrate it alongside the Te Waka communication channel

These strategic objectives have formed the basis of organisation's business plan for the 2019/20 year. The 2019/20 business plan was signed off by the board in June 2019.

### *iii) Funding*

Securing the necessary funding for Te Waka commenced early in 2018 with a series of roadshows with all local authorities in the region. The target funding envelope followed that set out in the establishment business plan (Table 1). Proposals for local government funding were for three-year periods and were included in each respective council's 2018-2028 Long Term Plan. Funding was sought from all local authorities in the region except Taupō and Rotorua. All funding requests were approved.

A funding programme has been agreed to by the Te Waka board and additional funding proposals are being considered as outlined in the notes below.

Core Operational Budget –Revenue		Annual Amount Sought	Confirmed as at 30 June	Success (%) as at 30 June
Local Government	Regional	\$300,000	\$300,000	100%
	Local	\$370,000	\$370,000	100%
Business sponsorship		\$465,000+	\$310,000	67%
Regional trusts / other regional funds		\$250,000	\$75,000	30%
National Business Partner contract		\$660,000	\$660,000	100%
Government other sources		0	\$100,000	
Provincial Growth Unit (MBIE)		\$200,000	\$200,000	100%
<b>Total</b>		<b>\$2,245,000</b>	<b>\$2,015,000</b>	<b>90%</b>

**Table 1. Te Waka Funding Sources**

**Note 1.** Funding proposals for additional business sponsorship to the value of \$325,000 are currently being considered by businesses and are not included in the above figures

**Note 2.** A funding application to WEL Energy Trust for ongoing development of the Waikato Story was lodged in June 2019 and is not included in the above figures

**Note 3.** Funding from other Government sources relates to funding and secondment support for staff resources from Ministry for Social Development and Te Puni Kōkiri. This is targeted at implementation of the Regional Labour Market Strategy and support for the Māori economic development programme

#### ***iv) People***

In September the Board announced that the inaugural Chief Executive of Te Waka would be Michael Bassett-Foss and Chief Operating Officer Harvey Brookes. A new member of the Business Growth Team, Ashleigh Turner started in November 2018. Amy van Gaderen started in the role of Marketing and Communications Manager in January 2019.

The Business Growth Team formally transitioned from Waikato Innovation Park to Te Waka in October 2018 via the novation of the Regional Business Partnership agreement with Callaghan Innovation and NZTE. The team comprised Craig Purcell, Business Growth Manager, and advisors Peter Davey, Novell Gopal, Hayley Smith and Kahurangi Taylor.

Jannat Maqbool and Tammee Wilson started with the Business Growth Team in March and June 2019 respectively as part time temporary positions to cover parental leave vacancies for Hayley Smith and Kahurangi Taylor.

Along with Tony Kane, heading the Business Mentors programme in Waikato, the Business Growth Team form a key part of the business growth engine for Te Waka particularly focusing on enterprise development in a hub and spoke model in locations throughout the region.

The Chief Operating Officer, Harvey Brookes left Te Waka in April 2019. Harvey contributed significantly to the formation of Te Waka and its start-up phase. His departure caused a short-term plateauing of organisational outputs.

The organisation is subsequently moving forward with securing people for positions originally envisaged in the establishment business plan. A Sector Development Manager role is currently being filled and other positions will be filled through the remainder of 2019 as funding allows including Māori Economic Development Advisor, PGF programme management support and Investment Management.

#### ***v) Waikato Economic Summit and Programme***

Before it got down to business, Te Waka asked the Waikato economic leadership community what the region's economic growth priorities should be for the next few years. To do this, 250 of the region's business, iwi, community and local government leaders were invited to a Waikato Economic Summit for two days in late August 2018. They were challenged to "Agree what economic development initiatives will have the greatest impact for the Waikato and its people".

The event provided the ideal launching platform for Te Waka with the Minister for Regional Economic Development Hon Shane Jones in attendance. Participants were welcomed into the summit by Ngati Koroki Kahukura, the local hapū for Lake Karapiro where the summit was held.

The Waikato Regional Economic Development Programme (2018 – 2022) is a culmination of the outputs from this Summit, along with the work of previous regional economic development organisations including Waikato Means Business and the many others currently involved in economic growth in the Waikato. The Programme was launched on 14 November 2018 and guides the work of Te Waka and provides input into regional funding priorities for government.

***vi) 2019/20 Schedule of Functions and Services***

The partnership agreements stipulate that a revised Schedule of Functions and Services is circulated to councils in June of each year that contains KPIs for the following financial year. As part of developing the 2019/20 Schedule, the Local Authority Partnership Committee (CEs Forum) reviewed the Schedule at its 24 May meeting. The Schedule is attached in **Attachment 1: 2019/20 Schedule of Functions and Services**.

Activities and KPIs set in the 2019/20 Schedule of Functions and Services mirror those that are contained in Te Waka's 2019/20 Business Plan.

***vii) Waikato Economic Development Forum***

Te Waka acknowledges the contribution to the economic development ecosystem by all Councils in Waikato and potential overlaps with activity that Te Waka has in its partnership agreements with councils.

In respect of the relationship with councils, Te Waka is convening a forum for council economic development officers in early July, to provide an update on Te Waka activities and to solicit guidance and feedback about aspects of Te Waka's work. The forum will also assist clarify respective roles.

The forum will cover:

- Overview of Partnership Agreement 2019/20 Schedule of Functions and Services
- Update on priority economic development activity underway in each council area
- Te Waka Business Growth Services – aligning delivery
- Provincial Growth Fund update and pipeline of projects
- Regional investment – coordination and enablement
- Communications – coordination and enablement
- Waikato Story – potential for repositioning
- Te Waka/councils engagement

**B. Business Growth Services**

Te Waka provides business growth services via the Regional Business Partner (RBP) Programme in the Waikato region under contract from NZTE and Callaghan Innovation.

Te Waka hosted the 80 plus personnel who provide RBP services throughout the country over 2 days (7 & 8 November) at Zealong Tea estate. It was an opportunity to showcase our region. It was built on a programme that highlighted food, tourism and technology. The conference was funded through NZTE so had zero cost to the region. The conference and Waikato location received very positive feedback from participants.

In January 2019, Te Waka was successful in gaining an extension of the Regional Business Partner Programme for another two years through till June 2021.

In the last six months, the team have extended the hub-and-spoke model into Waitomo District with a launch event held in Te Kuiti on 18 April. Since the launch more than 20 businesses have signed up for advisory services.

Te Waka established a hub in Te Awamutu/Cambridge in mid-2018. Discussions continue with Otorohanga District Council and Otorohanga District Development Board about establishing a hub in Otorohanga over the coming months. Te Waka has been providing business growth services to Matamata Piako District for some years although a formal hub has not been established. The potential for establishing a hub in Matamata is being discussed with Matamata Piako District Council.

Results for the Business Growth Team YTD May 2018/19 follow.

**Client Engagements** track ahead of budget (437 actual YTD, 390 target YTD), showing continued adoption of services across the region.

**Capability Voucher scheme** funding from NZTE supported businesses in the region with \$500,000 (matched by businesses) worth of funding for capability development.

**Net Promoter Score (NPS)** sits at +56. The NPS has a range of -100 to +100 and is based on client feedback (<https://www.medallia.com/net-promoter-score/>).

**Callaghan Innovation** co-fund R&D projects with businesses. The value of successful funding applications from Callaghan Innovation totalled \$4.8m across 21 projects in the last year. The pipeline of potential R&D projects totals \$29m.

### C. Waikato Story

With Te Waka appointing Amy van Garderen as Marketing and Communications Manager in early 2019, Te Waka has taken over management and delivery for Waikato Story.

The digital platform that underpins the Waikato Story was developed as an interim solution. In its 2019/20 Business Plan Te Waka has planned and funded the development of a new digital platform. This is a significant undertaking estimated to cost upwards of \$100,000 and will allow substantially more flexibility in the management and marketing of content on the platform, and integration with other digital channels.

Te Waka will engage key stakeholders in the redevelopment of the digital platform and repositioning of the Waikato Story. This process started in June 2019.

While the digital platform is being developed, Waikato Story will continue to operate as a channel to celebrate the success stories associated with economic development in the region. Te Waka will work with councils and other stakeholders for the development of content, and to ensure that the Waikato Story fully complements other regional and local digital platforms.

#### **D. Regional Investment Programme**

Te Waka has supported major regional investment opportunities (non-PGF) across many local authority areas. Opportunities include businesses looking to relocate from Auckland or other parts of the country and overseas entrepreneurs assessing parts of the region to establish businesses.

Te Waka has initiated discussions with NZTE to establish a single front door and coordinated programme for Waikato for international investment and investor category migrant opportunities.

In the 2019/20 Business Plan, Te Waka has allocated budget to resource the Investment Manager role. Te Waka will work with local authorities to develop and implement the role in a way which fully aligns with their investment facilitation activities.

During the 2018/19 year, Te Waka has been successful in supporting approximately \$11m of investment into the region primarily for PGF projects and R&D funding.

#### **E. Sector and Industry Development**

In the second half of 2018, Te Waka partnered with CultivateIT to develop a digital stocktake and strategy for the region. CultivateIT is an association established by the tech sector, a sector body responsible for connecting the technology ecosystem and driving technology innovation. In late 2018, Te Waka reached an agreement with CultivateIT to support and fund a 0.5 FTE role to assist coordinate the delivery of the digital programme of work for the region. The agreement was for a six-month period during which time CultivateIT would secure sustainability through funding and support from within the sector.

Aims of the Digital Strategy are:

- Close the digital divide
- Build digital skills and capacity
- Support small and medium size businesses with digital transformation
- Support regional smart cities initiatives
- Foster regional technology innovation

During the 2019/20 year, Te Waka plans to lead or support the development of sector plans for a further two priority sectors. Initial progress has been initiated with the aquaculture sector by Waikato Regional Council initiating the development of a Waikato Aquaculture Strategy. Te Waka will work with WRC and the sector stakeholders to explore how to implement the strategy.

Discussions or discrete initiatives are underway with forestry, construction, aviation and the agri sectors. Te Waka is in the process of securing a Sector Development Manager role in June 2019 to progress this work.

## F. Māori Economic Development Programme

During the 2018/19 year, Te Waka has supported activity related to Māori economic development via the funding of a 0.5 FTE role. This function has supported iwi and Te Puni Kokori to progress the Waikato Māori Economic Development Plan and Agenda, launched in February 2018 and co-funded by Te Waka's predecessor organisation- Waikato Means Business. A total of 63 actions featured in the 2018 Plan. Of the total actions, 23 actions were noted as complete as at March 2019; 8 were identified as currently in action or in progress and due for completion by the end of 2019; 5 actions were identified as requiring immediate refresh and 27 actions were identified as requiring review against stakeholder engagement and up-to-date data.

Over the past year Māori collectives, Māori business, whānau and rangatahi have developed and participated in a range of research, education and networking initiatives, built and brokered relationships, collaborated on multi-stakeholder projects within technology and tourism sectors, and stimulated and supported the possibilities for innovation.

Key learnings from implementing the 2018 Plan have guided a refresh of the action plan. Te Waka has supported Te Puni Kokori and iwi with the refreshed plan, which was launched by Minister Mahuta on 14 June 2019.

Te Waka continues to integrate Māori economic development outcomes across other streams of work through a focus on Māori enterprise. The Business Growth Team has set a target to grow business engagements to 15% for Māori business. Te Waka continues to partner with key stakeholders for Māori business events including Waikato-Tainui and Te Humeke. A highlight for the year was the Māori Tech Showcase involving Waikato Tainui and Te Puni Kokori, the headline event at Techweek 19 that was attended by over 1000 people.

Following a paper from Rukumoana Schaafhausen to the Mayoral Forum in February 2018 requesting consideration for an iwi representative on the Te Waka board, the board has agreed an appointment and selection process with the four iwi representatives on the Waikato Plan Leadership Committee.

The Te Waka Board has provided a role profile to iwi that outlines the skills and experience desired through this process. Iwi will select the nominee who will be appointed to the Board through a nomination by the Waikato Mayoral Forum, for a three year term, with the Te Waka Board having final approval of the nominee, all as per the Te Waka Constitution. The role will be publicly advertised and a selection panel comprising the four iwi representatives on the Waikato Plan Leadership Group, a representative from Hauraki, the Chair of the Mayoral Forum and the Chair of Te Waka.

Under guidance of our Kaumatua, Tame Poriai, Te Waka will engage with iwi across the region to understand how support can be provided for the economic development aspirations of individual iwi.

Te Puni Kokori has approved funding of 0.5 FTE that will allow Te Waka to appoint a full time Māori Economic Development Advisor to progress the Māori economic development programme.

## G. Regional Labour Market Strategy

The first Waikato Regional Labour Market Strategy was developed by Waikato Means Business in 2014. A Labour Market Leadership Group has met every two months since then to share information, receive relevant reports and to respond to objectives in the Strategy.

In late 2018, the Labour Market Leadership Group, with support from Te Waka, undertook a refresh of the strategy. Ministry for Business, Innovation and Employment (MBIE) funded \$10,000 to engaged The Stakeholder Agency to facilitate a refresh of the strategy. The refreshed Waikato Labour Market Strategy was launched in April 2019.

The 2019 Strategy aims to inform the priorities of Te Waka in its efforts to bring about stronger regional connections and collaborations, and to develop action-focused, sector led initiatives in areas such as vocational skills, education and employment.

The strategy aims to facilitate “a future-proofed regional labour market capable of serving business and industry needs while providing economic, social and cultural outcomes”.

Objectives of the 2019 strategy are to:

- Develop strong employer-provider partnerships in education and training;
- Understand future workforce needs sector-by-sector through significant engagement with employers;
- Focus on promoting educational achievement in science, technology, engineering and maths subjects (as well as demand-driven soft skills) to meet existing and predicted labour market gaps, as well as to face the challenges of technological change;
- Attract skills to the region, city and local industries and sectors by defining and marketing the regional value proposition;
- Optimise transitions from school to training, school/training to work, as well as employees moving from sector to sector; and
- Encourage employers to undertake an ongoing programme of staff training and development, and provide support mechanisms to foster this investment in their people.

The priority action from the strategy is to “implement a three-year programme to build, attract and retain skills and talent on a sector-by-sector basis”. To assist Te Waka to meet this challenge, the Ministry for Social Development has seconded a 0.4 FTE role and supporting resources to assist implement the strategy.

The construction sector will be the initial sector to target the development of interventions because of the forecasted continued growth in construction across Waikato. Construction is also a sector for which the Ministry for Social Development has established strong relationships. Engagement with businesses in the construction sector started in June 2019 with sector forums to be held during July to September.



## H. Promote major funding proposals

### *i) Provincial Growth Fund*

The Provincial Growth Fund (PGF) continues to dominate major funding proposals from the region. As at the end of May 2019 a total of 83 PGF applications and expressions of interest had been received from the Waikato region. Of those, 12 have been approved and 36 have been declined, withdrawn or are unsupported, with the remainder in various stages of assessment.

The Waikato Regional Economic Development Programme (2018-22) provides Te Waka with guidance about priorities for the region. Central government is increasingly approaching Te Waka for guidance about these regional priorities.

As at the end of May, Te Waka had actively supported \$90m in applications to the PGF with many proposals still being assessed. Approximately \$11m in central government funding had been secured either directly by Te Waka or with the support of Te Waka, predominantly for PGF projects or R&D funding.

Te Waka has focused its development and advocacy activities on two priority packages of projects: Southern Waikato Economic Action Plan (SWEAP) and the Cultural Tourism and Education Cluster.

### *ii) Southern Waikato Economic Action Plan (SWEAP)*

SWEAP is the first sub-regional economic action plan supported by MBIE. Along with South Waikato, Waitomo and Otorohanga District Councils, and Waikato Means Business/Te Waka nearly \$200,000 was invested in this programme over the last 18 months. The study, undertaken by MartinJenkins and coordinated by Te Waka, saw more than 80 stakeholders engaged under guidance from a cross-community governance group. The study culminated with the submission in April 2019 of four PGF applications for investment ready projects:

- Digital and entrepreneurial hub and ecosystem in Tokoroa (South Waikato Investment Fund Trust)
- Southern Waikato Driver Training Programme (South Waikato, Waitomo and Otorohanga District Councils)
- South Waikato Trades Training Centre, Tokoroa (South Waikato Investment Fund Trust)
- Development of a dementia facility in Otorohanga (Beattie Trust)

A PGF application was also submitted by Te Waka for \$4.4m to provide capacity and resources to progress 17 pre-investment proposals to investment ready status over the next 6-9 months. This application required \$1.4m to be sourced from the Waikato region. By June 2019, \$200,000 had been committed by South Waikato, Waitomo and Otorohanga District Councils. Te Waka is in the process of developing an application to the Waikato Regional Council's Regional Development Fund. The final shape and local funding commitment required will depend on formal feedback from the Provincial Development Unit (MBIE) once it is received.

### *iii) Cultural Tourism and Education Cluster*

When analysing the major projects that resulted from the Waikato Economic Summit, it became apparent that there are few investment ready projects in the Waikato. Further, there is limited short-term growth in job opportunities from traditional sectors in the Waikato such as agri-food. Changes in these traditional sectors will take time to translate into job growth and this eventual job growth will not necessarily be in locations that need the most support – some of the most deprived areas in New Zealand.

The Waikato region's single biggest short-term opportunity is from a network of authentic tourism product, industry and operator development initiatives – the number one priority from the Summit. The linking of these initiatives will greatly magnify the benefits for the region and result in jobs where they are needed most. The package leverages the Māori economic powerhouse to underpin a substantial cultural education component for which there is significant demand.

Since early 2019, people from many of the peak cultural tourism and economic development organisations have met to jointly develop a package and approach to guide development of cultural tourism and education in the Waikato region.

The purpose of the package is to create an umbrella framework which will provide confidence to regional and national decision makers and funders on the best projects to support and advance over the next 2-4 years. The package will be summarised in a short paper to be delivered to Government in June/July 2019.

### *iv) Te Waka PGF programme management*

The PGF is creating significant demand for professional advice and support from regional economic development agencies. In light of this, in August 2018 Economic Development New Zealand (EDNZ) applied to the PGF on behalf of all regional economic development agencies for PGF programme management staff resources. In November 2018, Te Waka provided supporting evidence for Waikato to be recognised as a surge-region due to its diversity and scale, large areas of substantial socio economic deprivation and to assist the scaling up of economic development capacity in the region.

In February 2019, following guidance from EDNZ, Te Waka submitted its own application for PGF programme management capacity under the umbrella of the original EDNZ application. The PGF has provisionally approved \$200,000 for two years with a review after the first year.

## **Achievement of KPIs**

The partnership agreements: 2018/19 Schedule of Functions and Services sets out 39 actions and anticipated results. The relevant KPIs are set out in Attachment 2 of this report. These are divided into three sub-sections:

- Key Priority Areas 1 July 2018-30 June 2019
- Medium Term Macro Key Performance Indicators 2018-2021
- Short Term Key Performance Targets July 2018- June 2019

Overall the results indicate that Te Waka has fully met 34 (87%) of the 39 objectives set down in the Schedule.

The objectives not complete total 5 (13%) of 39 actions. These related to the following action areas:

- **A post-summit attendee survey.** The purpose of this survey was to assess the percentage of summit attendees rate the economic summit as highly valuable/worthwhile. The Waikato Regional Economic Development Programme (2018-22) that was developed after the summit with extensive engagement with key stakeholders many of whom participated in the summit. The Programme was launched in mid-November, two and a half months after the summit.
- The first meeting of the **Local Authority Partnership Committee** was scheduled to take place by 30 September. A further meeting with the committee was scheduled to take place by 31 October to present the results of the 2017/18 Waikato Means Business projects. The local government Chief Executives Forum agreed to act as the Local Authority Partnership Committee at its February meeting and Te Waka reported to the forum's 5 April and 24 May meetings.
- **A stakeholder survey** held before 1 December 2018 to canvas whether Te Waka was providing a clear "one voice" for economic growth in the Waikato Region – in retrospect this was too early to gauge any meaningful feedback especially since the communications and engagement strategy was not signed off until May 2019.

Details on each project are set out in **Attachment 2: 2018/19 Schedule of Functions and Services Summary Status.**

## The General State of the Waikato Economy

Te Waka was formed in part through the leadership and vision of the Waikato Regional Council, who commenced and funded Waikato Means Business for four years. The partnership agreement with Waikato Regional Council reflected that ongoing partnership, especially in the area of economic intelligence. The Council's Principal Economist, Blair Keenan provides econometric analysis, insight and advice to Te Waka, and produces for publication a quarterly update on the state of the Waikato economy. Each issue delves into a specific matter of relevance to economic growth in the region. Articles are published on Te Waka and other relevant digital platforms.

The timing and general description of the content of the quarterly reports are as follows:

- December 2018 – labour market and productivity
- April 2019 – productivity and growth analysis by sector
- July 2019 – tourism sector overview

In addition to the quarterly reports, an annual report on Waikato economic indicators has been developed. This was released on the Te Waka website in June 2019.

### Current or Anticipated Issues

The initial development of Te Waka has progressed very positively, as shown in the above results. Despite a very ambitious timeframe and limited available resources, major milestones have been met in the development of Te Waka, and the Regional Business Partner Programme has continued to deliver services and grow further.

The key issue Te Waka foresees in the immediate future relates to the latent potential for economic growth support and action right across the region, and the demand for our support and services which has now been unleashed. The Provincial Growth Fund, the 1 Billion Trees fund and the Green Investment Fund have created demand for Te Waka resource and support, which is still being assembled. Continued support from commercial sponsorship and funding from trusts and philanthropic funds will be essential for Te Waka to continue to add value.

The first 12 months since the establishment of Te Waka has focused on starting up the organisation and getting early traction – the start-up phase. The second 12 months will focus on scaling up Te Waka operations to enable it to deliver the functions and services originally envisaged from the organisation and described in the partnership agreements – the operationalisation phase.



# **Partnership Agreement Schedule of Functions & Services**

**July 2019-June 2020**

## **TE WAKA (Waikato Regional Economic Development Agency) Schedule of Functions & Services 1 July 2019 – 30 June 2020**

### **A. Introduction and Background**

Te Waka, Waikato Regional Economic Development Limited ("Formally Waikato REDA") was established from 1 July 2018 to undertake regional economic development functions and services for the Waikato Region.

Te Waka has responsibility for developing and delivering regional economic development services across the Waikato region. It does this in partnership with the region's territorial authorities, regional tourism organisations, businesses and business leadership groups, Māori and community funders. The scope of functions and services of Te Waka is defined by its objectives and the areas it has committed to focus on, as part of its establishment. These are set out in the Partnership Agreement signed at the commencement of Te Waka and are elaborated on in further detail in this schedule. For the purpose of this Agreement the Waikato Region encompasses the local authorities that are a party to the Partnership Agreement

The objectives of Te Waka are:

- a) Lift economic performance across the Waikato region
- b) Attract, retain and grow investment, talent and business across the region
- c) Champion and provide 'one voice' for economic and business needs and opportunities across the region

In mid-2018 at the commencement of Te Waka, the Establishment Board agreed that the initial priorities of the REDA will be focused on ensuring the entity is fully and properly established. These priorities underpinned the inaugural Schedule of Functions and Services, the focus areas for the organisation over the first 12 months from July 2018. They are summarised as follows:

- a) Set up the Waikato REDA legal and operational structure and recruit the Board, Chief Executive and core staff
- b) Secure operational funding to ensure the Waikato REDA can continue existing Business Growth and Waikato Means Business services and commence new services, including via the Provincial Growth Fund as agreed by the Establishment Board
- c) Develop a pipeline of major regional economic projects and priorities via a Waikato Economic Summit
- d) Develop and approve an operating business plan, including KPIs and reporting frameworks
- e) Build and deploy a communications and stakeholder management programme

As we near the end of the first 12 months of operation, Te Waka has largely completed the establishment phase. The next 12 months will focus on fully operationalising the organisation and delivering against priority areas of its core functions and services. These core functions and services are summarised in Section 2 of the Partnership Agreement as follows:

2.2 *The general description of the functions and services to be provided by the Waikato REDA (both singularly and in partnership with others) is as follows:*

- (a) *In relation to the matters in clauses (b)-(h) below, to contribute to operationalising the Waikato Regional Economic Development Strategy*
- (b) *To provide to Waikato businesses NZTE and Callaghan Innovation contracted business growth advisory, innovation and mentoring services, through a hub and spoke service delivery model across the Waikato region*
- (c) *To deliver and continue to develop the Waikato Story via the Waikato Story website and a range of social media platforms*

- (d) To develop and deliver a regional investment and facilitation programme across the Waikato region, including attraction of international investment and (with NZTE and Export NZ) assisting existing businesses to gain access to international markets*
- (e) To develop and deliver a sector and industry development programme, focusing on the key sectors of competitive advantage and opportunity for the Waikato region*
- (f) To support and facilitate, as agreed, the implementation of the Waikato Māori economic development agenda and action plan, and all other iwi Economic Development Strategies and Action plans where provided*
- (g) To support and facilitate, as agreed, a Waikato Regional Labour Market Strategy, actions and initiatives*
- (h) In relation to items (b)-(f), to develop, support and promote proposals to local, regional and national funding programmes, including (but not limited to) the Provincial Growth Fund (PGF)*
- (i) To deliver a communications and engagement programme to inform stakeholders, funders and other partners of the Waikato REDA programme and projects, key issues and information on the state of the Waikato economy*

The general description of the functions and services for Te Waka forms as the basis for this schedule of functions and services for its second year of operation – the operationalisation phase for the organisation. These functions and services are described in more detail below.

**B. Key Priority Areas 1 July 2019 – 30 June 2020**

Function / Service	Priority areas	Key performance targets
Contribute to operationalising the Waikato Regional Economic Development Strategy	<ul style="list-style-type: none"> <li>• Ensure Te Waka has secure funding streams to deliver functions and services in this schedule</li> <li>• Ensure that business sponsors and funders are fully engaged in the Te Waka strategy development and execution process</li> <li>• Report to Waikato Mayoral Forum, Waikato Plan Leadership Committee and CEs Forum</li> </ul>	<ul style="list-style-type: none"> <li>• Confirmed funding agreements to fully fund the Te Waka Business Plan by March 2020</li> <li>• Hold 2 strategy sessions per year for business sponsors</li> <li>• Present to at least 60% of the meetings for the Waikato Mayoral Forum, Waikato Plan Leadership Committee and CEs forum</li> </ul>
Provide contracted business growth advisory, innovation and mentoring services	<ul style="list-style-type: none"> <li>• To provide to Waikato businesses NZTE and Callaghan Innovation contracted business growth advisory, innovation and mentoring services, through a hub and spoke service delivery model across the Waikato region</li> <li>• Integrate the business growth team into the wider operations of Te Waka to optimise the delivery of economic development services to the region</li> <li>• Develop a regional innovation programme</li> </ul>	<ul style="list-style-type: none"> <li>• Meet all Regional Business Partner contract conditions throughout year (business engagements, funding approved)</li> <li>• Expand business growth services to Waitomo and Otorohanga districts by August 2019</li> <li>• Hold two forums involving Waikato council economic development staff to assess and improve delivery of this service across the region</li> <li>• Work with each council area to co-design and deliver in partnership an initiative aligned with business growth services</li> <li>• Develop a mechanism to measure the outputs/outcomes of the business growth services</li> <li>• Collaborate with appropriate stakeholders to initiate the development of a regional innovation programme for Waikato</li> </ul>
Deliver and continue to develop the Waikato Story	<ul style="list-style-type: none"> <li>• Deliver a refreshed Waikato Story that is integrated with the Te Waka communications strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Transition the Waikato Story to a new technology platform that is integrated with the Te Waka digital platform</li> <li>• Develop and implement a refreshed focus and framework for Waikato Story content</li> <li>• Refresh the Waikato Story tool-kit with new images</li> <li>• Maintain readership numbers through this transition and develop a growth/promotional strategy</li> </ul>
Develop and deliver a regional investment and facilitation programme	<ul style="list-style-type: none"> <li>• Develop and deliver a regional investment and facilitation programme across the Waikato region, including attraction of national (especially ex Auckland) and international investment which advances the Waikato Story and our economic growth goals, especially regarding job creation</li> </ul>	<ul style="list-style-type: none"> <li>• Hold two forums involving Waikato council economic development staff to scope and monitor the operation of this function</li> <li>• Recruit a suitably experienced person to lead this function within Te Waka</li> <li>• Work with central government to coordinate a migrant investor programme</li> </ul>
Develop and deliver a sector and industry development programme	<ul style="list-style-type: none"> <li>• Develop and deliver a sector and industry development programme, focusing on the key sectors of competitive advantage and opportunity for the Waikato region as set out in the 2018-22 Regional Economic Development Programme</li> </ul>	<ul style="list-style-type: none"> <li>• Recruit a suitably experienced sector strategy manager</li> <li>• Work with industry leaders to develop sector / industry plans for at least two priority sectors</li> <li>• Align sector development priorities with implementation of the Waikato Regional Labour Market strategy</li> </ul>



Support Maori Enterprise and co-facilitate the implementation of the iwi economic development plans	<ul style="list-style-type: none"> <li>• Support Maori enterprise and Maori business success, including in relation to SMEs, Maori land trusts and other post-treaty settlement organisations</li> <li>• Support and facilitate, as agreed, the implementation of the refreshed Waikato Māori economic development action plan, and all other iwi Economic Development Strategies and Action plans where provided</li> </ul>	<ul style="list-style-type: none"> <li>• Maori enterprise and Maori businesses will comprise at least 15% of Te Waka business growth advisory engagements</li> <li>• Collaborate with Maori and Iwi leaders to implement and support Maori leadership for the implementation of strategies and action plans</li> <li>• Confirm agreement with TPK to co-fund a Maori Economic Development Manager and recruit a suitably experienced person for this role in a process that is supported by TPK and Maori leadership by September 2019</li> <li>• Implement at least 70% of actions outlined in the refreshed Waikato Maori Economic Development Action Plan</li> </ul>
Support and facilitate, as agreed, a Waikato Regional Labour Market Strategy, actions and initiatives	<ul style="list-style-type: none"> <li>• Support and facilitate the implementation of the Waikato Regional Labour Market Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Extend the partnership with Ministry for Social Development to June 2020 to assist implement the Regional Labour Market Strategy</li> <li>• Develop a labour market needs analysis and associated employee pipeline interventions for at least two priority sectors, industries or significant projects</li> <li>• Convene at least six meetings of the labour market leadership group to assist guide implementation of the Strategy</li> </ul>
Develop, support and promote proposals to local, regional and national funding programmes including provincial growth fund	<ul style="list-style-type: none"> <li>• Support the implementation of the South Waikato Economic Action Plan</li> <li>• Develop and support an investment proposition for a network of cultural tourism elements</li> <li>• Support developers and entrepreneurs towards the best funding and support services (either public, private or other) for their activity</li> <li>• Actively promote and support a pipeline of high quality, high economic impact PGF applications</li> <li>• Actively support non-PGF funding applications where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>• Meet with government ministers and officials at least four times to promote regional priority projects</li> <li>• Secure funding from the PGF for programme management resources to support Te Waka proactively manage the pipeline of major projects in the region</li> <li>• Support at least six fully successful funding applications to government</li> </ul>
Deliver a communications and engagement programme to inform stakeholders of the Te Waka programme and information on the state of the Waikato economy	<ul style="list-style-type: none"> <li>• Advocate for, lead and communicate on regional economic development agenda including progress of Te Waka's work programme via its communication and stakeholder engagement plan</li> <li>• Work with others to disseminate high quality information on business, industry and economy-wide capabilities and opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a compelling organisational Te Waka value proposition for funders and key stakeholders</li> <li>• Publish at least 8 Te Waka newsletters per annum</li> <li>• Present to at least all of the Councils one time on the status and direction for the Te Waka programme of work</li> <li>• Undertake all requirements of sponsorship and partnership agreements</li> <li>• Partner with Waikato Regional Council to release four regional economic reports.</li> </ul>

Attachment 2. Schedule of Function and Services – Summary Status			
Key Priority Areas 1 July 2018-30 June 2019		Status (RAG)	Comments
RED Establishment Operations	Set up the Waikato REDA legal and operational structure and recruit the Board, Chief Executive and core staff		Fully achieved
	Secure operational funding to ensure the Waikato REDA can continue existing Business Growth and WMB services and commence new services, including via the Provincial Growth Fund as agreed by the Establishment Board		100% of requested local government, NZTE and Callaghan funding has been received. Of the target \$450,000 from business funding, \$310,000 per year (67%) has so far been secured as a combination of direct sponsorship, event funding and in-kind sponsorship. 90% of total funding has been committed from a mix of local and central government, business and trusts, event funding and in-kind sponsorship
Waikato Economic Summit	Successfully convene and hold the Waikato Economic Summit		Fully achieved
	Develop and announce an agreed 2018-2020 Waikato economic development action plan and pipeline of projects		Fully achieved
Waikato REDA Business Plan	Refresh and reframe the transitional business plan to reflect the operating environment		The Te Waka Board signed off on a 2019/20 Business Plan in June 2019. Activities and KPIs in this Business Plan align with the activities and KPIs identified in the 2019/20 Schedule of Functions and Services.
	Include governance, management and operating structures and funding arrangements as agreed to by the board		
	Integrate the priorities agreed to by the board arising from the Waikato Economic Summit		
	Develop a full suite of organisational KPIs and a monitoring and reporting framework		
Waikato REDA Initial Business Operations	Continue to deliver the Regional Business Partner Programme across the Waikato region via a hub and spoke model		Fully achieved
	Complete the existing WMB programme of projects and integrate the results of these projects into the Waikato economic summit		Fully achieved
	Development and launch a programme of major regional economic projects and priorities		Fully achieved
Waikato Story	Continue to deliver the Waikato Story via current contract for service		Fully achieved

	Agree to a long-term approach to Waikato story delivery and further development		With the appointment of a Marketing and Communications Manager in January 2019, Te Waka took over the contract to deliver Waikato Story from the Chamber of Commerce at the completion of their contract in February 2019. In June 2019, the Te Waka Board agreed to a plan to reposition Waikato Story. They have assigned budget in the 2019/21 years to invest in redeveloping the digital platform.
<b>Waikato REDA Brand and Communications</b>	Launch interim Waikato REDA website		Fully achieved
	Develop a full brand for the Waikato REDA, including final trading name, collateral, values and integrate with communications strategy		A selection process saw King Street identified as the preferred supplier. King Street developed the trading name, interim and final brand and associated collateral and has since agreed to formally partner with Te Waka.
	Develop and launch full Waikato REDA web site and social media channels		The Te Waka web site and social media channels are fully operating in alignment with the Waikato Story. The Board has budgeted to redevelop the digital platform in 2019/21 years.
	Build and deploy a REDA communications and stakeholder management programme based off the agreed communications strategy		The Te Waka Board has signed-off on a communications and engagement strategy and budgeted funding in the Business Plan for implementation.
	Fully align and coordinate REDA, Waikato Story and Waikato economic summit communications and engagement programmes		Te Waka aligned its comms and engagement with Waikato Story into its operations with funding committed in the Business Plan for ongoing development and implementation.
<b>Medium Term Macro Key Performance Indicators 2018-2021</b>		<b>Status (RAG)</b>	
	The Waikato REDA, with the support of the Waikato Regional Council, will develop and report, via its communication channels, economic development measures for the Waikato region.		Quarterly economic updates for the Waikato region have been developed by the WRC Principal Economist and published on Te Waka and Waikato Story channels in December 2018, March and June 2019. A summary of Waikato economic indicators was published in June 2019.

Short Term Key Performance Targets July 2018- June 2019		Status (RAG)	
<b>REDA Establishment Operations</b>	All existing Waikato Innovation Park regional business partner services novated to Waikato REDA Ltd by 1 September 2018		A deed of novation between NZTE, Callaghan Innovation and Te Waka was signed on 17.09.2018
	Chief Executive appointed by 1 October 2018		Michael Bassett-Foss was appointed as Chief Executive in September 2018
	At least two additional board members appointed in accordance with the constitution, including reference to the Waikato Mayoral Forum, <b>by 1 December 2018</b>		The terms for two Directors will terminate in June 2019 as per the rotation provisions in the constitution. Adverts to fill these positions were placed on 12 June.
	Waikato REDA Funding envelope 2018-21 at least 80% of target <b>by 1 December 2018</b>		100% of requested local government, NZTE and Callaghan funding has been received. Of the target \$450,000 from business funding, \$295,000 per year (65%) had been secured by 1 December 2018 as a combination of direct sponsorship, event funding and in-kind sponsorship.
<b>Waikato Economic Summit</b>	Waikato Economic Summit held <b>30-31 August 2018</b> , with at least 250 participants		Fully achieved
	At least <b>80%</b> of post-summit survey respondents rate the economic summit as highly valuable/worthwhile		A formal post summit survey was not undertaken due to limited resources and a focus on developing the programme. However informal feedback from a wide range of summit participants was very positive, however most felt that the first day could have been compressed so that greater time was spent on actions.
	Engagement with Local Authority Partnership Committee on the preliminary results and recommended actions from the summit <b>by 30 September 2018</b>		This was not scheduled due to limited available resources and a focus on developing the programme. However, the initial summit outputs and emerging priorities were presented to the Waikato Mayoral Forum and the Waikato Plan Leadership Group in September 2018.
	Waikato regional economic programme confirmed and launched <b>by 1 November 2018</b>		The programme was confirmed by the Board on 17 October and was launched on 14 November

<b>Waikato REDA Business Plan</b>	Develop a revised Waikato REDA business plan, including programme of projects and actions arising from the Waikato economic summit, signed off by the Waikato REDA Board and sent to local authorities <b>by 1 December 2018</b>		The Te Waka Board decided in late 2018 to defer development of the Business Plan until the economic programme was developed and launched. A 2019/20 Business Plan was signed off by the Board in June 2019. The actions and KPIs in the Business Plan match the 2019/20 Schedule of Functions and Services circulated to councils in June 2019 in line with the Partnership Agreement.
<b>Waikato REDA Initial Business Operations</b>	Delivery of <b>at least 250</b> NZTE and Callaghan Innovation funded business growth interactions across the Waikato region in the period 1 July- 28 February 2019		As at the end of February 2019 the Business Growth Team had achieved 327 client engagements. As at the end of May 437 client engagements had been achieved, well ahead of the full year contracted target of 390
	Continued delivery of the Waikato Story including the following targets <b>by 28 February 2019</b> :  a. Achieve 10,000 unique website visits b. Achieve 630 stories shared/posted by the end of February – made up of unique commissioned stories and gifted/shared stories/posts. c. Increase social media followers by at least 30% per month. d. Grow Waikato Story assets by at least 20 per month, with a further review in October 2018 post summit e. Surveyed stakeholder feedback in February 2019 indicates at least 75% of respondents surveyed consider the Waikato Story a useful or very useful		As at the end of February a. July 2018 - 28 Feb 2019. 11,560 unique website users b. over 700 posts shares 1 July – 28 Feb c. 1 July to 28 Feb overall increase of 44% d. 1 July 2018 asset number was 448, at 28 Feb 2019 assets number was 627 (average of 22 per month) e. Stakeholder engagement workshop to take place in late 2019
	Completion of the following existing Waikato Means Business projects <b>by 1 September 2018</b> :  a. Regional cycle trail business case b. Regional digital stock-take and action plan c. Sheep and goat milk feasibility study d. Waste sheep cream feasibility study e. Secondary School Employer Partnership 2017-18 f. Kopu marine and aquaculture services precinct g. Hamilton & Waikato brand strategy		Completed and reported in the December 2018 six month report.

	Completion of the following existing Waikato Means Business projects <b>by 1 March 2019</b> : h. Feasibility study for a new food event at Fieldays i. Completion of the Southern Waikato Economic Action Plan		The Te Waka Board and SWEAP Governance Group signed off on the SWEAP in December 2018 with applications submitted to the PGF in April 2019.
	Engagement with Local Authority Partnership Committee on the results and recommended actions from these projects <b>by 31 October 2018</b>		This was not undertaken as several of the projects were yet to be completed and the Waikato Regional Economic Development Programme not launched until November.
<b>Waikato REDA Communications and Engagement</b>	Launch interim website <b>by 15 July 2018</b>		Fully achieved
	Develop and launch final Waikato REDA brand and trading name <b>by 30 August 2018</b>		Fully achieved
	Convening of the first meeting of the Local Authority Partnership Committee <b>by 30 September 2018</b>		This was not scheduled due to limited resources and a focus on developing the Programme. However, the initial summit outputs and emerging priorities were presented to the Waikato Mayoral Forum and the Waikato Plan Leadership Group in September 2018
	Convening of the second meeting of the Local Authority Partnership Committee <b>by 28 February 2019</b>		In December 2018 Te Waka suggested that the CEs Forum act as the Local Authority Partnership Committee. This was agreed at the CEs Forum in February 2019. Te Waka presented to the CEs Forum in May and June 2019.
	<b>From September 2018</b> , publication of a monthly stakeholder newsletter, sent to key stakeholders and published on the Waikato REDA website		Fully achieved
	<b>By 1 December 2018</b> , at least 80% of stakeholder survey respondents agree/strongly agree that the Waikato REDA is providing a clear "one voice" for economic growth in the Waikato region		It was too early in the establishment of Te Waka to undertake a stakeholder survey before 1 December 2018. Following the development and signoff by the Board of the comms and engagement strategy in May 2019 a series of forums for key stakeholders is planned starting in June 2019 to guide development of a core digital platform and further align comms between councils and Te Waka.



# **Partnership Agreement Schedule of Functions & Services**

**July 2019-June 2020**

## **TE WAKA (Waikato Regional Economic Development Agency) Schedule of Functions & Services 1 July 2019 – 30 June 2020**

### **A. Introduction and Background**

Te Waka, Waikato Regional Economic Development Limited ("Formally Waikato REDA") was established from 1 July 2018 to undertake regional economic development functions and services for the Waikato Region.

Te Waka has responsibility for developing and delivering regional economic development services across the Waikato region. It does this in partnership with the region's territorial authorities, regional tourism organisations, businesses and business leadership groups, Māori and community funders. The scope of functions and services of Te Waka is defined by its objectives and the areas it has committed to focus on, as part of its establishment. These are set out in the Partnership Agreement signed at the commencement of Te Waka and are elaborated on in further detail in this schedule. For the purpose of this Agreement the Waikato Region encompasses the local authorities that are a party to the Partnership Agreement

The objectives of Te Waka are:

- a) Lift economic performance across the Waikato region
- b) Attract, retain and grow investment, talent and business across the region
- c) Champion and provide 'one voice' for economic and business needs and opportunities across the region

In mid-2018 at the commencement of Te Waka, the Establishment Board agreed that the initial priorities of the REDA will be focused on ensuring the entity is fully and properly established. These priorities underpinned the inaugural Schedule of Functions and Services, the focus areas for the organisation over the first 12 months from July 2018. They are summarised as follows:

- a) Set up the Waikato REDA legal and operational structure and recruit the Board, Chief Executive and core staff
- b) Secure operational funding to ensure the Waikato REDA can continue existing Business Growth and Waikato Means Business services and commence new services, including via the Provincial Growth Fund as agreed by the Establishment Board
- c) Develop a pipeline of major regional economic projects and priorities via a Waikato Economic Summit
- d) Develop and approve an operating business plan, including KPIs and reporting frameworks
- e) Build and deploy a communications and stakeholder management programme

As we near the end of the first 12 months of operation, Te Waka has largely completed the establishment phase. The next 12 months will focus on fully operationalising the organisation and delivering against priority areas of its core functions and services. These core functions and services are summarised in Section 2 of the Partnership Agreement as follows:

2.2 *The general description of the functions and services to be provided by the Waikato REDA (both singularly and in partnership with others) is as follows:*

- (a) In relation to the matters in clauses (b)-(h) below, to contribute to operationalising the Waikato Regional Economic Development Strategy*
- (b) To provide to Waikato businesses NZTE and Callaghan Innovation contracted business growth advisory, innovation and mentoring services, through a hub and spoke service delivery model across the Waikato region*
- (c) To deliver and continue to develop the Waikato Story via the Waikato Story website and a range of social media platforms*
- (d) To develop and deliver a regional investment and facilitation programme across the Waikato region, including attraction of international investment and (with NZTE and Export NZ) assisting existing businesses to gain access to international markets*

Te Waka Schedule of Functions and Services 2019 to 2020



- (e) To develop and deliver a sector and industry development programme, focusing on the key sectors of competitive advantage and opportunity for the Waikato region*
- (f) To support and facilitate, as agreed, the implementation of the Waikato Māori economic development agenda and action plan, and all other iwi Economic Development Strategies and Action plans where provided*
- (g) To support and facilitate, as agreed, a Waikato Regional Labour Market Strategy, actions and initiatives*
- (h) In relation to items (b)-(f), to develop, support and promote proposals to local, regional and national funding programmes, including (but not limited to) the Provincial Growth Fund (PGF)*
- (i) To deliver a communications and engagement programme to inform stakeholders, funders and other partners of the Waikato REDA programme and projects, key issues and information on the state of the Waikato economy*

The general description of the functions and services for Te Waka forms as the basis for this schedule of functions and services for its second year of operation – the operationalisation phase for the organisation. These functions and services are described in more detail below.

Te Waka Schedule of Functions and Services 2019 to 2020

**B. Key Priority Areas 1 July 2019 – 30 June 2020**

Function / Service	Priority areas	Key performance targets
Contribute to operationalising the Waikato Regional Economic Development Strategy	<ul style="list-style-type: none"> <li>• Ensure Te Waka has secure funding streams to deliver functions and services in this schedule</li> <li>• Ensure that business sponsors and funders are fully engaged in the Te Waka strategy development and execution process</li> <li>• Report to Waikato Mayoral Forum, Waikato Plan Leadership Committee and CEs Forum</li> </ul>	<ul style="list-style-type: none"> <li>• Confirmed funding agreements to fully fund the Te Waka Business Plan by March 2020</li> <li>• Hold 2 strategy sessions per year for business sponsors</li> <li>• Present to at least 60% of the meetings for the Waikato Mayoral Forum, Waikato Plan Leadership Committee and CEs forum</li> </ul>
Provide contracted business growth advisory, innovation and mentoring services	<ul style="list-style-type: none"> <li>• To provide to Waikato businesses NZTE and Callaghan Innovation contracted business growth advisory, innovation and mentoring services, through a hub and spoke service delivery model across the Waikato region</li> <li>• Integrate the business growth team into the wider operations of Te Waka to optimise the delivery of economic development services to the region</li> <li>• Develop a regional innovation programme</li> </ul>	<ul style="list-style-type: none"> <li>• Meet all Regional Business Partner contract conditions throughout year (business engagements, funding approved)</li> <li>• Expand business growth services to Waitomo and Otorohanga districts by August 2019</li> <li>• Hold two forums involving Waikato council economic development staff to assess and improve delivery of this service across the region</li> <li>• Work with each council area to co-design and deliver in partnership an initiative aligned with business growth services</li> <li>• Develop a mechanism to measure the outputs/outcomes of the business growth services</li> <li>• Collaborate with appropriate stakeholders to initiate the development of a regional innovation programme for Waikato</li> </ul>
Deliver and continue to develop the Waikato Story	<ul style="list-style-type: none"> <li>• Deliver a refreshed Waikato Story that is integrated with the Te Waka communications strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Transition the Waikato Story to a new technology platform that is integrated with the Te Waka digital platform</li> <li>• Develop and implement a refreshed focus and framework for Waikato Story content</li> <li>• Refresh the Waikato Story tool-kit with new images</li> <li>• Maintain readership numbers through this transition and develop a growth/promotional strategy</li> </ul>
Develop and deliver a regional investment and facilitation programme	<ul style="list-style-type: none"> <li>• Develop and deliver a regional investment and facilitation programme across the Waikato region, including attraction of national (especially ex Auckland) and international investment which advances the Waikato Story and our economic growth goals, especially regarding job creation</li> </ul>	<ul style="list-style-type: none"> <li>• Hold two forums involving Waikato council economic development staff to scope and monitor the operation of this function</li> <li>• Recruit a suitably experienced person to lead this function within Te Waka</li> <li>• Work with central government to coordinate a migrant investor programme</li> </ul>
Develop and deliver a sector and industry development programme	<ul style="list-style-type: none"> <li>• Develop and deliver a sector and industry development programme, focusing on the key sectors of competitive advantage and opportunity</li> </ul>	<ul style="list-style-type: none"> <li>• Recruit a suitably experienced sector strategy manager</li> <li>• Work with industry leaders to develop sector / industry plans for at least two priority sectors</li> </ul>

Te Waka Schedule of Functions and Services 2019 to 2020

	for the Waikato region as set out in the 2018-22 Regional Economic Development Programme	<ul style="list-style-type: none"> <li>Align sector development priorities with implementation of the Waikato Regional Labour Market strategy</li> </ul>
Support Maori Enterprise and co-facilitate the implementation of the iwi economic development plans	<ul style="list-style-type: none"> <li>Support Maori enterprise and Maori business success, including in relation to SMEs, Maori land trusts and other post-treaty settlement organisations</li> <li>Support and facilitate, as agreed, the implementation of the refreshed Waikato Māori economic development action plan, and all other iwi Economic Development Strategies and Action plans where provided</li> </ul>	<ul style="list-style-type: none"> <li>Maori enterprise and Maori businesses will comprise at least 15% of Te Waka business growth advisory engagements</li> <li>Collaborate with Maori and iwi leaders to implement and support Maori leadership for the implementation of strategies and action plans</li> <li>Confirm agreement with TPK to co-fund a Maori Economic Development Manager and recruit a suitably experienced person for this role in a process that is supported by TPK and Maori leadership by September 2019</li> <li>Implement at least 70% of actions outlined in the refreshed Waikato Maori Economic Development Action Plan</li> </ul>
Support and facilitate, as agreed, a Waikato Regional Labour Market Strategy, actions and initiatives	<ul style="list-style-type: none"> <li>Support and facilitate the implementation of the Waikato Regional Labour Market Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Extend the partnership with Ministry for Social Development to June 2020 to assist implement the Regional Labour Market Strategy</li> <li>Develop a labour market needs analysis and associated employee pipeline interventions for at least two priority sectors, industries or significant projects</li> <li>Convene at least six meetings of the labour market leadership group to assist guide implementation of the Strategy</li> </ul>
Develop, support and promote proposals to local, regional and national funding programmes including provincial growth fund	<ul style="list-style-type: none"> <li>Support the implementation of the South Waikato Economic Action Plan</li> <li>Develop and support an investment proposition for a network of cultural tourism elements</li> <li>Support developers and entrepreneurs towards the best funding and support services (either public, private or other) for their activity</li> <li>Actively promote and support a pipeline of high quality, high economic impact PGF applications</li> <li>Actively support non-PGF funding applications where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>Meet with government ministers and officials at least four times to promote regional priority projects</li> <li>Secure funding from the PGF for programme management resources to support Te Waka proactively manage the pipeline of major projects in the region</li> <li>Support at least six successful funding applications to government</li> </ul>
Deliver a communications and engagement programme to inform stakeholders of the Te Waka programme and information on the state of the Waikato economy	<ul style="list-style-type: none"> <li>Advocate for, lead and communicate on regional economic development agenda including progress of Te Waka's work programme via its communication and stakeholder engagement plan</li> <li>Work with others to disseminate high quality information on business, industry and economy-wide capabilities and opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Develop a compelling organisational Te Waka value proposition for funders and key stakeholders</li> <li>Publish at least 8 Te Waka newsletters per annum</li> <li>Present to at least all of the Councils one time on the status and direction for the Te Waka programme of work</li> <li>Undertake all requirements of sponsorship and partnership agreements</li> <li>Partner with Waikato Regional Council to release four regional economic reports.</li> </ul>

Te Waka Schedule of Functions and Services 2019 to 2020

# Council Report

Item 7

**Committee:** Growth and Infrastructure Committee  
**Date:** 27 August 2019  
**Author:** Jen Baird  
**Authoriser:** Jen Baird  
**Position:** General Manager City Growth  
**Position:** General Manager City Growth  
**Report Name:** Hamilton Central Business Association - Six-Monthly Update, Audited Performance Report for 2019 and CBD Activation Update

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

1. To inform the Growth and Infrastructure Committee on the Hamilton Central Business District (HCBA) six-monthly update, audited performance report for 2019, strategic plan 2019/2021 and update on the CBD Activation Plan.

## Staff Recommendation

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

## Executive Summary

3. The Business Improvement District (BID) Policy sets the process for establishing a BID and related association in return for setting the targeted rate within the defined BID area.
4. The Council's financial commitment to the HCBA contributes to the economic wellbeing of Hamilton. The rejuvenation of the central city requires ongoing investment and commitment to create a dynamic environment for businesses to thrive. The HCBA has invested significantly in promoting the CBD to attract people, business, activities and investment.
5. This report is provided in line with the BID Policy reporting requirements for HCBA.
6. Vanessa Williams (General Manager) and Mike Neale (HCBA Executive Committee member) will attend the meeting and will speak to this report.

## Attachments

Attachment 1 - HCBA Six-Monthly Report January to June 2019

Attachment 2 - HCBA Strategic Plan 2019/2020

Attachment 3 - HCBA Annual Plan 2019

Attachment 4 - HCBA Audited Accounts Year Ended 30 June 2019

Attachment 5 - HCBA Audited Accounts to End June 2019 - Management Letter

Attachment 6 - CBD Activation Report to end June 2019

Attachment 7 - CBD Activation Calendar Year to end June 2019

Attachment 8 - CBD Activation Accounts to end June 2019

# Hamilton Central Business Association (HCBA) Six-month report ending 30 June 2019

Item 7

Attachment 1



HAMILTON CENTRAL



## 1.0 INTRODUCTION

Over the past ten years HCBA has solidified its place as an effective, engaged, collaborative Business Association representing the needs of the central city businesses to create a dynamic business community. HCBA has invested significantly in promoting the CBD as an increasingly bustling, active, innovative, vibrant place and has represented the central city business voice on issues and projects of strategic importance to the CBD.

The rejuvenation of Hamilton's central city requires ongoing investment and commitment from the business community, Hamilton City Council, key organisations, city influencers, as well as the backing of the general public. Many will attest to the benefits of having a thriving CBD, from anchoring the wider region through to providing the predominant workforce and business location. A central city needs to attract people, businesses, activities and investment, which in turn requires infrastructure modernisation, technological advancement, ease of movement, diversification of offerings and amenity upgrades. The HCBA will continue to look for opportunities for Hamilton's CBD to develop in these ways.

### Activation Plan 2018/2019

The HCBA have implemented an Activation Plan free to the public, to assist with bringing vibrancy to public spaces in the CBD through activation, events and people. This project was submitted as an abstract to the International Cities, Town Centres & Community Society Conference being held in Townsville, Australia in October 2019. The submission was accepted in to the conference programme and General Manager Vanessa Williams has been invited to present a conference session on the topic.

Please find attached the CBD activation report for the year end 30 June 2019 and a list of activities and expenses for the year ending June 2019.

### CBD ADVOCACY PROJECTS

- WEL Networks electrical pillar box upgrade - fourteen low voltage pillar boxes in the Victoria Street, Garden Place and Ward Street area have been wrapped with a new graffiti-proof design depicting iconic elements of Hamilton city.
- HCBA supported and submitted in favour of the continuation of 2 hours free parking in the CBD through the annual plan process.
- HCBA supported and submitted in favour of the reinstatement of the CBD Development Contribution remission through the annual plan process.
- HCBA provided written and verbal feedback on the CBD BID Policy review.
- HCBA has supported the Council's commitment to accessibility and worked with the team on city initiatives, included recognising businesses that are accessible via a newly created awards category in the CBD Celebration Awards.
- HCBA has signed up to the New Zealand Tourism Sustainability Commitment and is looking at ways to be more environmentally friendly in CBD events. This has included recognising businesses that are implementing sustainable business practices through a newly created awards category in the CBD Celebration Awards.
- HCBA has supported and submitted on the draft Western Town Belt plan.
- HCBA has supported and submitted the Under Veranda Lighting project in the CBD.

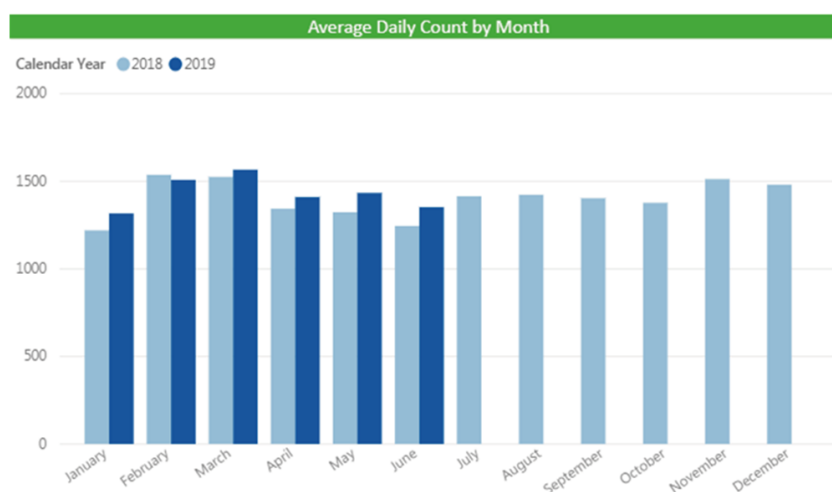
### CBD DATA COLLECTION

CBD electronic spending data collected by Marketview to end June 2019 shows spend is slightly down on the same quarter the previous year with some larger format retail store closures including Munns Suit Hire, Army Surplus, Smiths Sports Shoes and TNT. It is expected CBD spend will turn around for the next quarter with the introduction and expansion of 24 businesses in the CBD over the past six months.

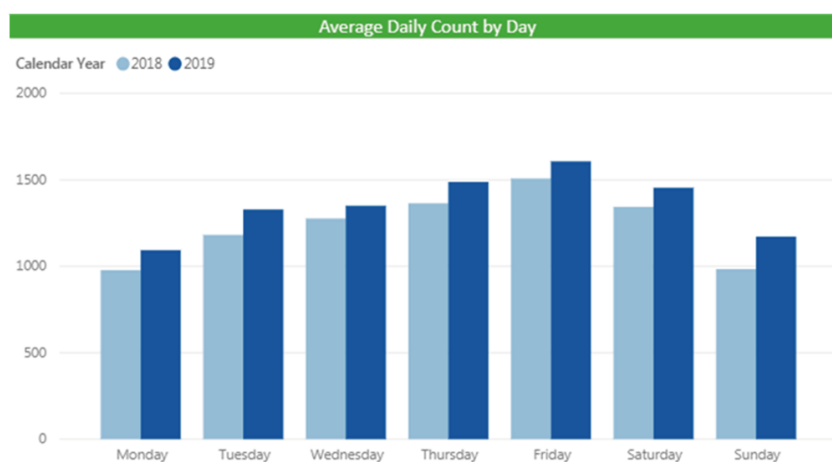


CBD pedestrian counters are showing an upward trend based on analysis over the past six months, January 2019 - June 2019, overall showing strong increases in the number of pedestrians moving around the city centre. February shows a slight decrease in pedestrian traffic. When comparing the February statistics of both years and what was happening in the city, the first weekend in February in 2018 was the inaugural 7s held at Waikato Stadium which showed a large spike in weekend pedestrian traffic in the central city. This did not happen in 2019 as the 7s weekend was held at the end of January.

January: 2018 vs 2019 up 7.9%  
 February: 2018 vs 2019 down 1.9%  
 March: 2018 vs 2019 up 2.7%  
 April: 2018 vs 2019 up 4.9%  
 May: 2018 vs 2019 up 7.5%  
 June: 2018 vs 2019 up 8.63%



The pedestrian count data also shows the predominant increase around the CBD is on Saturday's and Sunday's.





## COMMERCIAL LANDSCAPE

Developments continue to shape the CBD with renovations, new builds and workforce numbers continually increasing.

Builds completed in the past six months include:

- London Central apartments on the corner of London & Tristram Streets, an intensive residential development. Stage 1 is now complete with 16 apartments.
- BCD Group have moved into Parkhaven at 220 Tristram Street to compliment the residential with mixed use commercial. BCD occupy the entire second floor with ground floor tenants including Frank Café and Rider Levett Bucknall. There is one ground floor office tenancy remaining of 283sqm with up to 14 carparks.
- CBD Developments apartments on the corner of Vialou & Rostrevor Streets is now complete with 30 apartments and one commercial unit.
- 164 London Street commercial development of 3 units, that now includes Aware Group and Adecco Recruitment
- Panama Square development on the corner of Garden Place by Stark Property
- NZMA new build at 92-94 Tristram Street by Foster Develop
- Days Hotel & Suites first stage development

Developments expected to be completed by the end of 2019 include:

- Tristram Precinct development by Stark Property with K-Mart due to reopen in August 2019 and Waikato Regional Council and WSP Opus move in mid 2020.
- 586 Victoria Street development by Foster Develop due to complete in August 2019
- Days Hotel & Suites second stage development.
- 1 Vialou Street residential development (Yeoman Property) with 12 apartments under construction.
- 15-17 Vialou Street residential development (Yeoman Property) with 29 residential apartments ranging in size and value.
- 391 Victoria Street which has been undergoing an extensive upgrade with these works now appearing to be nearing completion on this commercial / apartment redevelopment.
- The first tower crane has appeared on Hamilton's skyline in recent times with the development being undertaken by the Novotel Hamilton Tainui, 42 rooms which when completed will increase the total rooms available to 217 rooms.
- 30 Alexandra Street has sold and the new owner plans to repurpose and redevelop this building for commercial and residential use.
- London Central – the former Waikato Toyota site which will ultimately see 57 residential units built is taking shape with the first phase 16 apartments already completed and stage 2 well underway.
- The redevelopment of 335 Victoria Street (ex Ronnie's Café) has nearly been completed to include refurbishment and seismic strengthening.
- 341 Victoria Street (corner of Garden Place) has been purchased with redevelopment of the top two floors to shared and co-working spaces underway.

Ongoing developments include:

- Hood Street development
- 1-7 Bryce Street, former IRD Building

## 2.0 STATUS REPORT 1 January 2019 – 30 June 2019

HCBA has set their three-year strategic plan, 2019-2021 (see attached), with a focus around strengthening key CBD sectors and ensuring ongoing commitment to a modern growing city centre. HCBA has also completed their one-year action plan (see attached).

In July 2018, HCBA was allocated \$100,000 to activate the four central city public spaces: Civic Square, Garden Place, Victoria on the River and Embassy Park, to help contribute to supporting the social needs of residents and those choosing to visit and stay in Hamilton.



Growing vibrancy and entertainment options in the CBD has been a of priority for the HCBA over the past 12 months. In turn, this activation has attracted great local press coverage, provided opportunities for local business collaboration and generated a substantial amount of positive anecdotal feedback.

## 2.1 Highlight Public Space Activation Events

HCBA has ensured a wide range of events and activations in the CBD public spaces over the Summer months with increasing number of people coming to the CBD to enjoy the range of experiences and activities on offer. January 2019 welcomed back the Rugby 7s to Hamilton with the launch party being held in Garden Place and the return of monthly movie night in Embassy Park. February enjoyed many outdoor music events, Stories in the Garden and the family friendly Chinese Lantern Festival attracting a crowd of over 2,000. Activity levels remained near capacity with some of the biggest events of the year being held in March. Children's Day saw thousands of people come to town to enjoy free family friendly activity in three CBD public spaces, Garden Place, Civic Square and Victoria on the River. The NZ All Styles Dance Championship was held attracting dancers from all around NZ and boasting an international judge which transformed Garden Place in to a dance battleground.

Boon, the Hamilton street art festival, saw blank walls come alive around the central city in March, featuring local, national and international artists. At the same time, the inaugural Buskers Festival delighted audiences with a five-hour carnival in Garden Place. This was a showcase of creative artists at their best, offering music, street theatre, poetry, live art, yarn bombing, dance, circus, comedy, magic, workshops, food trucks and a celebration of the creative talent in the city.

The Hamilton Central Business Association City Burn came to Garden Place and entertained close to 4,000 people with a balloon burn to music. The Brave Hearts container exhibition arrived in Garden Place in early March until the end of April and had hundreds of visitors each day. This was a fantastic collaboration between HCBA, NZ School of Tourism and Wintec who have all come together to provide funding, education, resourcing and promotion of the Brave Hearts exhibition, to ensure it was available free to the public.

Feast Waikato arrived in April with the central city hospitality sector playing host to some fantastic food related experiences and high demand sold out events. The CBD's first Pavement Pop-up market day joined the Feast Party creating a fun retail vibe for the day. Pecha Kucha was held outdoors at Victoria on the River and was complemented with live music performances.

Zine Fest was held in May with a launch party in Garden Place and then a Festival at the Meteor showcasing some fantastic 'zine' talent around the region. Now in its sixth year, this event continues to draw a large crowd. May also played host to Tech Week where CultivateIT and Te Waka engaged with technology, innovation, community, iwi and industry leaders from across the region to embed Techweek as an annual opportunity to showcase the regions capabilities and facilitate regional growth objectives.

June was the month of Fieldays and to provide something a little bit special for the visitors to Hamilton, Wintec and ACLX in collaboration with HCBA held a three day light festival in Garden Place – Te Ruru. In celebration of Matariki this lighting extravaganza featured installations, constellations, live performances, food trucks and a huge art installation built in to the HCBA offices. CBD retailers also brought their wares out on to the footpath with another pop-up market day featuring sales, samples and best buys.

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

## 2.2 Governance & BIDs

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

HCBA attended a placemaking day, hosted by Tauranga City Council and attended by many city councils from around the country including Auckland, Wellington, Christchurch, Rotorua, Palmerston North and Whangarei. This was an informative project-based day and included a city walk around and discussion on development in Tauranga's CBD.

## 2.3 Significant HCBA Activities

### 2.3.1 Social Media

Hamilton Central facebook page continues to grow in popularity with in excess of 33,000 followers and Instagram followers also on the rise. This is a fantastic promotional tool for CBD business to promote their stories, events, profiles and competitions, with the potential to reach a huge audience. HCBA also run a closed facebook group to ensure members are up-to-date with CBD happenings and events.

### 2.3.2 Advantage Club

HCBA Advantage Club is continuing to gain popularity among workers in the CBD and is a fantastic channel for CBD businesses to promote directly to the CBD workforce. Feedback from both the businesses and workers continues to be extremely positive.

### 2.3.3 Networking

HCBA has started to theme Social Business events around building developments happening in the Central City. This is proving good attendance levels and provides existing CBD businesses with confidence in the central city development:

- o February Social Business was held at Trust Waikato's new premises and showcased the proposed new development for Hood, Alexandra & Anglesea Streets, known as Union Square.
- o March Social Business was held at Hamilton Beer & Wine new premises and showcased 2 new residential developments on Vialou Street by Yeoman Homes.
- o April Social Business was held at Stark Properties new development in Garden Place providing members the opportunity to see the newly developed Panama Square. Jacobs also presented at the evening on their new sustainability initiatives.
- o May Social Business was behind the scenes look at the Tristram Precinct being developed by Stark Properties was enjoyed by HCBA members. Matt Stark provided fascinating insight into the development and the impact it will have on the CBD.
- o On 3rd July HCBA will be collaborating with the Chamber of Commerce and Hamilton City Council to provide the city's plans for the future.
- o In August HCBA are collaborating with the Property Council to provide two exclusive events: Sentinel House at 586 Victoria Street and Parkhaven development on Tristram Street.

Feedback from members has been overwhelmingly positive on the development focus of the HCBA Social Business events and the opportunity it provides to see ongoing investment by the development community.

### 2.3.4 CBD Series

HCBA have completed filming of the 2018 Celebration Award winners for the Hamilton CBD Series 2 on YouTube. These videos have also been provided to Te Waka and The Waikato Story for use on their economic development channels.

### 2.3.5 Website Development

HCBA has undertaken a website redevelopment for [hamiltoncentral.co.nz](http://hamiltoncentral.co.nz) The focus is

entirely on business in the CBD and provide a very new modern look as well as functionality for the CBD business community.

#### 2.3.6 CBD Celebration Awards

The 2019 CBD Celebration Awards was launched in June. The focus continues to be on celebrating the success of CBD business and this year is supported by Spark Business and Mediaworks. Entries will be judged in August and the Awards evening held in September in a 'soon to be disclosed' venue.

### 3.0 GOING FORWARD

#### 3.1 Collaboration Projects

##### 3.1.1 Ambassador Programme

During May Hamilton welcomed the Queenstown Resort College who are curating Hamilton's very own Ambassador Programme. The essence of the programme is to educate and excite locals about their own backyard and celebrate all that is good in Hamilton's past, present and future. It is delivered via a three-hour training course which encourages participants to have a sense of pride and understanding of their local area and to deliver a consistent high quality customer experience. The completion date for programme development is 28 June with delivery rolling out from August. This has been a collaboration between HCBA, Hamilton Waikato Tourism and HCC.

##### 3.1.2 Neat Places

In June we also welcomed back Neat Places who are visiting new 'neat' places in the CBD for production of the third Hamilton Neat Places, due at the end of June. Neat Place continues to be a significant promotional tool for hospitality, retail and experience led places in Hamilton.

##### 3.1.3 Public Space Activation

HCBA attended a Wintec briefing lecture with students who are looking to complete a CBD Public Space Activation Pitch, as part of their Events and Project Management course. There is the potential for one of the pitched projects to be given funding to actually create their event.

### 4.0 RECOMMENDATION

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

Mike Neale, NAI Harcourts

Hamilton Central Business Association Executive Committee

Attachment 1



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# Strategic Plan 2019 – 2021

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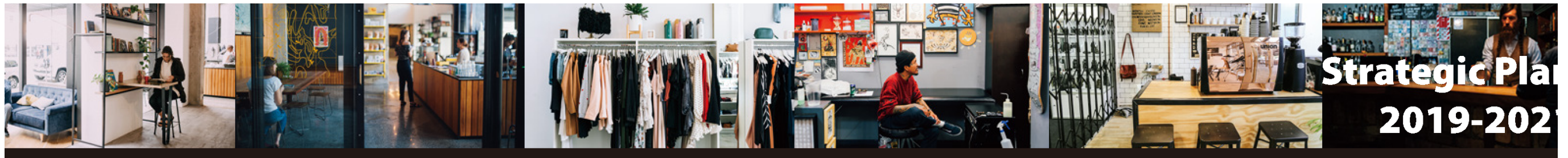
Attachment 2

Hamilton Central Business Association  
341 Victoria Street  
(Cnr Garden Pl & Victoria St)  
P O Box 19007,  
Hamilton 3244  
P 07 838 3905

**HAMILTON**  
BUSINESS ASSOCIATION  
**CENTRAL**  
[hamiltoncentral.co.nz](http://hamiltoncentral.co.nz) f i







### EFFECTIVE OUTCOME 1 - ORGANISATION

An effective, engaged, collaborative Business Association that represents the needs of the central city businesses to create a dynamic business community.

Action	Timeframe	Stakeholders	Measurement
Build an effective executive Committee that represents the diverse make-up of the CBD	Annual	Members	AGM Nominations CBD sector representation
Support organisations that contribute to the central city environment	Ongoing	Hamilton City Council People's Project Hamilton Waikato Tourism Creative Waikato Waikato Chamber of Commerce Property Council SEED Waikato Zeal City Safe NZ Police Local iwi	Annual safety survey Positive PR of CBD Collaborative projects, events & activations Ambassador Programme Board membership
Actively engage with business people and key influencers to connect, collaborate and create CBD initiatives	Ongoing	Members and potential members	Monthly Social Business events Monthly e-newsletter to members and member only social media updates Economic development initiatives Collaboration and promotion of members in CBD events and activations
Continue to build effective partnerships with key organisations and influencers	Ongoing	Hamilton City Council Hamilton Waikato Tourism Te Waka Chamber of Commerce Property Council Local iwi City Safe NZ Police H3 Cultivate IT SEED Waikato	Regular catch-ups with business leaders HCBA attendance at key stakeholder business events Four annual collaboration events with key stakeholders Explore opportunities for partnership projects and activities

### EFFECTIVE OUTCOME 2 - PROMOTION

To promote the CBD as a bustling, active, innovative, vibrant place that offers exceptional businesses and experiences.

Action	Timeframe	Stakeholders	Measurement
To support and develop businesses to thrive in the CBD	Ongoing	Members Commercial Non-CBD businesses	Collaboration projects and networking events including Social Business PR opportunities CBD statistics including pedestrian counts, retail spend and vacancy rates Social Media engagement
CBD identity development	2020	Members Community groups Hamilton residents Visitors HCC Local iwi	CBD logo suite CBD collateral CBD logo recognition
To bring vibrancy to public spaces in the CBD through activation, events and people	2019/2020, 2020/2021	Members Community groups Hamilton residents Visitors HCC Local iwi	Annual activation plan Annual funding Annual reporting
Create, develop and showcase the diversity, essence and uniqueness of the CBD	Ongoing	Retail sector Hospitality sector Commercial sector Members Hamilton residents Visitors Businesses Local iwi	CBD Celebration Awards Hamilton CBD Video Series Retail campaign Stories of the CBD CBD Events supporting sector activities

### EFFECTIVE OUTCOME 3 - ADVOCACY

To represent the central city business voice on issues and projects of strategic importance to the CBD.

Action	Timeframe	Stakeholders	Measurement
To support the reimagining and rejuvenation of the CBD	Ongoing	Members Hamilton residents Visitors Businesses Local iwi Hamilton City Council Property Council Chamber of Commerce	PR recognition CBD statistics including pedestrian counts, retail spend and vacancy rates
To work with commercial developers to positively influence commercial and residential development in the CBD	Ongoing	Commercial sector Members Hamilton residents Visitors Businesses Local iwi Hamilton City Council	Collaboration events including Social Business Contribution toward CBD masterplan CBD residential statistics CBD worker statistics
To look for opportunities to grow the night time economy	Ongoing	Hospitality sector Commercial sector Members Hamilton residents Visitors Businesses	CBD statistics including pedestrian counts, retail spend and vacancy rates
To continue working on creating a safe environment in the central city	Ongoing	HCC NZ Police People's Project City Safe	Central city safety survey statistics Central city safety plan actions
To influence HCC on projects that affect the CBD	Ongoing	Members	Submissions to annual and long-term plan Public forum speaking Project specific lobbying





## OUR VISION

To be New Zealand's premier CBD business destination.

## OUR MISSION

Creating a dynamic CBD environment for business to thrive.

## OUR OPPORTUNITIES

### Business Support

- Strengthen and develop partnerships with key stakeholders in and around the CBD
- Connect CBD businesses to provide opportunities for growth and development
- Develop and support CBD businesses to thrive in Hamilton

### Business Advocacy

- Lobby on behalf of the local business community on key issues affecting the CBD
- Provide connection between the businesses and local Government

### Business Promotion

**Support, market and promote CBD businesses, stories and experiences.**



## MARKET DEVELOPMENT IN THE CBD

- Growing residential community
- Raising the tech sector profile
- Raising the hospitality sector profile
- Growing hub for Government business (local and central)
- Grow boutique style retail
- Grow event awareness
- Grow cultural awareness
- Grow night-time economy

## OUR CHALLENGES

### Property

- Upgrading of old and/or earthquake prone buildings required
- Ongoing maintenance around building stock and inner city infrastructure
- Large format ground floor space unfit for modern retail offerings
- Ground level vacant premises

### Environment

- Central city street furniture upgrade required
- Modernisation of regulatory signage required
- Ongoing reputational concern of Garden Place
- Central city parking and accessibility concerns

### Safety

- Continued investment in CBD safety, particularly at night



### Advocacy

1. CBD masterplan development
2. Access Hamilton initiatives in the CBD
3. Property Council research project
4. Partner on central city improvements
5. Promote CBD businesses and initiatives
6. Commercial and residential development

*"To support and facilitate environmental, commercial and design projects in the CBD."*

### Promotion

1. CBD activation plan
2. Ambassador Programme
3. Advantage Club
4. Sector specific initiatives
5. Social media development
6. PR opportunities
7. Stories of the CBD
8. CBD Celebration Awards

*"To market and promote CBD businesses, events and activities."*

### Organisation

1. Economic development opportunities
2. Partnership and networking opportunities
3. CBD safety initiatives
4. Smart city initiatives
5. Cultural awareness opportunities
6. Executive Committee representative of the CBD community
7. CBD brand development and profile raising
8. Governance role: People's Project, Safe Zone, Zeal, Rif Raff Trust, Embassy Park Working Group, Central City Safety Action Strategy contributor, Access Hamilton contributor, Boon Street Art contributor, Smart City contributor
9. Smart Waikato Secondary School Employment Programme

*"To contribute and collaborate on projects that support the CBD business economy."*

Our Purpose: to advocate, support and promote the CBD on behalf of its members.

# HAMILTON CENTRAL

# Performance Report

Hamilton Central Business Association  
For the year ended 30 June 2019

Prepared by Slater Chartered Accountants

## Contents

3	Compilation Report
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8	Statement of Service Performance
11	Statement of Financial Performance
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14	Statement of Financial Position
15	Depreciation Schedule
16	Notes to the Financial Statements

# Compilation Report

## Hamilton Central Business Association For the year ended 30 June 2019

Compilation Report to the Executive Committee of Hamilton Central Business Association

### 1. Scope

On the basis of information provided and in accordance with Service Engagement Standard 2 Compilation of Financial Information, we have compiled the financial statements of Hamilton Central Business Association for the year ended 30 June 2019.

These statements have been prepared in accordance with the accounting policies described in the notes to these financial statements.

### 2. Responsibilities

The Executive Committee is solely responsible for the information contained in the financial statements and have determined that the Special Purpose Reporting Framework used is appropriate to meet your needs and for the purpose that the financial statements were prepared.

The financial statements were prepared exclusively for your benefit. We do not accept responsibility to any other person for the contents of the financial statements.

### 3. Audit Engagement Undertaken


An audit has been undertaken on the enclosed financial statements per the attached audit report.

### 4. Independence

We have no involvement with Hamilton Central Business Association other than for the preparation of financial statements and management reports and offering advice based on the financial information provided.

### 5. Disclaimer

We have compiled these financial statements based on information provided which has not been subject to an audit or review engagement. Accordingly, we do not accept any responsibility for the reliability, accuracy or completeness of the compiled financial information contained in the financial statements. Nor do we accept any liability of any kind whatsoever, including liability by reason of negligence, to any person for losses incurred as a result of placing reliance on these financial statements.



Slater Chartered Accountants

Hamilton

Dated: 21 July 2019

**HAMILTON CENTRAL BUSINESS ASSOCIATION INC  
INDEPENDENT AUDITOR'S REPORT  
FOR THE YEAR ENDED 30 JUNE 2019**

To the Members of the Association of Hamilton Central Business Association Incorporated.

**Opinion**

We have audited the financial statements of the Hamilton Central Business Association Incorporated on pages 11 to 19, which comprise the Statement of Financial Position as at 30 June 2019, Statement of Financial Performance, Statement of Movements in Funds for the year then ended, and a Summary of Significant Accounting Policies and Other Explanatory Information.

In our opinion, the financial statements on pages 11 to 19 present fairly, in all material respects, the Statement of Financial Position as at 30 June 2019, Statement of Financial Performance and Statement of Movements in Funds for the year then ended on that date in accordance with Incorporated Society Act 1908.

**Basis for Opinion**

We conducted our audit in accordance with International Standards on Auditing (New Zealand) (ISAs(NZ)). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Hamilton Central Business Association Incorporated in accordance with Professional and Ethical Standard 1 (Revised) Code of Ethics for Assurance Practitioners issued by the New Zealand Auditing and Assurance Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Other than in our capacity as auditor we have no relationship with, or interests in, the Hamilton Central Business Association Incorporated.

**Board's Responsibilities for the Financial Statements**

The Board are responsible for the preparation and fair presentation of these financial statements in accordance with Incorporated Society Act 1908 and for such internal control as the Board determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Board are responsible on behalf of the Hamilton Central Business Association Incorporated for assessing the Hamilton Central Business Association Incorporated's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Board either intend to liquidate the Hamilton Central Business Association Incorporated or to cease operations, or have no realistic alternative but to do so.

**Auditors' Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (NZ) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the decisions of users taken on the basis of these financial statements.

**Auditors**

Hart & Co - North Shore  
Chartered Accountants  
Albany, Auckland

7 August 2019

## Directory

### Hamilton Central Business Association For the year ended 30 June 2019

**Nature of Business**

Promotion and development of business in the Hamilton CBD

**IRD Number**

104-245-730

**Date of Incorporation**

24th November 2008

**Chartered Accountant**

Slater Chartered Accountants

Hamilton

**Bankers**

ASB Bank

Hamilton



## Approval of Financial Report

### Hamilton Central Business Association For the year ended 30 June 2019

The Executive Committee is pleased to present the approved financial report including the historical financial statements of Hamilton Central Business Association for year ended 30 June 2019.

APPROVED

For and on behalf of the Executive Committee



Chairperson

Date 6/8/2019



Executive Committee Member

Date 6/8/2019

## Entity Information

### Hamilton Central Business Association For the year ended 30 June 2019 Cash Basis

#### Legal Name of Entity

Hamilton Central Business Association

#### Entity Type and Legal Basis

Incorporated society

#### Entity's Purpose or Mission

To provide advocacy, support and promotional opportunities for the business and property owners located within the Hamilton Central Business Improvement District (Hamilton, New Zealand).

#### Entity Structure

Executive committee led by a chairperson, with all members carrying voting rights for major events and transactions of the association.

#### Main Sources of Entity's Cash and Resources

- Funds received from ratepayers in the Hamilton CBD
- Funds raised from special projects focused on businesses in the Hamilton CBD

#### Main Methods Used by Entity to Raise Funds

- Funding from Hamilton City Council (Rates from members and funding for special projects)
- Fees and other income received from members for participation and recognition in special projects hosted by the association

#### Entity's Reliance on Volunteers and Donated Goods or Services

Minimal, as current expenditure is covered by income and funds received by the association.

#### Physical Address

341 Victoria Street, Hamilton Central, Hamilton, New Zealand, 3204

#### Postal Address

341 Victoria Street, Hamilton Central, Hamilton, New Zealand, 3204

# Statement of Service Performance

## Hamilton Central Business Association

For the year ended 30 June 2019

### Cash Basis

#### Description of Entity's Outcomes

##### Organisation:

- Collaborative relationships
- CBD Celebration Awards
- Executive Board Committee representation
- Income stream development
- Board governance and contributor: Zeal, People's Project, Embassy Park, Safe Zone, Safety Action Team, Boon Festival
- Utilisation of interns to support the education sector
- Secondary School Employment Programme coaching and support

##### Marketing and Promotions:

- CCTP revitalisation activities
- Retail campaign development
- Major event promotion
- Hospitality support and promotion
- Hamilton Host Programme
- Sponsorship activities
- Social Media strategy development

##### Landscape & Design:

- Garden Place redevelopment
- Parking taskforce and technology development
- CCTP plans and development
- Smart City initiatives
- Accessibility development and support

##### Environment and Heritage:

- Town audit
- Seismic building review support
- Support the arts - activation of empty shops for the creative community

##### Business Improvement:

- Advocating on behalf of members
- Safety in the city
- CBD economic development profile
- Collaboration on networking opportunities in the city
- BID conference engagement

2019

### Quantification of the Entity's Outputs

<b>Activation - CBD</b>	
Funding	113,778
Spending	(110,398)
<b>Total Activation - CBD</b>	<b>3,380</b>
<b>Garden Place</b>	
Funding	3,600
Spending	(7,381)
<b>Total Garden Place</b>	<b>(3,781)</b>
<b>Ambassador Programme</b>	
Spending	(5,143)
<b>Total Ambassador Programme</b>	<b>(5,143)</b>
<b>Neat Places</b>	
Funding	858
Spending	(4,641)
<b>Total Neat Places</b>	<b>(3,782)</b>
<b>Screen Promotions</b>	
Funding	427
<b>Total Screen Promotions</b>	<b>427</b>
<b>Safe Zone</b>	
Funding	4,735
Spending	(7,712)
<b>Total Safe Zone</b>	<b>(2,977)</b>
<b>Business Awards</b>	
Funding	8,726
Spending	(31,701)
<b>Total Business Awards</b>	<b>(22,975)</b>
<b>Other Project Spending</b>	
Special Projects - Advantage Club	(2,785)
Special Projects - Economic Development	(6,350)
Special Projects - CBD Stats	(1,359)



	2019
Special Projects - Corporate Identity/PR	(5,285)
<b>Total Other Project Spending</b>	<b>(15,779)</b>
<b>Total Quantification of the Entity's Outputs</b>	<b>(50,629)</b>

Item 7

Attachment 4

# Statement of Financial Performance

## Hamilton Central Business Association

For the year ended 30 June 2019

	2019	2018
<b>Revenue</b>		
Rates from Members	296,935	293,241
<b>Grants &amp; Special Projects</b>		
Business Awards - Sales & Sponsorships	8,726	9,000
Income - CBD Activation	113,778	-
Garden Place Live Music	3,600	2,870
Grants - Safe Zone	4,735	9,000
Neat Places	858	10,000
Screen Promotions	427	5,672
<b>Total Grants &amp; Special Projects</b>	<b>132,124</b>	<b>36,542</b>
<b>Total Revenue</b>	<b>429,059</b>	<b>329,783</b>
<b>Other Income</b>		
Interest Received	243	77
Other Income	87	6,789
Insurance Claims Received	936	-
<b>Total Other Income</b>	<b>1,265</b>	<b>6,865</b>
<b>Total Revenue and Other Income</b>	<b>430,325</b>	<b>336,648</b>
<b>Expenses</b>		
ACC Levies	590	370
Accountancy Fees	150	3,030
Advertising	1,530	2,535
Audit Fees	2,471	3,625
Bank Fees	138	116
Carparks	4,440	4,440
Computer Expenses	425	293
Depreciation	6,195	4,834
Insurance	4,329	522
Market Research	-	3,007
Marketing	1,837	6,831
Meeting Costs - AGM	1,153	417
Meeting Costs inc Social Business	3,754	1,534
Office Cleaning	1,677	1,548
Office Expenses	1,586	3,956
Postage	161	166
Power	1,802	1,510
Printing & Stationery	3,166	948
Rent	12,845	9,135
Seminars & Conferences	922	2,839
Special Projects - Advantage Club	2,785	370

These financial statements should be read in conjunction with the attached Compilation Report, Audit Report and Notes.

	2019	2018
Special Projects - Ambassador	5,143	1,500
Special Projects - Business Awards	31,701	22,990
Special Projects - CBD Activation	110,398	-
Special Projects - CBD Stats	1,359	-
Special Projects - Christmas Activities & Events	-	1,472
Special Projects - Corporate Identity/PR	5,285	2,595
Special Projects - Economic Development	6,350	6,350
Special Projects - Garden Place	7,381	5,088
Special Projects - Neat Places	4,641	7,850
Special Projects - Safe Zone	7,712	7,959
Special Projects - Sevens Promotion	-	1,406
Sponsorship	12,370	11,500
Staff Expenses	82	96
Subscriptions	2,379	1,653
Telephone & Tolls	4,217	3,530
Travel Expenses - NZ	304	767
Wages	197,000	190,076
Website Maintenance	1,750	2,890
Interest Paid - UOMI	3	-
<b>Total Expenses</b>	<b>450,031</b>	<b>319,746</b>
<b>Net Surplus (Deficit) Before Adjustments</b>	<b>(19,706)</b>	<b>16,902</b>
<b>Income Tax and Adjustments</b>		
<b>Income Tax and Adjustments</b>		
Entertainment (non-deductible)	-	1,217
<b>Total Income Tax and Adjustments</b>	<b>-</b>	<b>1,217</b>
<b>Total Income Tax and Adjustments</b>	<b>-</b>	<b>1,217</b>
<b>Net Surplus (Deficit) for the Year</b>	<b>(19,706)</b>	<b>15,685</b>

These financial statements should be read in conjunction with the attached Compilation Report, Audit Report and Notes.

## Statement of Movements in Funds

### Hamilton Central Business Association For the year ended 30 June 2019

	2019	2018
<b>Movements in Funds</b>		
Opening Balance	73,283	57,598
<b>Increases</b>		
Surplus/(deficit) for the Period	(19,706)	15,685
<b>Total Increases</b>	<b>(19,706)</b>	<b>15,685</b>
Closing Balance of Funds	53,577	73,283

These financial statements should be read in conjunction with the attached Compilation Report, Audit Report and Notes.



# Statement of Financial Position

## Hamilton Central Business Association

As at 30 June 2019

	NOTES	30 JUN 2019	30 JUN 2018
<b>Assets</b>			
<b>Current Assets</b>			
Cash and Bank Accounts		61,999	86,870
Trade and Other Receivables		987	140
<b>Total Current Assets</b>		<b>62,986</b>	<b>87,010</b>
<b>Non-Current Assets</b>			
Property, Plant and Equipment	15	17,275	11,259
<b>Total Non-Current Assets</b>		<b>17,275</b>	<b>11,259</b>
<b>Total Assets</b>		<b>80,261</b>	<b>98,268</b>
<b>Liabilities</b>			
<b>Current Liabilities</b>			
Trade and Other Payables	16	18,728	8,234
GST Payable	17	7,956	16,752
<b>Total Current Liabilities</b>		<b>26,684</b>	<b>24,986</b>
<b>Total Liabilities</b>		<b>26,684</b>	<b>24,986</b>
<b>Net Assets</b>		<b>53,577</b>	<b>73,283</b>
<b>Equity</b>			
Retained Earnings		53,577	73,283
<b>Total Equity</b>		<b>53,577</b>	<b>73,283</b>

These financial statements should be read in conjunction with the attached Compilation Report, Audit Report and Notes.

## Depreciation Schedule

### Hamilton Central Business Association

For the year ended 30 June 2019

NAME	COST	OPENING VALUE	PURCHASES	DISPOSALS	DEPRECIATION	CLOSING VALUE	PRIVATE USE AMOUNT
<b>Office Equipment</b>							
2x Laptops May 2012	3,462	50	-	-	25	25	-
AOC 23.9" Monitor	248	-	-	-	-	-	-
Asus Laptop 15"	584	159	-	-	79	79	-
Canon Eos 18-55MM Camera Kit	393	17	-	-	12	6	-
Fridge	652	139	-	-	35	104	-
Heat Pumps	3,043	981	-	-	196	785	-
Laptop	1,878	137	-	-	69	69	-
Mircosoft Surface Pro	2,461	-	2,461	-	687	1,774	-
MS Office Professional 2007	258	-	-	-	-	-	-
Office Desks	726	591	-	-	77	514	-
Office Furniture	1,891	476	-	-	76	400	-
Printer	684	4	-	-	1	2	-
Surface Pro 256GB i5 8GB w/ Cover	4,346	3,618	-	-	2,424	1,194	-
Website	5,391	731	-	-	366	366	-
Website - HCBA	9,750	-	9,750	-	406	9,344	-
<b>Total Office Equipment</b>	<b>35,767</b>	<b>6,901</b>	<b>12,211</b>	<b>-</b>	<b>4,452</b>	<b>14,660</b>	<b>-</b>
<b>Plant &amp; Equipment</b>							
Samsung 55" PHF Signage Panel	6,880	4,357	-	-	1,743	2,614	-
<b>Total Plant &amp; Equipment</b>	<b>6,880</b>	<b>4,357</b>	<b>-</b>	<b>-</b>	<b>1,743</b>	<b>2,614</b>	<b>-</b>
<b>Total</b>	<b>42,647</b>	<b>11,259</b>	<b>12,211</b>	<b>-</b>	<b>6,195</b>	<b>17,275</b>	<b>-</b>

These financial statements should be read in conjunction with the attached Compilation Report, Audit Report and Notes.

# Notes to the Financial Statements

## Hamilton Central Business Association

### For the year ended 30 June 2019

#### 1. Reporting Entity

Hamilton Central Business Association is an incorporated society incorporated under the Incorporated Societies Act 1908. The financial statements of Hamilton Central Business Association are special purpose financial statements. These financial statements have been prepared for internal purposes and may not be suitable for any other purpose.

#### 2. Basis of Preparation

These financial statements have been prepared in accordance with taxation principles contained within the Income Tax Act 2007 and disclosure requirements contained within the Tax Administration (Financial Statements) Order 2014.

The accounting principles recognised as appropriate for the measurement and reporting of the Statement of Financial Performance and Statement of Financial Position on a tax value basis are followed by an incorporated society, unless otherwise stated in the specific accounting policies.

#### 3. Historical Cost

These financial statements have been prepared on a historical cost basis. The financial statements are presented in New Zealand dollars (NZ\$) and all values are rounded to the nearest NZ\$, except when otherwise indicated.

#### 4. Changes in Accounting Policies

There have been no changes in accounting policies. Policies have been applied on a consistent basis with those of the previous reporting period.

#### 5. Revenue Recognition

Revenue is measured at the fair value of the consideration received or receivable for the sale of goods and services, to the extent it is probable that the economic benefits will flow to the entity and revenue can be reliably measured.

Sales of services are recognised in the period by reference to the stage of completion of the transaction at the end of the reporting period.

Lease income is recognised on a straight line basis over the life of the lease.

Interest received is recognised on receipt gross of refundable tax credits.

Dividends received are recognised on receipt gross of refundable tax credits.

#### 6. Accounts Receivable

Accounts receivable are recognised initially at fair value and subsequently measured at amortised cost using the effective interest method, less an allowance for any uncollectible amounts. Individual debts that are known to be uncollectable are written off in the period that they are identified.

#### 7. Foreign Currency Transactions

Transactions in foreign currencies are converted at the New Zealand rate of exchange ruling at the date of the transaction. At balance date foreign monetary assets and liabilities are translated at the closing rate and variations arising from these transactions are included in the statement of profit and loss.

## 8. Property, plant and equipment and investment property

Property, plant and equipment and investment property are stated at historical cost less any accumulated depreciation and impairment losses. Historical cost includes expenditure directly attributable to the acquisition of assets, and includes the cost of replacements that are eligible for capitalisation when these are incurred.

## 9. Intangible Assets

Intangible assets are carried at cost less any accumulated amortisation and any accumulated impairment losses. Internally generated intangible assets, excluding capitalised development costs, are not capitalised and expenditure is recognised in profit or loss in the year in which the expenditure is incurred.

## 10. Internally generated intangibles - Research and development

Research cost are expensed as incurred. Development expenditure on an individual project is recognised as an intangible asset when the entity can demonstrate; the technical feasibility of completing so it will be available for use or sale; the intention to complete and its ability to use or sell the asset; how the asset will generate future economic benefits; availability of resources to complete the asset; and the ability to reliably measure expenditure during development.

Intangible assets are amortised on a systematic basis over their useful life and tested for impairment whenever there is an indication that the intangible asset may be impaired. The amortisation period and the method for an intangible asset is reviewed at each financial year-end. Changes in the expected useful life are accounted for by changing the amortisation period for the current and future reporting years. Where no reliable estimate can be determined, the intangible asset will be amortised over 10 years.

The following estimated amortisation rates/useful lives have been used.

Software
Patents
Customer contracts

Gain or losses arising from derecognition of an intangible asset are measured as the difference between the net disposal proceeds and the carrying amount of the asset and are recognised in profit or loss when the asset is derecognised.

## 11. Goodwill

Goodwill is an intangible asset representing the future economic benefits arising from assets acquired in a business combination that are not individually identified and separately recognised.

Goodwill is measured at cost less any accumulated impairment losses. Cost is the excess of consideration paid over the acquirer's interest in the net fair value of identifiable of the acquired business at the date of acquisition. Goodwill is assessed for impairment at least annually.

## 12. Provisions

Provisions are recognised when the company has an obligation which can be reliably measured at balance date as a result of past event and it is probable that the company will be required to settle the obligation.

Where the company expects some or all of a provision to be reimbursed the reimbursement is recognised as a separate asset only when the reimbursement is virtually certain. The expense relating to any provision is presented in profit or loss net of any reimbursement.

### 13. Goods and Services Tax

All amounts are stated exclusive of goods and services tax (GST) except for accounts payable and accounts receivable which are stated inclusive of GST.

	2019	2018
<b>14. Cash and Bank Accounts</b>		
ASB - 00	11,628	3,645
ASB - 01	6,705	10,459
ASB - 50	44,020	73,948
ASB - 51	1,828	-
ASB Credit Card XX-4043	(2,183)	(1,183)
<b>Total Cash and Bank Accounts</b>	<b>61,999</b>	<b>86,870</b>

	2019	2018
<b>15. Property, Plant and Equipment</b>		
<b>Plant and Equipment</b>		
Plant and machinery owned	6,880	6,880
Accumulated depreciation - plant and machinery owned	(4,266)	(2,523)
<b>Total Plant and Equipment</b>	<b>2,614</b>	<b>4,357</b>
<b>Office Equipment</b>		
Office Equipment owned	35,767	23,556
Accumulated depreciation - Office Equipment owned	(21,107)	(16,655)
<b>Total Office Equipment</b>	<b>14,660</b>	<b>6,901</b>
<b>Total Property, Plant and Equipment</b>	<b>17,275</b>	<b>11,259</b>

	2019	2018
<b>16. Trade and Other Payables</b>		
Creditors	13,772	3,769
Wages & PAYE Payable	4,956	4,465
<b>Total Trade and Other Payables</b>	<b>18,728</b>	<b>8,234</b>

	2019	2018
<b>17. GST</b>		
GST	2,840	13,957
GST Adjustments - 2017	1,965	1,219
GST Adjustments - 2018	3,152	1,576
<b>Total GST</b>	<b>7,956</b>	<b>16,752</b>

### 18. Contingent Liabilities

The incorporated society had no contingent liabilities and no guarantees as at 30 June 2019 (2018: Nil/Nil).

**19. Capital and Lease Commitments**

The incorporated society had no capital or operating lease commitments as at 30 June 2019 (2018: Nil).

	2019	2018
<b>20. Related Parties</b>		
<b>Hamilton City Council</b>		
Rates from Members	296,935	293,241
Grants & Other Income	111,448	16,483
<b>Total Hamilton City Council</b>	<b>408,383</b>	<b>309,724</b>
<b>Total Related Parties</b>	<b>408,383</b>	<b>309,724</b>

## Management letter

7 August 2019

The Treasurer  
Hamilton Central Business Association  
Auckland

Dear Sir/Madam

### Re: Audit of Financial Statements: Hamilton Central Business Association

We have substantially completed the audit of your financial statements for the year ended 30 June 2019.

The primary aim of our audit is to form an opinion as to whether your financial statements fairly reflect the results of your organisation's activities for the reporting period and its financial position at balance date. The audit report will express this opinion.

In forming our audit opinion, we conduct detailed tests of selected transactions and review the key controls in place to ensure the effective operation of your accounting systems and internal controls. As a service to ensure you receive maximum benefit from our audit we note our evaluation of your systems and highlight areas of possible weakness or where we believe improvements can be made. Our motive is to offer objective and constructive advice so that the accounting function and related control issues can be improved in the future.

### Required communications

We are required by auditing standards to report specific matters to you as follows

- We have had no disagreements with management during our audit nor any serious difficulties in dealing with management.
- We have not identified any instances of fraud involving senior management, or any other frauds that caused a material misstatement of the financial statements
- We have not noted any significant risks or exposures that are required to be separately disclosed in the financial statements.

We reaffirm we are independent of your organisation, and that we have no relationship with your organisation that impairs our independence.

There were no matters that arose from this audit that we specifically need to bring to your attention.

### Areas of Significant Audit Focus

We believe it is best practice to communicate with you as the governing body regarding matters which form an important part of our audit process. However, ultimately it is you, the governing body, that remains responsible for your financial systems, internal controls and financial statements.

While our audit necessarily involves testing of your overall system of financial controls and reporting, we assess some potentially significant risk areas relevant to your type of organisation.

However, in the case of your organisation, there were no areas and issues in the current year that we assessed significant risk areas.

There were no points raised in this report. This audit is designed primarily to enable us to form an opinion on the financial statements taken as a whole. Our report cannot, therefore, be expected to include all possible comments and recommendations which a more extensive special examination might indicate. This report has been prepared solely for the use of the directors and senior management of your organisation. It may not be provided to third parties without our prior written consent.

May we take this opportunity to express our thanks to you and your staff for the assistance which we received during this year's audit.

Yours faithfully

*Wayne Oliver*

**Hart & Co**  
**Wayne Oliver**



# **cbd** **I** **Events**

Item 7

Attachment 6

**CBD ACTIVATION 2018/2019**

## **“Bringing vibrancy to CBD public spaces through activation, events and people.”**

In July 2018 the Hamilton Central Business Association proposed to leverage individuals, community groups, businesses, associations and existing events to bring a wide range of experiences and activities in to the CBD to positively impact on Hamilton’s central city.

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### **OBJECTIVES**

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There were two main objectives set:

1. Grow the number of people who experience the CBD outside of traditional business needs.
2. A focused activation programme to allow networking, collaboration and engagement within the business community.

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### **ACTIVATION SUMMARY**

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The activation programme was set up to provide added vibrancy to the CBD and cater to societal expectations of a growing city. The feedback from both organisers and attendees has been overwhelmingly positive and many collaborations have been enjoyed between CBD businesses and the events with the above set objectives easily achieved..

Over the past 12 months there has been a significant increase in outdoor activity in the central city. Through collaborations, leveraging existing events, creating new events and raising the profile of the CBD being a place to go for experiences, Hamilton CBD has risen to the challenge of becoming a vibrant city centre.

Downtown Success Indicators, August 2014, a report provided to inform on health on vibrancy factors for a successful downtown, produced by the University of Illinois, identifies:

1. Successful downtowns utilise innovative and effective branding and promotion initiatives to attract more population downtown
2. Successful downtowns use programs, events, social media and public outreach to promote themselves
3. Improve downtown visibility through marketing and event programming
4. Successful downtowns use branding and promotion to let the residents and tourists know more about revitalisation efforts and special programmes
5. The extent of street level activity downtown is an indicator of downtown success.

Based on these well defined success indicators, HCBA can confidentially report the 12 month activation programme has been a success. There have been lessons learned, development opportunities identified and plans identified for the coming year to build on this success.

## TOTAL ACTIVATIONS

Overall the CBD Activation Programme has achieved the objectives set with extremely positive feedback on the increasing vibrancy of the CBD. Over the past 12 months there has been 110 key activations across the four spaces:

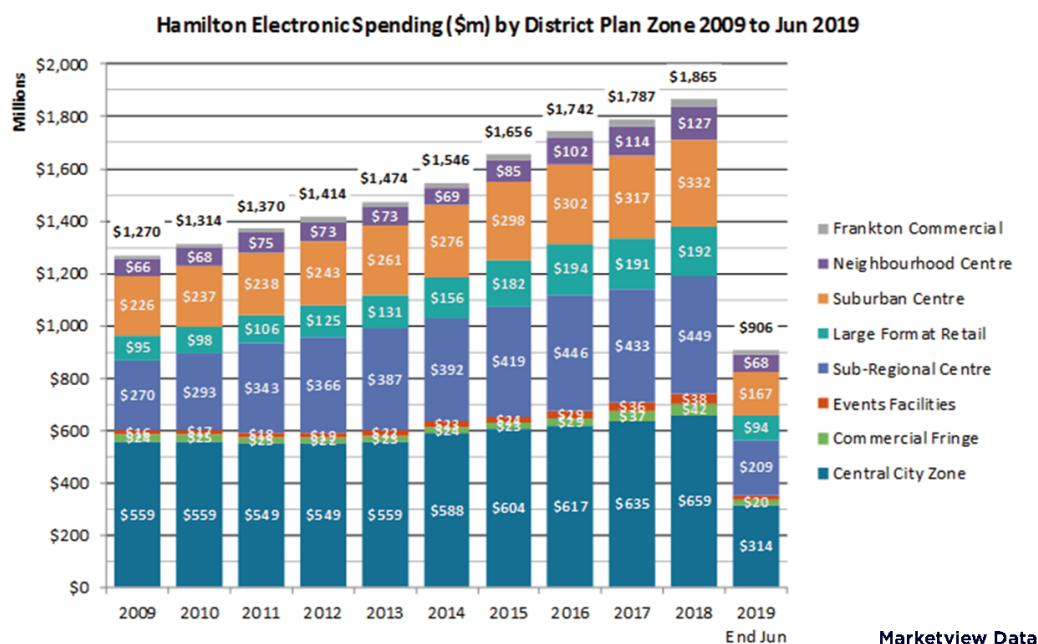
CBD Space	Number of Activations
Garden Place	72
Victoria on the River	26
Embassy Park	9
Civic Square	3

Full Schedule of Events 2018-2019 attached.

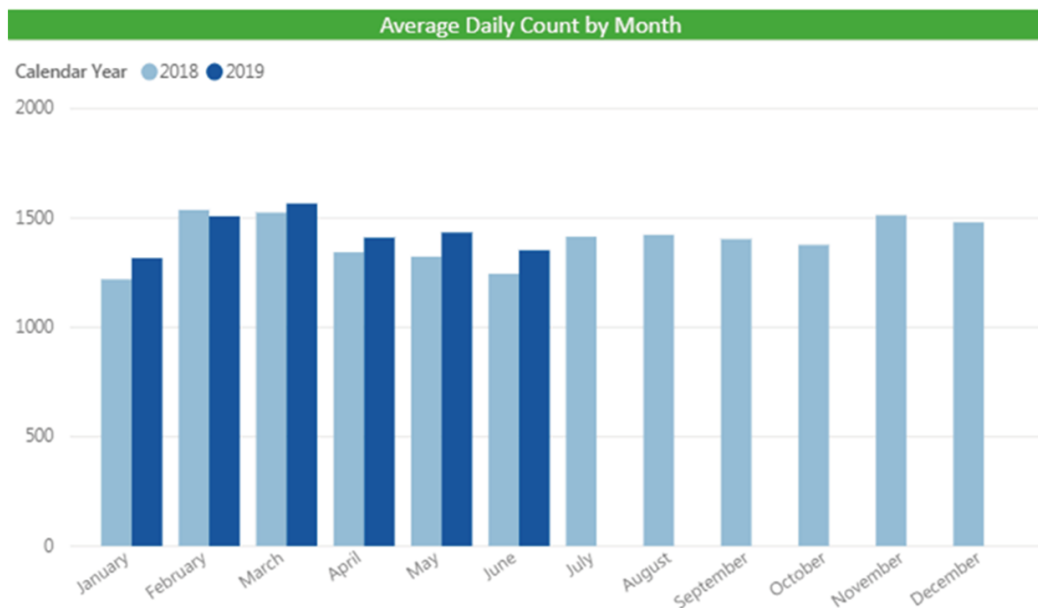
HCBA has administered events under the brand name CBD Events. This was a deliberate strategy to associate the activity as being part of the CBD rather than to a specific business or organisation.

## CBD STATISTICAL DATA

CBD specific data is showing that spend is continuing to trend in the right way with quarter on quarter increases across most product and service categories.

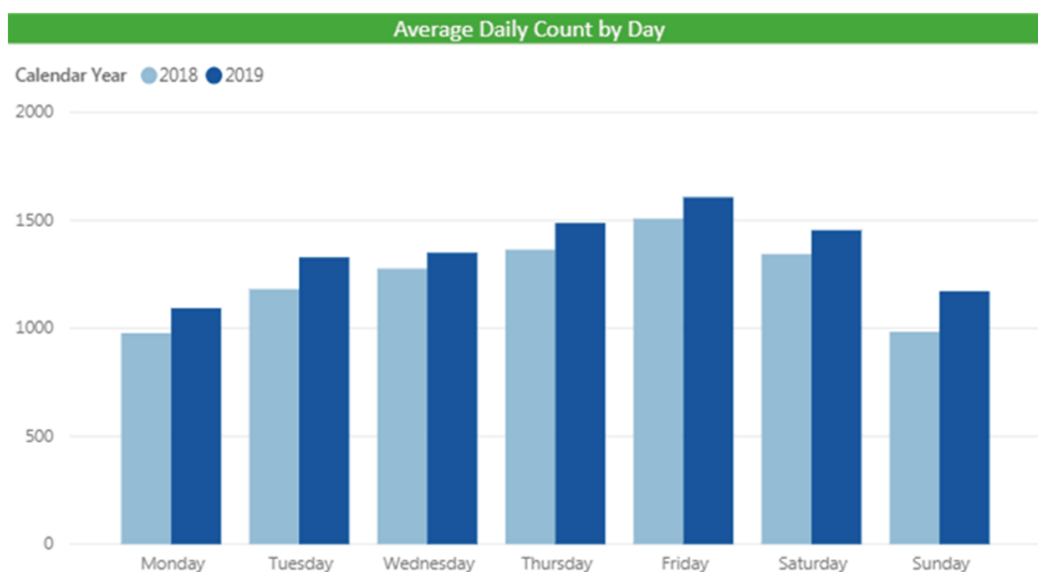


CBD pedestrian counters are showing an upward trend based on analysis over the past six months, January 2019 - June 2019, overall showing strong increases in the number of pedestrians moving around the city centre. February shows a slight decrease in pedestrian traffic. When comparing the February statistics of both years and what was happening in the city, the first weekend in February in 2018 was the inaugural 7s held at Waikato Stadium which showed a large spike in weekend pedestrian traffic in the central city. This did not happen in 2019 as the 7s weekend was held at the end of January.



<b>January</b> 3 events	<b>February</b> 15 events	<b>March</b> 21 events	<b>April</b> 11 events	<b>May</b> 3 events	<b>June</b> 5 events
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The pedestrian data shows the predominant increase around the CBD is on Saturday's and Sunday's.



## ACTIVATION HIGHLIGHTS

An extremely successful picture can be drawn of the CBD Activation Programme over the first year and a number of collaborations between the local business community can be identified. In terms of meeting societal needs we believe this has significantly impacted the positivity around the central city and provided not only entertainment for the local CBD workers but also for the residential community who are now looking to the central city public and green spaces to be their backyard.

This project was submitted as an abstract to the International Cities, Town Centres & Community Society Conference being held in Townsville, Australia in October 2019. The submission was accepted in to the conference programme and General Manager Vanessa Williams has been invited to present a conference session on the topic.

Key stand out activations to acknowledge include:

### Garden Place

- Pride Festival which brought some fantastic colour to Garden Place
- Stories in the Garden which saw families come in to Garden Place every two weeks to have stories read by dressed up Disney characters
- An extra day of activity added to the extremely successful Round the Bridges event with a day of sports activities in Garden Place during registration
- A celebration of culture through cultural festivals including Weave Festival, Colombian Dia de las Velitas (Night of Candles), Filipino Pasko so Nayan, Chinese Lantern Festival, Songkarn Festival and Te Ruru Light Festival
- The Fringe Festival return to the CBD with over a week of activations in three public spaces
- The Inaugural Feast Waikato highlighting the hospitality sector and providing an opportunity for the retail sector to collaborate with a retail market day
- The collaboration with Creative Waikato in creating the fortnightly Tasty Tunes music series, the Buskers Festival and the World All Star Dance Championships dance battle
- The collaboration with the NZ School of Tourism and Wintec to bring the Bravehearts container exhibition in to Garden Place for the public and a school programme for six weeks
- Wintec project management class using the CBD public spaces to create a programme of events with the potential to implement the event plan

### Victoria on the River

- Victoria on the River played host to the first outdoor Shakespearean play providing a fantastic rehearsal opportunity before being shown at the Hamilton Garden Arts Festival
- Large screen installation for movies and sport utilising the amphitheatre surrounds
- Live music has also provided a great backdrop to the park and created fantastic sounds enjoyed by attendees and patrons of Mr Pickles and Banh Mi
- Artists market providing the opportunity for people to shop in the park
- The Curling Cup which provided a 'business house' sports competition
- Pecha Kucha taking 'creative city' presentations to the public

**Embassy Park**

- Embassy Park lends itself to quirky, slightly alternative functions and has found a real niche market offering movie nights
- Flash Mob Entertainment have been brought in to provide entertainment on themed evenings which has had great crowd engagement
- A development opportunity has been identified for this space in hosting some shorter style activations in the evenings that people can drop in and out for short periods of time. Going forward there is consideration being given to livestreaming concerts, events and short style clips for quick hit entertainment

**Civic Square**

- Civic Square does not naturally lend itself to a style of activation beyond Civic Events, however NZ Parkour enjoyed a workshop style event in the space that had good public traction and provided a nice addition to their annual Ham Jam Festival
- Non-permanent installations that allow public interaction like Speakertube also do well in this space.

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## **FUNDING AND RESOURCES**

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- \$100,000 budget from July 2018 – June 2019 allocated **(see attached schedule of costs)**

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## **INTRODUCED COLLATERAL**

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- Tag-able CBD spaces on Facebook include Embassy Park, Victoria on the River and Garden Place
- Monthly event calendar for CBD events distributed and promoted
- Promotional plan discussed and implemented for events held in CBD spaces to include:
  - o Social media channels of HCBA and event promoter
  - o Media release for individual or grouped events
  - o Targeted promotion to key media
  - o Promotion to key service providers in the CBD and the business network
  - o Poster display and distribution
  - o Digital screen promotion
  - o Business collaboration opportunities explored
  - o CBD Advantage Club promotion
- Key events set up as Facebook event pages and listed on Event Finder
- All CBD activity promoted via HCBA social media channels

## EVENT SPACES

- Audit of key spaces completed – improvements proposed to Council

Civic Square has been identified as an event overflow space rather than an specific activation area. HCBA has proposed a semi-permanent planting seating installation, **picture shown from Rotorua town centre**, in the area of Civic Square to activate the space on a more permanent basis for people wanting to sit, eat and enjoy the surrounds.



## GOING FORWARD

HCBA has enjoyed the 2018-2019 activation year in helping to create central city spaces that people want to spend time in, engage with and recognise as being key city entertainment areas. Central city activations have been newly created, expanded or better supported in the CBD with the activation budget and the commitment to grow the provision of events and activities to meet societal needs.

HCBA have identified further development opportunities for 2019-2020 including activities themed to recognise holidays and seasons, supporting Major Events, tourism installations, cultural festivals and sporting events.

## 2019-2020 INDICATIVE BUDGET

- \$15,000 Embassy Park
- \$25,000 Garden Place
- \$25,000 Victoria on the River
- \$5,000 CBD festival development
- \$5,000 CBD light installation
- \$20,000 Creative Waikato (artist led activation)
- \$5,000 resources & collateral

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### Contact

**Vanessa Williams**

Hamilton Central  
Business Association

**P:** (07) 838 3905

**M:** 022 414 0780



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



## NEWS + EVENTS IN THE HAMILTON CBD

<b>DECEMBER</b>		
1 <sup>st</sup> December	Tree Lighting	Garden Place
1 <sup>st</sup> December	Makers Market	VOTR
1 <sup>st</sup> December	Stories in the Garden	Garden Place
1 <sup>st</sup> -8 <sup>th</sup> December	Fringe Festival	Garden Place & VOTR
5 <sup>th</sup> December	Santa Run	Victoria/Grantham Street
6 <sup>th</sup> December	Thursday Jams	Garden Place
7 <sup>th</sup> December	Weave Twilight Market	Garden Place
7 December	Riverbank Christmas Carols	VOTR
8 <sup>th</sup> December	Kids Arty Party 9.30am – 12.30pm	Garden Place
8 <sup>th</sup> December	Colombian Dia de las Velitas (Night of Candles)	Garden Place
9 <sup>th</sup> December	Christmas Parade	Anglesea Street
14 <sup>th</sup> December	Artists Market – The Creators	VOTR
14 <sup>th</sup> – 22 <sup>nd</sup> Exc Sunday 16 <sup>th</sup> Dec	Lunchtime Live Music 12.15pm-1.30pm	Garden Place
14 <sup>th</sup> , 15 <sup>th</sup> & 20 <sup>th</sup> -22 <sup>nd</sup> Dec	Evening Live Music 5.15pm-6.30pm	VOTR
15 <sup>th</sup> December	Stories in the Garden	Garden Place
15 <sup>th</sup> December	Filipino Pasko so Nayan (Christmas in the City)	Garden Place
16 <sup>th</sup> December	Parkour	Civic Square
21 <sup>st</sup> December	Makers Market	VOTR
22 <sup>nd</sup> December	Thursday Jams	Garden Place
27 <sup>th</sup> December	Embassy Park Picture Show	Embassy Park
<b>JANUARY</b>		
19 <sup>th</sup> January	Stories in the Garden	Garden Place
25 January	Sevens Launch Party	Garden Place
26- 27 January	Sevens Fan Zone	Victoria on the River
<b>FEBRUARY</b>		
1 <sup>st</sup> February	Lunchtime Live Music	Garden Place
2 <sup>nd</sup> February	Stories in the Garden	Garden Place
7 <sup>th</sup> February	Thursday Tasty Tunes	Garden Place/Creative Waikato
8 <sup>th</sup> February	Lunchtime Live Music	Garden Place
9 <sup>th</sup> February	Sine Wave-Music Series	Victoria on the River
14 <sup>th</sup> & 15 <sup>th</sup> February	Summer Shakespeare	Victoria on the River
14 <sup>th</sup> February	Thursday Tasty Tunes	Garden Place/Creative Waikato
15 <sup>th</sup> February	Lunchtime Live Music	Garden Place
16 <sup>th</sup> February	A Garden Tea Party	Garden Place
16 <sup>th</sup> February	Stories in the Garden	Garden Place
16 <sup>th</sup> February	Chinese Lantern Festival	Garden Place
21 <sup>st</sup> February	Thursday Tasty Tunes	Garden Place/Creative Waikato
22 <sup>nd</sup> February	Lunchtime Live Music	Garden Place
28 <sup>th</sup> February	Embassy Park Movie Night – Goodbye Pork Pie	Embassy Park
28 <sup>th</sup> February	Thursday Tasty Tunes	Garden Place/Creative Waikato



Brought to you by Hamilton Central Business Association. For more information on any of the above please contact [admin@hamiltoncentral.co.nz](mailto:admin@hamiltoncentral.co.nz) or phone (07) 838 3905.

<b>MARCH</b>		
1 <sup>st</sup> March	Lunchtime Live Music	Garden Place
2 <sup>nd</sup> March	Hamilton Children's Day	Various CBD Locations
7 <sup>th</sup> March	Thursday Tasty Tunes	Garden Place/Creative Waikato
8 <sup>th</sup> March	Lunchtime Live Music	Garden Place
8 <sup>th</sup> March	NZ All Styles Dance Championships	Creative Waikato/Garden Place
9 <sup>th</sup> March	NZ All Styles Dance Championships	Creative Waikato/Garden Place
9 <sup>th</sup> March	Stories in the Garden	Garden Place
11 <sup>th</sup> March – 30 <sup>th</sup> April	Brave Hearts the NZ Cardiac Story	Garden Place
14 <sup>th</sup> March	Thursday Tasty Tunes	Garden Place/Creative Waikato
15 <sup>th</sup> March	Lunchtime Live Music	Garden Place
15 <sup>th</sup> – 17 <sup>th</sup> March	Boon Hamilton Street Art Festival	Various CBD Locations
16 <sup>th</sup> March	Buskers Festival	Garden Place
16 <sup>th</sup> March	Pechakucha Hamilton (postponed to April)	Victoria on the River
16 <sup>th</sup> March	Saw Wave-Music Series (postponed to April)	Victoria on the River
21 <sup>st</sup> March	Thursday Tasty Tunes	Garden Place Creative Waikato
22 <sup>nd</sup> March	City Burn & Markets	Garden Place
22 <sup>nd</sup> March	Lunchtime Live Music	Garden Place
23 <sup>rd</sup> March	Stories in the Garden	Garden Place
28 <sup>th</sup> March	Thursday Tasty Tunes	Garden Place Creative Waikato
28 <sup>th</sup> March	Embassy Park Movie Night – Footrot Flats : The Dog's Tale (postponed to April)	Embassy Park
29 <sup>th</sup> March	Lunchtime Live Music	Garden Place
<b>APRIL</b>		
4 <sup>th</sup> April	Thursday Tasty Tunes	Garden Place/Creative Waikato
4 <sup>th</sup> April	Embassy Park Movie Night – Footrot Flats : The Dog's Tale	Embassy Park
5 <sup>th</sup> April	Progressive Dinner	Various CBD Locations
6 <sup>th</sup> April	Feast of Movies	Victoria on the River
6 <sup>th</sup> April	Feast Waikato – Cookbook Sale/Swap	Garden Place
6 <sup>th</sup> April	Pavement Pop Up Market Day	Various CBD Locations
11 <sup>th</sup> April	Thursday Tasty Tunes	Garden Place/Creative Waikato
13 <sup>th</sup> April	Neverland Pirate Party	Garden Place
25 <sup>th</sup> April	Embassy Park Movie Night – The Quiet Earth	Embassy Park
27 <sup>th</sup> April	Pecha Kucha	Victoria on the River
28 <sup>th</sup> April	Songkarn Festival	Garden Place
<b>MAY</b>		
10 <sup>th</sup> May	Hamilton Zinefest	Embassy Park
20 <sup>th</sup> – 26 <sup>th</sup> May	Waikato Techweek'19	Various Locations incl Garden Place



30 <sup>th</sup> May	The Embassy Park Picture Show 6 - Giant Papier Mache Boulder	Embassy Park
JUNE		
14 <sup>th</sup> – 16 <sup>th</sup> June	Te Ruru Light Festival	Garden Place
14 <sup>th</sup> June – 26 <sup>th</sup> July	Contained Luminescence	Garden Place/HCBA
21 <sup>st</sup> – 23 <sup>rd</sup> June	Fete de le Musique	Various Locations
27 <sup>th</sup> June – 24 <sup>th</sup> July	Speakatube Installation	Civic Square
27 <sup>th</sup> June	The Embassy Park Picture Show 7 – Hedwig & the Angry Inch	Embassy Park



## Special Projects - CBD Activation Transactions

Hamilton Central Business Association

For the period 1 July 2018 to 30 June 2019

Date	Description	Debit	Gross
<b>Special Projects - CBD Activation</b>			
13 Jul 2018	Friendlypak Auckland - Snow Globe Pop Starch	116.86	134.39
17 Jul 2018	Enchanted Entertainment	220.00	220.00
31 Aug 2018	Vivid Images	459.27	528.16
14 Sep 2018	King Street	1,100.00	1,265.00
14 Sep 2018	Lugtons Round the Bridges	5,000.00	5,750.00
14 Sep 2018	Warehouse Stationery	6.95	7.99
14 Sep 2018	V Williams - Reimbursement (PARKing Day in Garden Place)	86.09	99.00
03 Oct 2018	Warehouse Stationery	4.35	5.00
03 Oct 2018	Creative Waikato	130.43	150.00
09 Oct 2018	Centre Place	86.96	100.00
18 Oct 2018	SG & JA Hobson Partnership	3,000.00	3,450.00
18 Oct 2018	Hamilton Pride	350.00	402.50
26 Oct 2018	Dynamic Gift NZ	1,290.00	1,483.50
29 Oct 2018	Riverlea Theatre	30.43	35.00
19 Nov 2018	Macaila Pescud	100.00	100.00
19 Nov 2018	The Dairy Farmers Daughter	300.00	300.00
19 Nov 2018	Flash Mob	1,000.00	1,150.00
19 Nov 2018	Scott Sound & Lighting	120.00	138.00
27 Nov 2018	Stories in the Garden	250.00	250.00
04 Dec 2018	Creative Waikato - Thursday Tasty Tunes	10,000.00	11,500.00
04 Dec 2018	Enchanted Entertainment - Stories in the Garden x2 & Arty Party	750.00	750.00
04 Dec 2018	King Street	475.00	546.25
04 Dec 2018	SG & JA Hobson - Fringe Screen - Embassy Park	500.00	575.00
04 Dec 2018	Nelly Travaglia - Embassy Park Movie Night - Poster Designs	200.00	230.00
04 Dec 2018	NZ Parkour - HamJam in Civic Square	2,903.04	3,338.50

04 Dec 2018	Lamb Creative - Digital Screen Monthly Maintenance	120.00	138.00
04 Dec 2018	Adjustmnt - Nelly Travaglia (Graphic Design) (incorrect suffix) Bulk Payment 4th Dec	0.00	(230.00)
17 Dec 2018	Nelly Travaglia - Embassy Park Movie Night - Poster Designs	200.00	230.00
14 Jan 2019	Enchanted Entertainment	250.00	250.00
14 Jan 2019	Lamb Creative	120.00	138.00
25 Jan 2019	Aim Hire	525.00	603.75
25 Jan 2019	Sky Network Television	5,000.00	5,750.00
29 Jan 2019	Coffee Club Auckland	20.78	23.90
30 Jan 2019	Martyn & Bettina Sinclair - Bravehearts	200.00	200.00
31 Jan 2019	SN Martin - Flash Mob	300.00	345.00
01 Feb 2019	Enchanted Entertainment	250.00	250.00
01 Feb 2019	SkyCity Carpark Auckland	17.83	20.50
02 Feb 2019	Facebook Marketing Boost	86.96	100.00
04 Feb 2019	Scott Sound and Lighting	9,530.00	10,959.50
04 Feb 2019	Waikato Security	840.00	966.00
04 Feb 2019	Warehouse Stationery	13.90	15.98
04 Feb 2019	X-Site Group	3,114.00	3,581.10
04 Feb 2019	Cambridge Hire Bins	142.96	164.40
04 Feb 2019	Satelite & Aerial Connections	381.10	438.27
04 Feb 2019	Wai Taiko Drummers	250.00	250.00
05 Feb 2019	The Lawrenson Group	173.91	200.00
05 Feb 2019	Bp Connect	86.96	100.00
14 Feb 2019	Party Queen - Garden Tea Party	345.00	345.00
14 Feb 2019	Bettina Sinclair - Bravehearts	886.17	886.17
14 Feb 2019	Hamilton Zinefest	2,000.00	2,000.00
16 Feb 2019	Yakedas Party & Giftware	6.09	7.00
20 Feb 2019	Cambridge Hire Bins	138.78	159.60
20 Feb 2019	Scott Sound & Ligthting	142.80	164.22
20 Feb 2019	The Creators	195.65	225.00
25 Feb 2019	Enchanted Entertainment	1,150.00	1,150.00
25 Feb 2019	Charmaine Steyne	13.04	15.00
25 Feb 2019	Urge Coffee & Tea Boutique	260.87	300.00
26 Feb 2019	Hamilton City Council	95.65	110.00

28 Feb 2019	Anne Fern	13.04	15.00
28 Feb 2019	Mighty Ape Ltd	41.65	47.90
01 Mar 2019	Creative Waikato	10,000.00	11,500.00
01 Mar 2019	Enchanted Entertainment	500.00	500.00
01 Mar 2019	Nexus Dance Crew	300.00	300.00
11 Mar 2019	V William Reimbursement (Urge - Bravehearts)	130.43	150.00
11 Mar 2019	Bettina Sinclair - Bravehearts	750.00	750.00
11 Mar 2019	Lamb Creative	120.00	138.00
11 Mar 2019	Enlighten Designs	725.00	833.75
11 Mar 2019	Moving Media	2,075.00	2,386.25
12 Mar 2019	That's a Wrap	291.30	335.00
12 Mar 2019	Vounteering Waikoto	139.13	160.00
14 Mar 2019	Mr Pickles - Pecha Kucha	173.91	200.00
20 Mar 2019	H3 - Sevens Launch	0.00	(650.00)
21 Mar 2019	Hamilton Pecha Kucha	3,500.00	3,500.00
21 Mar 2019	Paradigm	230.00	264.50
21 Mar 2019	IndeServe	93.00	106.95
25 Mar 2019	Roadshow Public Performance Licensing	913.04	1,050.00
25 Mar 2019	SG & JA Hobson Partnership - Screen - Embassy Park	5,000.00	5,750.00
29 Mar 2019	Madison Recruitment	1,033.89	1,188.97
29 Mar 2019	Waikato Food Inc	869.57	1,000.00
02 Apr 2019	Facebook Ads	86.96	100.00
03 Apr 2019	Pak n Save	86.96	100.00
04 Apr 2019	Aim Hire - Feast	320.00	368.00
04 Apr 2019	Madison Recruitment	1,754.49	2,017.66
04 Apr 2019	Centre Place	86.96	100.00
11 Apr 2019	Bettina Sinclair - Bravehearts	500.00	500.00
11 Apr 2019	Scott Sound & Lighting	4,997.50	5,747.13
11 Apr 2019	Madison Recruitment	798.92	918.76
12 Apr 2019	Yakedas Party & Giftware	3.48	4.00
18 Apr 2019	Cambridge Hire Bins	128.26	147.50
18 Apr 2019	Imagine Face Painting	240.00	240.00
18 Apr 2019	Hamilton City Council	13.04	15.00

18 Apr 2019	Madison Recruitment	548.28	630.52
02 May 2019	Facebook Marketing	86.96	100.00
02 May 2019	Pecha Kucha	52.17	60.00
08 May 2019	Hamilton City Council	95.65	110.00
09 May 2019	Coffee Post	70.43	81.00
09 May 2019	Koko Café	58.61	67.40
15 May 2019	Cambridge Hire Bins	54.35	62.50
15 May 2019	H3	470.00	540.50
15 May 2019	Lamb Creative	120.00	138.00
15 May 2019	Bettina Sinclair - Bravehearts	594.60	594.60
20 May 2019	Sam Wright Visuals	300.00	300.00
20 May 2019	Storybox	3,600.87	4,141.00
23 May 2019	Bettina Sinclair - Bravehearts	594.60	594.60
07 Jun 2019	Scotty Stone Musician	0.00	(150.00)
07 Jun 2019	ACLX Ltd	5,000.00	5,750.00
07 Jun 2019	Scotty Stone Musician	150.00	150.00
10 Jun 2019	Pavement Pop Up - Scotty Stone	150.00	150.00
17 Jun 2019	Novotel Hotels	178.26	205.00
17 Jun 2019	Tyra Paama - Pavement Pop-Up	150.00	150.00
17 Jun 2019	Food Truck League	780.87	898.00
17 Jun 2019	725 June Payment - XXSSY Music	150.00	150.00
27 Jun 2019	Volare	8.70	10.00
27 Jun 2019	Volare	48.26	55.50
27 Jun 2019	Yakedas Party & Giftware	11.30	13.00
28 Jun 2019	Waikato Security	665.00	764.75
28 Jun 2019	Nicholas Ben Wright Johnson	600.00	600.00
29 Jun 2019	Furnace	86.96	100.00
30 Jun 2019	Waikato Security - Installation	560.00	560.00
30 Jun 2019	Storybox - Installation (net of freight credit)	3,450.00	3,450.00
30 Jun 2019	Lamb Creative - Screen Ads	120.00	120.00
30 Jun 2019	Sky Digital Creations - Design & Print	1,138.00	1,138.00
30 Jun 2019	Vivid Images - Signs	167.10	167.10
<b>Total Special Projects - CBD Activation</b>		<b>111,313.33</b>	<b>123,850.52</b>



# Council Report

Item 8

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 2019

**Author:** Sean Murray

**Authoriser:** Sean Murray

**Position:** General Manager Venues, Tourism and Major Events

**Position:** General Manager Venues, Tourism and Major Events

**Report Name:** Hamilton and Waikato Tourism Limited - Six-Monthly Report to December 2018

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

1. To inform the Growth and Infrastructure Committee of the Hamilton and Waikato Tourism (HWT) end of year report to 30 June 2019.

## Staff Recommendation

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

## Background

3. HWT is a subsidiary company of Waikato Regional Airport Limited.
4. The report is provided as a condition of HWT's three-year service level agreement with Council for 2018-2021 (aligned to the 10-Year Plan).
5. HWT is supported by six other councils with a total funding pool across all partner Councils of \$1,215,000 + CPI. The following table provides a contribution breakdown from the partnering councils. HWT also raises funding contributions and leverages its partnerships with private sector interests.
6. Table 1: Council funding of Hamilton and Waikato Tourism:

Council	Annual Funding
Hamilton City Council	\$585,000 + CPI
Waipa District Council	\$150,000 + CPI
Waikato District Council	\$150,000 + CPI
Matamata-Piako District Council	\$150,000 + CPI
Otorohanga District Council	\$ 60,000 + CPI
South Waikato District Council	\$ 60,000 + CPI
Waitomo District Council	\$ 60,000 + CPI
<b>Total</b>	<b>\$1,215,000 + CPI</b>

7. HWT's Chief Executive Jason Dawson will be present at the meeting to speak to the report and answer any questions.

## Attachments

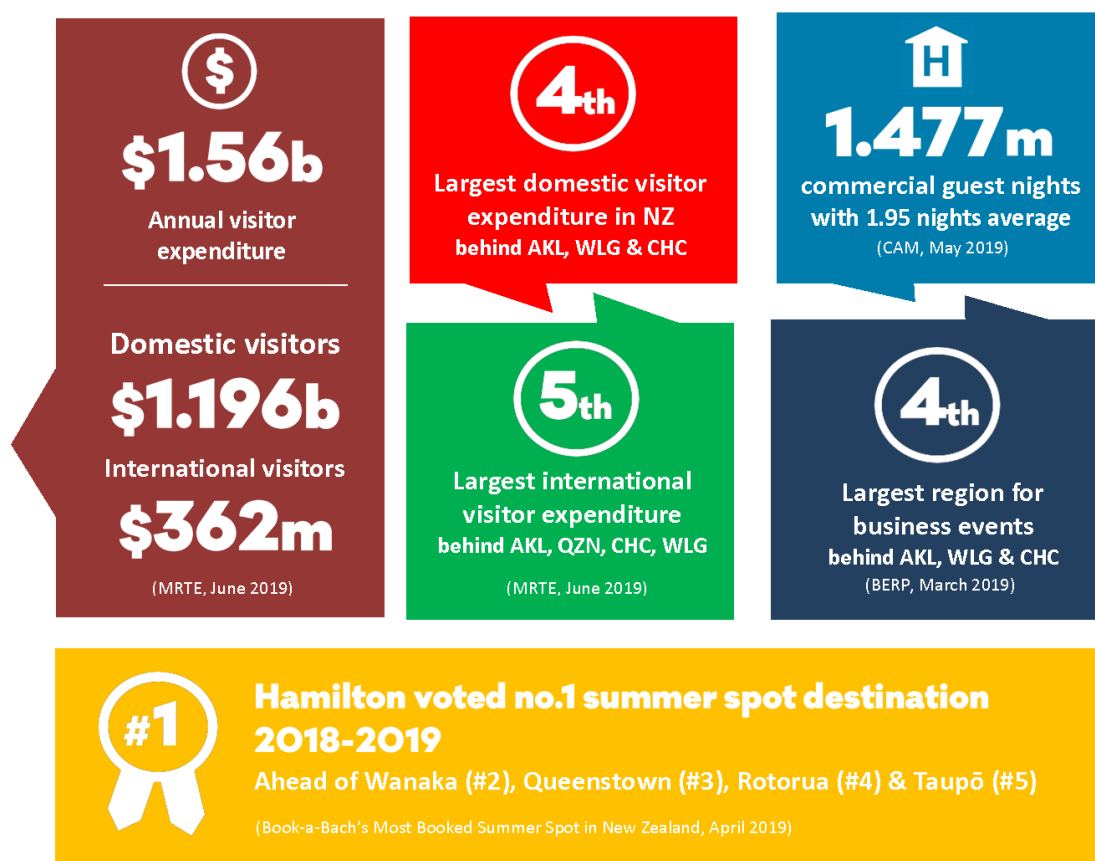
Attachment 1 - HWT Year End Report to 30 June 2019

# Hamilton & Waikato TOURISM

## Annual Report to Hamilton City Council 1 July 2018 – 30 June 2019

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

### Key highlights 2018-2019



## Executive summary

The region's visitor expenditure has climbed to \$1.558 billion for the 12 months ended June 2019, a 3% increase on the previous year. International visitors contributed an estimated \$362 million to the region, while domestic spend injected \$1.196 billion into the regional economy.

Our national rankings also continue to climb with the Waikato RTO region now the fifth largest in New Zealand for international visitor expenditure behind Auckland, Christchurch, Queenstown and Wellington. We are now the fourth largest region for domestic visitor expenditure behind Auckland, Christchurch and Wellington.

Commercial guest nights are also growing with an estimated 1.477 million commercial guest nights in the region, which is a 5% increase on the previous year (Commercial Accommodation Monitor: year ending May 2019).

Peer to peer accommodation continues to grow in our region. AirBnB data that is available shows 2095 listings for the month of June 2019 (568 more than June 2018). Occupancy rates range from 35% at the lowest month (May) through to 68% for the highest month (January).

The Mighty Waikato is now the fourth largest region behind Auckland, Wellington and Christchurch for conventions, meetings and business events for the year ending March 2019. Our region has now secured an 10.1% market share of total events of this lucrative market.















In April 2019, Hamilton was named the 'no.1' summer spot according to Book-a-Bach ahead of Wanaka (2<sup>nd</sup>), Queenstown (3<sup>rd</sup>), Rotorua (4<sup>th</sup>) and Taupo (5<sup>th</sup>). The rankings were based on the most booked holiday rentals during the summer season from Nov 2018 to March 2019.

Every conference we secure for Hamilton and Waikato is significant for the region, regardless of the sector or size. Our most significant international conference hosted in 2018-2019 was the Native American & Indigenous Studies Association (NAISA) Conference at The University of Waikato and Claudelands. The conference attracted a record-breaking 1,872 delegates with the majority from countries in North America, Central & South America, Scandinavia and Asia-Pacific. Early indications suggest the event could be worth \$4 million in economic benefit to the region.

Two game-changer projects from the Tourism Opportunities Plan have been delivered during 2018-2019, including the Regional Major Events Strategy our new regional visitor brand – 'The Mighty Waikato – where magic runs deep'.

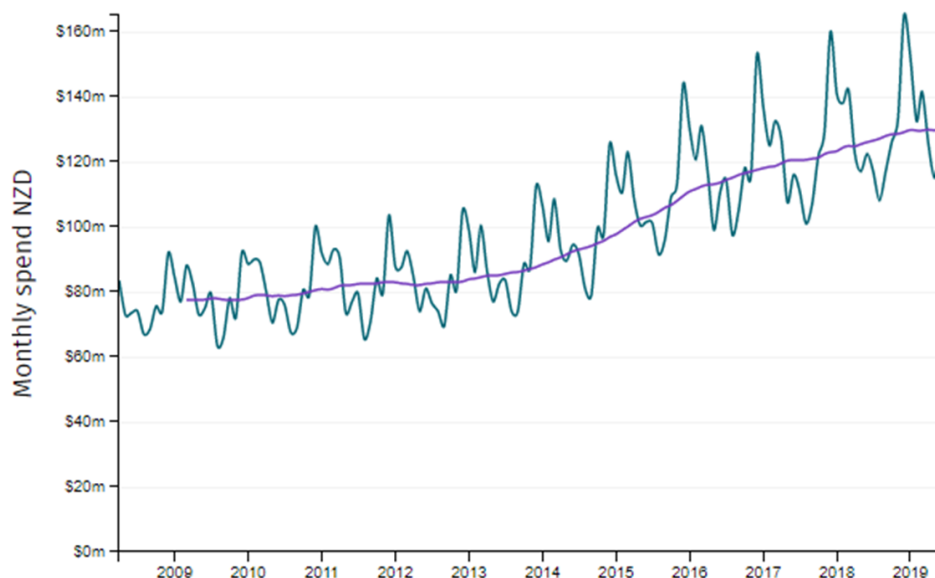
## Performance targets

Hamilton & Waikato Tourism (HWT) have seven performance targets which are set in the 'Schedule of Services for Local Government 2018-2019'. The results are provided below.

Measure		Result	
	<b>Visitor nights</b> 5% increase of total visitor nights' vs national		<b>5%</b> for Hamilton & Waikato <b>1.1% national growth rate</b> (Year ending May 2019)
	<b>Visitor spend</b> 5% increase in visitor spend across the region		<b>3%</b> increase on previous year <b>\$1.558 billion annual expenditure</b> (Year ending June 2019)
	<b>Conventions, incentives &amp; business events</b> Grow market share of business events from 9% to 10%		<b>10.1%</b> market share Fourth largest region behind Auckland, Wellington & Christchurch (Year ending March 2019)
	<b>Visitor awareness &amp; perception</b> Improve by 3 points, including Waikato residents		<b>8/10</b> average score: likelihood to recommend as a place to visit (Year ended June 2019)
	<b>Website &amp; social media: waikatoz.com</b> 5% digital engagement on 2017-18		<b>11.36%</b> 10.64% from 1 July 17 to 30 June 18
	<b>Industry investment</b> \$450,000 of industry contribution towards marketing activities & campaigns		<b>\$450,830</b> international & domestic campaigns, trade show investment, fam in-kind contributions & visitor guide sales (Year ending June 2019)
	<b>Return on investment</b> Total visitor spend per dollar of HWT spend		<b>\$1,268</b> Visitor spend per dollar of council funding (Year ending June 2019)  <b>1.20</b> Commercial guest nights per dollar of council funding (Year ending May 2019)

## Visitor statistics and expenditure

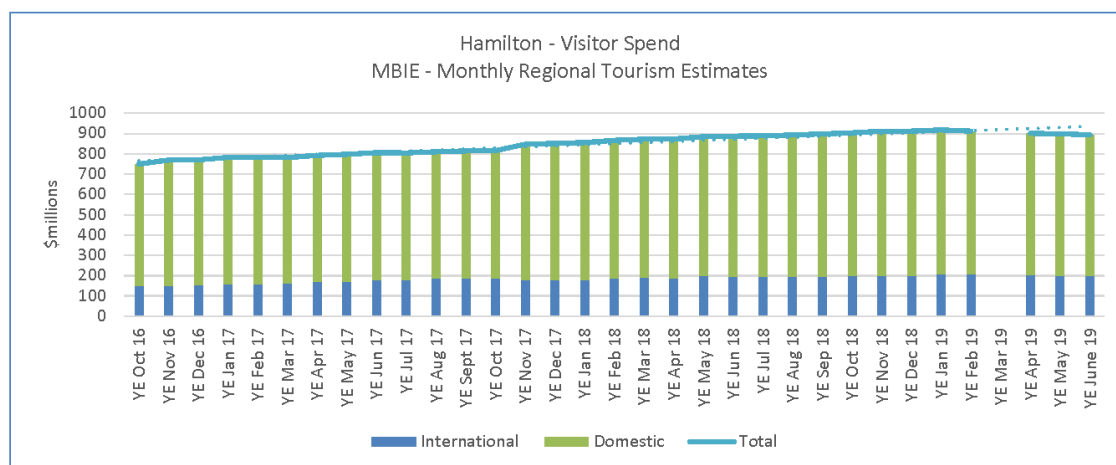
Historical monthly spending pattern



Source: Monthly Regional Tourism Estimates, MBIE (June 2019)

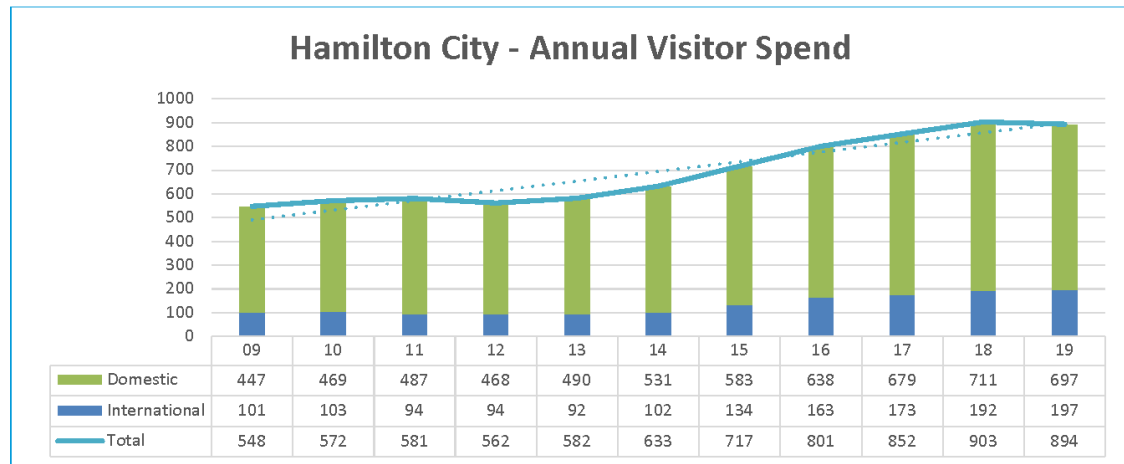
## Visitor expenditure in Hamilton

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



Source: Monthly Regional Tourism Estimates, MBIE (June 2019)

Overall annual visitor expenditure for Hamilton has slightly decreased, with a 1% total annual decrease between June 2018 and June 2019.

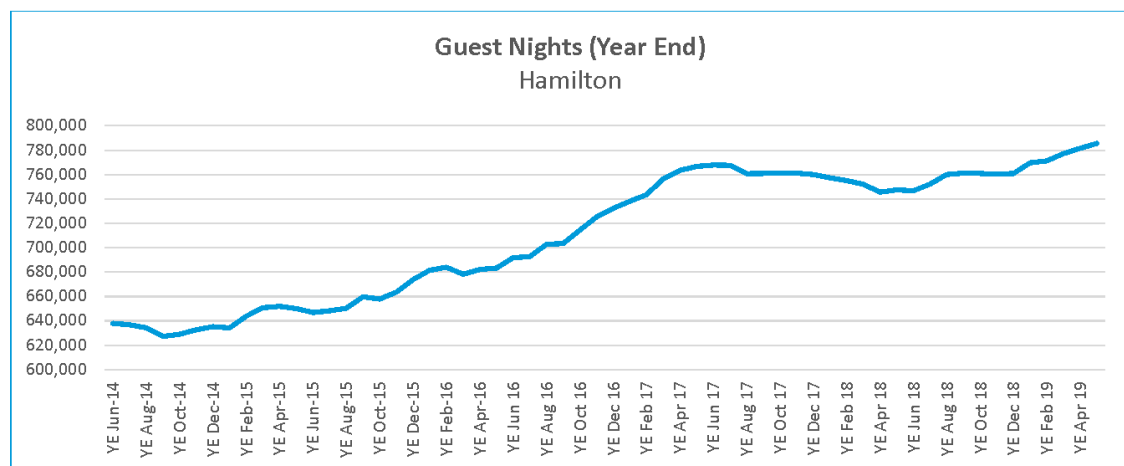


Source: Monthly Regional Tourism Estimates, MBIE (June 2019)

## Commercial accommodation in Hamilton

Commercial guest nights (hotels, motels, backpackers & holiday parks) for Hamilton has shown steady growth over the past 12 months. The latest statistics confirm 785,568 commercial guest nights for the year ending May 2019, which is 5% growth from 2018.

**Note:** The Commercial Accommodation Monitor (CAM) will no longer be provided by StatsNZ from September 2019 (September data will be released November 2019). The industry is working with MBIE and StatsNZ to develop a replacement data set, although there is likely to be a gap of 3-6 months.



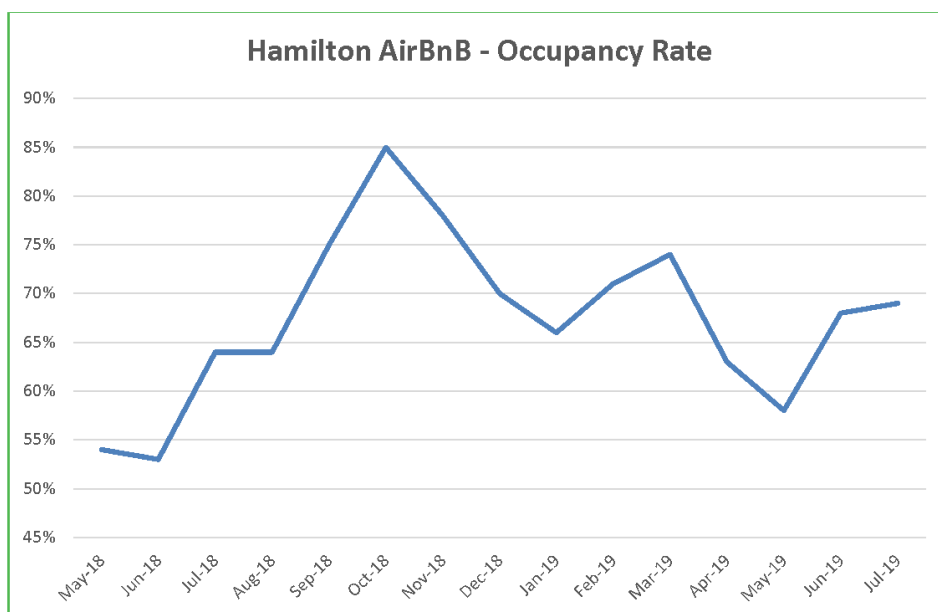
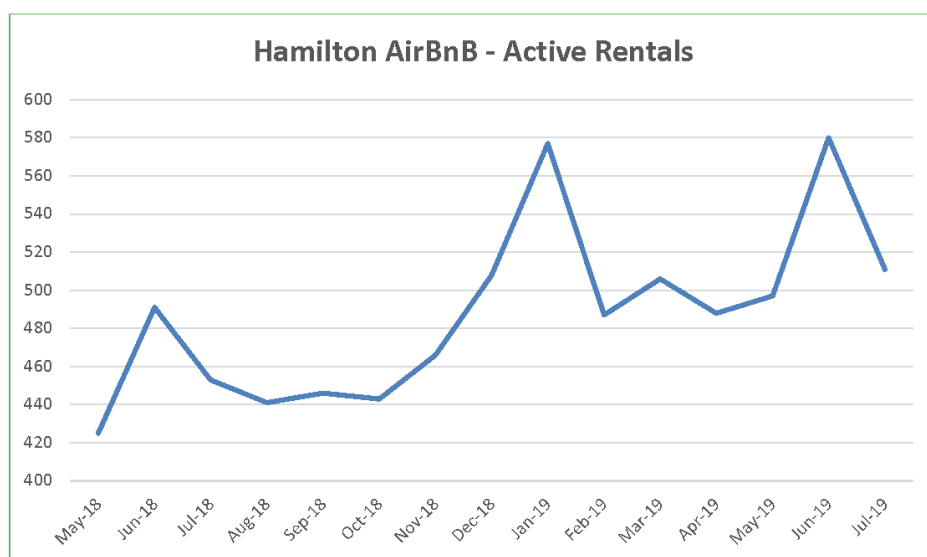
Source: Commercial Accommodation Monitor, Stats NZ (May 2019)

## Non-commercial accommodation in Hamilton

Hamilton also had 580 properties listed on AirBnB during June 2019 as alternative accommodation to the traditional commercial offerings.

This has grown from 491 listings in June 2018.

These properties experienced 68% occupancy during June 2019. For the 12 months July 2018 to June 2019, the average occupancy rate for AirBnB properties in Hamilton is 70%



## Trade & leisure marketing

### International marketing

Hamilton & Waikato Tourism partnered in 2018 again with Tourism New Zealand (TNZ) and our neighbouring upper and central North Island regions on a \$1.2m+ (NZD) consumer campaign targeting Australia's eastern seaboard. Taking place in July – August 2018, the campaign focussed on touring itineraries including the Waikato-featured Thermal Explorer and Volcanic Loop, along with must-do experiences and holiday deals from Air New Zealand and Flight Centre.

We participated in a Tourism New Zealand event in Sydney which included a market update and meetings with Australian-based wholesalers and Online Travel Agents (OTAs). As part of this event, we personally trained 25 travel trade on Hamilton & Waikato products and itineraries.

HWT continues to be an active partner in the central North Island international marketing alliance with Rotorua, Taupō, Coromandel, Bay of Plenty, Ruapehu, Gisborne, Tairāwhiti and Hawke's Bay regional tourism organisations. Working together under the 'Explore Central North Island' (ECNI) umbrella the collective has undertaken several activities during the 2018-2019 financial year including:

- securing an in-market representative in the UK;
- undertaking a joint-trade training mission in the USA and Canada; and
- participating in the eXplore trade show which targets Auckland-based Inbound Tourism Operators (ITOs). Over 180 travel trade 'buyers' attended and the Waikato had our largest regional stand ever with 25 operators from the Waikato exhibiting alongside HWT.

We marketed Hamilton & Waikato alongside other regional tourism organisations at the annual "RTO/ITO mega-meet" in Auckland. This involves three days of 15min appointments with NZ-based Inbound Tourism Operators (ITOs). We trained 143 Tourism New Zealand staff and NZ-based travel trade.

'The Mighty Waikato' has had gained extensive exposure in the new Tourism New Zealand global campaign which has featured a 'Good Morning World' message from our local tourism operators and people. As part of the evolution of the '100% Pure New Zealand' brand which is now celebrating its 20<sup>th</sup> year, the focus is now around our people and culture.

For 366 days, a different video message from locals around the country saying "Good Morning World" from their favourite tourism spot or experience will be released on social media channels. So far; Waitomo Adventures, Hobbiton™ Movie Set, Waitomo Glowworm Caves, Bahn Mi Caphe, Lake District Adventures, Hamilton Gardens and local photographer/influencer Meghan Maloney have appeared, with a number of other Waikato locals and locations to follow. By having the Waikato featured throughout the campaign is an effective way to showcase the region and our people on a global stage, plus help inspire more travellers to visit our part of the country.



New boutique accommodation, gourmet dining options for group travel and wildlife experiences were some of the new Waikato products showcased to the world at our country's largest tourism business-to-business trade expo - TRENZ. TRENZ attracted 386 buyers from 30 markets, which range from traditional visitor markets like Australia, the USA and China, to emerging markets such as Argentina, Brazil and Indonesia.

Collectively HWT and 10 of our operators held more than 550 15-minute meetings with buyers. Trade ready operators who attended with us included; Hobbiton™ Movie Set, Discover Waitomo, Waitomo Adventures, CaveWorld, Roselands Waitomo, Rural Tours, Hamilton Gardens, Sanctuary Mountain Maungatautari, the Red Barn and Hidden Lake Hotel & Apartments from Cambridge. We also hosted a number of pre- and post-TRENZ famils with our international travel buyers.

HWT hosted a two-day famil and strategy session in the Waikato for Tourism New Zealand's global media and PR team who were in the country for their week-long annual strategy conference in May (24pax from eight international markets).

### **Domestic marketing**

The first Short Escapes domestic campaign of the year took place in November and focussed on Spring and pre-Christmas travel to the region. The campaign targeted our drive and fly markets of Auckland, Bay Of Plenty, Taranaki, Wellington and Christchurch and included cinema advertising in selectd cimenas in each market and some lightbox advertising at Christchurch Airport to promote the new additional Christchurch to Hamilton services as a co-op initiative between HWT, Hamilton Airport and Christchurch Airport.

HWT's second Short Escapes focussed on late Summer/Autmn travel using key events such as Hamilton Gardens Arts Festival and Balloons Over Waikato as 'hooks' and introduced the new Mighty Waikato consumer brand to our external domestic audiences.

HWT ran a mini 'Christmas Gift Guide' campaign in early December to promote vouchers for tourism operator partners' experiences and upcoming events as ideal Christmas gifts to Waikato residents. This was followed in late December by a Summer Explore Your Own Backyard campaign which aimed to encourage locals to explore the Waikato over the festive holiday season.

Drawing on the Mighty Waikato tagline of 'where magic runs deep', the Winter Explore Your Own Backyard focussed on 'finding the magic'. The campaign was targeted at local residents and showcased key domestic partners as well as stunning scenery from public spaces such as the Blue Spring and Raglan harbour and upcoming school holiday messaging. Running mid-June-mid July, campaign channels included Facebook, Instagram, YouTube, OnDemand, and GDN but there was also an element of Out of Home advertising including cinema, bus backs and a billboard in Hamilton CBD.

Each year HWT also undertakes a small campaign in support of Fieldays called Fieldnights to encourage further expenditure and potential longer length of stay in the

region. The campaign targets and informs those coming to and who are here for Fieldays about what else there is to see and do during the week including dining, events, entertainment and activities.

100,000 copies of the 2019 official Regional Visitor Guide were published in December 2018, featuring the new Mighty Waikato consumer branding. Distributed nationally through i-SITEs and airports, national and international trade shows and conference delegate packs, the guide is a cost-neutral project with advertising sales funding production and distribution.

HWT continues to work with council and event organisers to profile and promote major and key events across the region. Some of these events include Balloons Over Waikato, Hamilton Gardens Arts Festival, Fieldays, Sevens, All Blacks V Tonga, World Darts, Lions Rugby League, Sevens, UCI Track Cycling World Cup. Marketing support from HWT includes prepping team and media welcome packs, team activity options, event landing pages on [waikatoz.com](http://waikatoz.com), media and player promo event opportunities and support for bids.

### **Regional Visitor Brand Strategy**

The new 'Mighty Waikato' regional consumer brand was launched in December 2018. The Regional Visitor Brand Strategy project was one of five game-changers identified in the Hamilton & Waikato Tourism Opportunities Plan which was adopted in 2016.

The need for a definitive brand and story for the region was required to inform how the area is perceived in the market and with locals; provide consistent messaging and set the region apart from other destinations.

Taking the key themes from the local and domestic perception research and the Waikato Story, the co-curated Mighty Waikato visitor brand has been developed by the tourism sector, local government, iwi, business and community representatives.

Research was also undertaken in other parts of New Zealand to help address our domestic perceptions as an emerging visitor destination. The two-year project cost \$60,000 including research, stakeholder consultation and development.

Bringing together our key attributes around a sense of people and place, our brand story reflects who we are as a region and showcases the Waikato's unique visitor proposition.

All consumer facing campaigns, channels and collateral features this new brand including our website. As part of this process we have also changed our website URL to be [www.waikatoz.com](http://www.waikatoz.com) to align with The Mighty Waikato brand. It also gives us the longevity we need from a destination website address, while also aligning us with URLs for other cities and regions in the country.

Social media names and handles are also in the process of being changed over.

## Marketing activity for Hamilton

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

Target market	Campaign or activity	Hamilton experiences profiled
<b>International consumer and travel trade - Australia</b>	Jul-Aug 2018: Annual Tour the North Island Campaign (in partnership with Tourism NZ and upper and central North Island)	Hamilton Gardens, Novotel Tainui Hamilton, Ibis Tainui Hamilton, Sudima Hamilton, Distinction Hamilton, VR Hamilton, Boundary Court, Nature & Nosh
<b>Media – domestic &amp; international</b>	Media hosting and famils profiling Hamilton: <ul style="list-style-type: none"> <li>KiaOra Magazine – Destination Piece</li> <li>AA Traveller / Directions</li> <li>Anis Ibriahim - Malaysian Freelancer</li> <li>Hijab Travelling - Indonesian Broadcast</li> <li>Feast Waikato Food Writers</li> <li>United Airlines Press Trip</li> <li>Mr &amp; Mrs Romance</li> <li>Little Red Book – China KOL's</li> </ul>	Waikato Museum, ArtsPost, Good George Dining Hall + Brewery Tour, Sudima Hamilton, River Riders, Hamilton Gardens, Chim Choo Ree, SkyCity Hamilton, Picnic baskets at Hamilton Gardens, Novotel Tainui Hamilton, ibis Tainui Hamilton, Hamilton Mosque, Mr Pickles
<b>Travel Trade - famils</b>	Hamilton profiled in following trade famils: <ul style="list-style-type: none"> <li>Pacific Travel Ltd (Scenic Pacific NZ Tour) famil – August 18</li> <li>Damir Tomasevic- UK Roadshow winner- Sept 18</li> <li>Kerry Prendergast TNZ Chair- Mansfield Garden Opening - Nov 18</li> <li>Travel2 USA Group – 12pax</li> <li>Down Under Answers – 13pax</li> <li>Diana Schramko – USA Mission Winner – April 19</li> <li>AirNZ Famil</li> <li>TRENZ mini famils – 65pax</li> <li>UK Buyers TRENZ famil</li> <li>Get Your Guide – 1pax</li> <li>Australia Tours TRENZ famil</li> <li>ID / Carnival UK – 2pax</li> <li>General Travel – 6pax</li> </ul>	Novotel Tainui Hamilton, Hamilton Gardens, Waikato River Explorer, Gothenburg, Distinction Hamilton, Waikato Museum, Mr Pickles, Good George, Banh Mi, Picnic baskets at Hamilton Gardens, Dough Bros, Duck Island Icecream

Target market	Campaign or activity	Hamilton experiences profiled
<b>Travel Trade – events</b>	Sales calls to ITOs and wholesalers throughout the period	<p>Internationally Trade-Ready Product and Hamilton city landmarks and hospitality:</p> <p>Hamilton Gardens, Sudima Hotel Hamilton, Novotel &amp; Ibis Tainui Hamilton, Distinction Hotel Hamilton, Waikato River Explorer, Waikato Museum, Good George Brewery Tour and Dining Hall, Duck Island Ice-cream, River Riders - Te Awa the Great NZ River Ride, Chim Choo Ree Restaurant, BrewBus, Dough Bros Restaurant, Gothenburg, Madam Woo, Banh Mi Caphe, SkyCity Hamilton, Victoria on the River and Riverbank Lane, Platinum Transfers and Tours, Carrington Tours and Limousines, Nature &amp; Nosh, Helicorp</p>
<b>Travel Trade – Explore Central North Island Alliance</b>	<p>HWT are part of the Central North Island RTO alliance known as 'Explore Central North Island' which includes the two touring routes – The Thermal Explorer Highway and the Pacific Coast Highway</p> <ul style="list-style-type: none"> <li>• ECNI North America Roadshow, Sept 27 – 2 Oct 2018 (Frontline Agent Training and wholesaler meetings)</li> <li>• Tourism NZ US Roadshow 8-12 Oct 2018</li> </ul>	<p>Internationally Trade-Ready Product and Hamilton city landmarks and hospitality:</p> <p>Hamilton Gardens, Sudima Hotel Hamilton, Novotel &amp; Ibis Tainui Hamilton, Distinction Hotel Hamilton, Waikato River Explorer, Waikato Museum, Good George Brewery Tour and Dining Hall, Duck Island Ice-cream, River Riders - Te Awa the Great NZ River Ride, Chim Choo Ree Restaurant, Dough Bros Restaurant, Gothenburg, Victoria on the River and Riverbank Lane, Platinum Transfers and Tours, Carrington Tours and Limousines, Nature &amp; Nosh, Helicorp</p>

Target market	Campaign or activity	Hamilton experiences profiled
<b>Domestic – consumer</b>	<p>Hamilton was profiled as part of regional promotions in the following publications:</p> <ul style="list-style-type: none"> <li>• NZ/AU Golf Digest</li> <li>• All About Waikato</li> <li>• Go Travel Magazine - Summer</li> <li>• Outdoor Kid Magazine</li> <li>• Waikato Times</li> <li>• KiaOra Magazine</li> <li>• WhatsUp Hotel Magazine</li> <li>• INSPO Fitness Journal</li> </ul>	<p>Waikato Museum, Hamilton Zoo, Hamilton Gardens, SkyCity Hamilton, Hamilton Lake Domain, St Andrews Golf Course, Dough Bros, Gather Food House, Duck Island Icecream, Bahn Mi Caphe, Mamas Donuts, Volare, Wonderhorse, Good George, Mr Pickles, Whole Heart, River Bank Lane, Te Awa River Ride, River Riders, Waikato River Explorer, Madam Woo, Palate, Hamilton Gardens Arts Festival</p>
<b>Domestic consumer – Auckland, Bay of Plenty &amp; Taranaki, Wellington, Rotorua, Christchurch</b>	<p>‘Short Escapes’ campaign – October- November 18</p> <p>‘Short Escapes’ campaign – February - March 19</p>	<p>Hamilton Gardens, Hamilton Zoo, SkyCity Hamilton, Distinction Hamilton Hotel, Novotel Tainui, Ventura Inn &amp; Suites, Ibis Tainui, HSBC NZ Sevens, Cricket at Seddon Park, Gourmet in the Gardens, Waikato Museum, Good George Brewery, Hamilton Lake Domain, Balloons over Waikato, Hamilton Gardens Arts Festival</p>
<b>Domestic consumer -Local, Hamilton &amp; Waikato</b>	<p>‘Explore Your Own Backyard’ campaign, Dec 2018 -Jan 2019</p> <p>‘Explore Your Own Backyard’ campaign, June - July 2019</p>	<p>Hamilton Farmers Market, Gourmet in the Gardens, Te Awa – The Great NZ River Ride, Fatboy Slim, HSBC NZ Sevens, Waikato Museum, Hamilton Zoo, Hamilton Gardens, SkyCity Hamilton, Distinction Hamilton Hotel, Restaurant on Alma, I-Bistro, Cricket at Seddon Park, Nitro Circus Live, Hamilton Gardens Arts Festival, Good George Brewery, Novotel Tainui, Ibis Tainui, Ventura Inn &amp; Suites, Hamilton Lake Domain, Escapist, Cut! Costume &amp; The Cinema, NZ Darts Masters, The Gourmet Garage</p>

Target market	Campaign or activity	Hamilton experiences profiled
<b>Domestic consumer – Chinese New Zealanders</b>	Ongoing campaign activity has continued through our Weibo social media channel, blogs, forums etc	Jubilee Park, Waikato River Trails, Lake Rotoroa, Distinction Hamilton Hotel & Conference Centre, Good George Brewery Tour, Hamilton Gardens, Hamilton Zoo, Ibis Tainui, Ventura Inn & Suites, Waikato Museum, Escapist, Lake Rotoroa, Taitua Arboretum, Balloons over Waikato, Te Ruru light festival, SkyCity Hamilton
<b>Domestic &amp; International consumer and trade</b>	2019 Waikato Regional Visitor Guide	Hamilton city profiled in 'Regional highlights' section and 'Hamilton city' section. A large number of Hamilton-based operators have advertised, as well as restaurants and cafes in the new 'Local Foodie Finds' Hamilton section of the guide.
<b>Domestic &amp; international consumer, travel trade and media</b>	Quarterly e-newsletters are distributed to our consumer, trade and media databases	Hamilton Gardens, Ambassador Hotel, HSBC NZ Sevens, Hamilton Zoo, Distinction Hamilton Hotel, Novotel Tainui, Ventura Inn & Suites, Ibis Tainui, Cricket at Seddon Park, Gourmet in the Gardens, Good George Brewery, Hamilton CBD Awards, River Riders, Mansfield Garden opening, Hamilton Fringe Festival, Fatboy Slim, Nitro Circus Live, FMG Stadium Waikato, Hamilton Farmers Market, Te Awa The Great NZ Ride, Waikato Museum, SkyCity Hamilton, Bowl & Social, Restaurant on Alma, i-Bistro, Brew Bus, Spark Festival, Bootleg Beach Boys, Hamilton Gardens Arts Festival, Balloons over Waikato, All Blacks v Tonga, NZ Darts Masters, Cut! Costume & The Cinema, Feast Waikato, Days Hotel & Suites, Eat Burger, Waikato Museum's City Walking Tour, The Great NZ Food Show, Meyer Cheese, Matariki Dish Challenge, Boon Street Art Festival, Nature & Nosh, Brew Bus
<b>Domestic &amp; International consumer</b>	Hamilton profiled through HWT's various social profiles	Hamilton Gardens, Waikato River Explorer, Hamilton East, Hamilton Half Marathon, Hamilton Farmers Market, Claudelands, Silver Ferns v Australian Diamonds, Waikato A&P Show,

	including Facebook, Instagram, Twitter & YouTube	<p>Waikato Home &amp; Garden Show, Waikato 100, NZ Sevens, Fatboy Slim, Legacy Park, Fringe Festival, 7 Days Live, The ABBA Show, SkyCity NZ Breakers v Illawarra Hawks, Cricket at Seddon Park, Hamilton Christmas Tree switch on, Victoria On The River, Hamilton Street Art, Tongue of the Dog statue, Riff Raff statue, Chiefs, FMG Stadium Waikato, The Lost Boys Café, Iguana, Spark Festival, The Bootleg Beach Boys, Clarence Street Theatre, Kids for Kids, Celtic Illusion, Hamilton Pride week, Mr Pickles Bar &amp; Eatery, Chim Choo Ree, Bat Fun Day, Dr Seuss's The Cat in the Hat, The Hamilton Distinguished Gentlemen's Ride, The Meteor Theatre, Palate, Hayes Common, Michael Jackson The Legacy Tour, Waterworld, Hamilton Gardens Scarecrow Festival, Round the Bridges, Riverlea Theatre's Christmas Show, Waka sculpture, Distinction Hamilton Hotel &amp; Conference Centre, Good George Dining Hall, Good George Brewery Tour, Mansfield Garden opening, Hamilton Zoo, Ibis Tainui, SkyCity Hamilton, Bowl &amp; Social, Bowl and Party New Year's Eve, Waikato Museum, Waikato Bright Sparks exhibition, For Us They Fell exhibition, Waikato Museum school holiday programme, Topp Twins exhibition, Duck Island Ice Cream, Volare Bakery, Hamilton markets, Matariki Dish Challenge, Bahn Mi, Lake Rotoroa, NZ Sevens Kick-Off Carnival, Kiwigrass Festival, NZ Darts Masters, NZ Sevens Breakfast BBQ, Hamilton Gardens Arts Festival, Grey Street Kitchen, Chinese Lantern Festival, Nitro Circus, Feast Waikato, Lake Rotoroa, Tonga V GB Lions, Boon Street Art Festival, Daffodils, City Burn, Cats, Waiakto Show, Disney on Ice, Taitua Arboretum, The Great NZ Food Show, Rhythms of Ireland Tour, Historic Hamilton Walking Tour, Hare Puke playground, Women's Lifestyle Expo, Jubilee Park, Meyer Gouda Cheese, Te Ruru light festival, The Pink Floyd Experience, All Blacks v Tonga, Cut! Costume &amp; The Cinema</p>
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## Conferences, incentives & business events

The Hamilton & Waikato region is now the fourth largest region behind Auckland, Wellington and Christchurch for conferences, meetings and business events for the period ending March 2019 (June figures not available at time of writing). Our region has secured 10.1% market share of total business events and 7% market share of delegate days (MBIE Business Events Activity Survey).

Every conference we can secure for Hamilton and Waikato is significant for the region, regardless of the sector or size. Conference delegates are also influenced to return for a future holiday based on their positive Waikato experiences. A delegate attending a business event is worth twice as much of a leisure traveller to the region, with an average delegate per night value of \$326 per night for international delegates and \$533 per night for domestic delegates (MBIE Business Events Delegate Survey YE Dec 2018).

Our most significant international conference hosted in 2018-2019 was the Native American & Indigenous Studies Association (NAISA) Conference at The University of Waikato and Claudelands. The conference attracted a record-breaking 1,872 delegates with the majority from countries in North America, Central & South America, Scandinavia and Asia-Pacific. Early indications suggest the event could be worth \$4 million in economic benefit to the region.

Our main marketing engagement for the year, the Business Events Waikato Showcase, was held in August 2018. This was our third Business Events Showcase which had nearly 60 venues and suppliers from throughout the Waikato region exhibiting with more than 130 conference and business event organisers through the doors.

In November 2018, HWT hosted a multiday famil for 20 national buyers around our region. This famil showcased 26 partners of the HWT Convention Bureau.

Our annual Business Events Symposium was held in June 2019. Over 50 attendees from our event venues, conference suppliers and accommodation providers received updates on our marketing plan for FY19/20, health and safety plans, sustainability initiatives and how to effectively host professional conference organisers to win business.

### Convention bureau activity for Hamilton

A summary of specific trade and conference marketing activity between 1 July to 30 June 2019 is detailed below.

Activity	Detail
Enquiries	<p>215 total leads received and managed.</p> <p><b>Hamilton:</b></p> <ul style="list-style-type: none"> <li>Hamilton operators included in leads: 340</li> </ul>



Activity	Detail
<b>Buyers Hosted</b>	127 buyers hosted to the region.
<b>Famils</b>	<p><b>19-22 November 2018:</b> Annual multiday mega famil, attended by 20 buyers from Wellington, Auckland and Christchurch for three nights. Attendees included conference &amp; event organisers, in-house &amp; corporate meeting planners, association conference organisers.</p> <p>26 BEW (Business Event Waikato) Partners involved including 14 Hamilton Partners.</p> <p><b>3-4 May 2019:</b> Taste Waikato 24-hour famil in conjunction with Claudelands, attended by six buyers from Auckland and Wellington for one night. Attendees included conference &amp; event organisers, in-house &amp; corporate meeting planners, association conference organisers.</p> <p>Three key BEW Partners involved including two Hamilton Partners.</p>
<b>TNZ Famils</b>	Eight TNZ famils were delivered, hosting 86 International business event buyers. Famils to Hobbiton, Waitomo and Zealong.
<b>Bespoke Famils</b>	Thirteen bespoke famils organised. Hosting 30 buyers and visiting 45 venues across Waikato, including 14 Hamilton BEW Partners.
<b>Trade Shows</b>	<ul style="list-style-type: none"> <li>July 2018: Get Global, Sydney. Attended with Claudelands.</li> <li>August 2018: Third Hamilton &amp; Waikato Business Events Showcase – 58 exhibiting BEW Partner companies, including 23 from Hamilton. 133 buyers through the door. The Business Events Waikato Showcase is owned and organised by HWT</li> <li>September 2018: Regional stand Australian Society of Association Executives (AuSAE) Linc Conference, Auckland</li> <li>December 2018: Exhibited with Tourism NZ at PCO Conference in Melbourne.</li> <li>February 2019: AIME, Melbourne. Attended with Claudelands.</li> <li>April 2019: Convene, Auckland with five regional partners, including three from Hamilton</li> <li>May 2019: MEETINGS 2019, Auckland with six regional partners, including two from Hamilton.</li> </ul>
<b>Hosted Events</b>	<ul style="list-style-type: none"> <li>October 2018: Wellington function, attended by 42 guests. Co-hosted with seven BEW Partners including three Hamilton Partners.</li> <li>February 2019: Meet North South lunch, attended by nine guests. Hosted by BEW and Dunedin Convention Bureau</li> </ul>

	<p>Managers.</p> <ul style="list-style-type: none"> <li>• May 2019: Auckland dinner pre-MEETINGS trade show, attended by 15 guests. Co-hosted with five BEW Partners, including three Hamilton Partners.</li> </ul>
<b>Sales Activity</b>	<ul style="list-style-type: none"> <li>• October: Sales blitzes with Platinum &amp; Gold BEW Partners – Wellington and Auckland</li> <li>• December: Sales blitz with Claudelands Platinum Partner - Christchurch.</li> <li>• February 2019: Sales blitz with Dunedin Convention Bureau Manager – Wellington and Auckland</li> <li>• March: Sales blitz with Platinum &amp; Gold BEW Partners – Auckland</li> <li>• June: Sales blitz with Dunedin Convention Bureau Manager – Christchurch.</li> <li>• June: Sales calls – Wellington.</li> </ul>
<b>AuSAE NZ Networking Activity</b>	<p>(AuSAE – Australian Association for Association Executives)</p> <ul style="list-style-type: none"> <li>• February: Wellington</li> <li>• May: Wellington</li> <li>• May, Auckland</li> <li>• June, co-hosted NZ Association clients to AuSAE Conference in Brisbane.</li> </ul>
<b>Tourism NZ Activity</b>	<ul style="list-style-type: none"> <li>• September 2018 - co-hosted table with Tourism NZ at The Kudos Awards to create awareness about the Conference Assistance Programme.</li> <li>• Project Waikato group meetings – business incubator group to seek opportunities for Australasian and international conferences for the Waikato region. Specific focus given to conferences that respond to the needs of the community by creating a social, environmental or cultural impact on the Waikato region.</li> </ul>
<b>Partner Communication &amp; Development</b>	<ul style="list-style-type: none"> <li>• Tuesday 2 August: Sustainability breakfast for BEW Partners</li> <li>• Tue 28 August: Incentive Workshop</li> <li>• 7 March: Business Events update breakfast for BEW Partners</li> <li>• 21 June: Business Events Waikato Symposium for BEW Partners</li> <li>• Partner EDM newsletters/updates x 4</li> <li>• Monthly lead reporting to Platinum &amp; Gold Partners</li> <li>• 75 BEW Partners. <b>Hamilton: 39 partners.</b></li> <li>• 103 Face-to-face BEW Partner meetings - includes mentoring &amp; support. <b>Hamilton: 74 Partners.</b></li> </ul>
<b>Communications &amp; Media</b>	<ul style="list-style-type: none"> <li>• Client newsletters x 4 (database over 2,500)</li> <li>• Editorial x 24</li> <li>• Business Events Directory</li> <li>• Website <a href="http://www.meetwaikato.com">www.meetwaikato.com</a></li> </ul>

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

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

The following international conferences have been secured or pending a decision:

Conference Name	Date	No Dels	Duration	EV	Status
Native American & Indigenous Studies Assn	Jun 2019	1,875	5 days	\$4m	Finished
World Urban Parks Asia Pacific Region	Mar 2020	400	4 days	\$795,810	Lost Lack of accommodation
Asia Pacific Tourism Assn Conference	Jul 2020	245	4 days	\$567,800	Bid in progress
Agricultural Bioscience – ABIC	Sep 2020	315	4 days	\$659,610	Bid on hold Need more funding
International Conference on AI & Law	Jun 2021	400	5 days	\$795,810	Feasibility done Looks promising
Travel & Tourism Research Assn Conf	Jun 2019	300	3 days	\$765,840	Lost / rebidding
AV / EV Conference & Exhibition	TBC	3000	3-4 days		In discussion
SESTECH Technology Conference	Oct 2020	1200	2 days	\$892,800	Bid in progress

## Destination & product development

Development that furthers the Hamilton & Waikato Tourism Opportunities Plan (adopted 2016) continues to be a focus based around the five game-changers:

1. Activating the Waikato River
2. Development of a Regional Visitor Brand Strategy
3. Support for the continued development of the Hamilton City Riverfront
4. Telling the Kiingitanga Story through Maori tourism development
5. Development of a Regional Major Events Strategy

We have begun to three-year review of the Plan to report on progress towards achieving our development goals and targets set for the region in 2016, as well as refresh our 2014 Visitor Strategy.

## Activating tourism opportunities in Hamilton

New opportunities, product development and events supported by Hamilton & Waikato Tourism during the 2018-2019 financial year include:

- Cultural tourism package for applying to Provincial Growth Fund (with Te Waka)
- Hamilton Gardens development
- Hamilton Zoo and Waiwhakareke development
- Hotel accommodation
- Te Awa Lakes
- Chiefs Rugby
- Waikato Rugby Union
- Northern Districts Cricket
- Hamilton Golf – St Andrews course
- Confinement
- Escapist
- Brewaucracy
- Waikato Leisure & Sports Studies
- Te Ahurei Maori Tourism
- Waikato Museum CBD walking tour
- Zirka Circus

To find download a copy of the Tourism Opportunities Plan:

[www.hamiltonwaikato.com/TOP](http://www.hamiltonwaikato.com/TOP)

## Regional Major Events Strategy

In 2018, Hamilton & Waikato Tourism developed the region's first Major Events Strategy to ensure the spotlight continues to shine and grow on our region, as we work to develop a full calendar of events, especially outside of our peak summer period.

It is important to develop an events programme that smooths seasonal fluctuations in the visitor industry, providing increased, more reliable employment and greater returns to businesses.

We are very fortunate to have our biggest international, iconic anchor event in June, our quieter winter season. The annual New Zealand National Agricultural Fieldays is an event that attracted over 130,000 visitors in 2018, generated \$492 million in sales and contributed \$221 million to New Zealand's GDP.

Events like Fieldays not only generate significant economic impact for our region – it also contributes to cultural and social outcomes for our community.

The Regional Major Events Strategy builds on our successful track record of delivering star-studded international events by identifying gaps and opportunities for the attraction of new events while supporting the long-term growth of our current events.

With the growth and attraction of major events into the region, it also grows our reputation in the domestic market as an emerging visitor destination.

As part of activating the strategy, we now provide co-ordination and support for major event bids into the Waikato region. We have supported or led the following successful event bids over the previous six months:

- New Zealand's World Series of Darts – Claudelands (23-24 August 2019)
- International rugby – All Blacks v Tonga, FMG Waikato Stadium (7 September 2019)
- International rugby league – Lions vs Tonga, FMG Waikato Stadium (26 October 2019)
- International Breast Cancer Paddler Commission – Dragon Boat Regatta – Karapiro and Mystery Creek (March 2022)
- UCI Elite and U23 Road Championships – secured by RIDE Festival to host in Cambridge (2020 to 2023)

We were successful in attracting external funding from WEL Energy Trust to activate the strategy.

## Industry development

### The Tiaki Promise

Seven key New Zealand organisations joined forces to conceive and develop *Tiaki – Care for New Zealand*, an initiative that actively encourages international and domestic travellers to act as guardians of Aotearoa.

Tiaki is a powerful and diverse word in te reo Māori, meaning to care and protect, and to look after people and place.

Launched in November 2018 by Tourism Minister Hon Kelvin Davis, the seven organisations involved included Air New Zealand, the Department of Conservation, Local Government New Zealand, New Zealand Māori Tourism, Tourism Holdings Ltd, Tourism Industry Aotearoa and Tourism New Zealand.

The Tiaki Promise communicates why caring for New Zealand is important and how to care for Aotearoa while travelling around the country.

A range of Tiaki Promise materials are provided free of charge to all New Zealand tourism organisations, including a brochure and supporting video. The resources are initially available in English, Te Reo Māori, German and Chinese, with more languages to follow.

The seven stakeholder organisations will promote The Tiaki Promise to their customers, trade partners and staff, ensuring messaging is reinforced at visitor touchpoints across the country and around the world. Kiwis are able to show their support on social media using #tiakipromise.

Further future initiatives will be rolled out under the Tiaki – Care for New Zealand brand, including a responsible camping campaign planned for later this year. Find out more at [www.tiakinewzealand.co.nz](http://www.tiakinewzealand.co.nz).

## **New Zealand–China Year of Tourism**

We hosted a regional event for the New Zealand-China Year of Tourism with a China-Ready Workshop held at Zealong Tea Estate. The purpose of the workshop was to build awareness within our operators around the changing face of the China visitor, their travel preferences, payment options and digital marketing.

We will actively participate in a number of other national events until the NZ-China Year of Tourism concludes in December 2019.

## **Alibaba partnership with Christchurch Airport**

Hamilton & Waikato Tourism has joined the “South Alibaba programme” from Christchurch Airport, to help grow the success of Waikato businesses in the Chinese market.

Working with the HWT team, tourism operators and the wider business community, we will work to grow both understanding and capability of the China market. We want to attract more high value Chinese guests to the region and encourage them to do more while they are here.

The first initiative is holding a Chinese market workshop open to all businesses, followed by rolling out Alipay across Hamilton & Waikato to help local businesses attract Chinese customers, as well as provide a convenient form of payment to grow spend. We will also launch a dedicated Waikato store on Alibaba's travel platform, Fliggy (the Chinese equivalent of TripAdvisor and Expedia).

## **Google destination marketing partnership**

Hamilton & Waikato Tourism have partnered with Google and Miles Partnership to become the region's official 'Google Destination Management Organisation' as part of their new push into the travel market. We have become a 'Google verifier' for the region as part of this destination marketing programme.

We initially launched with Tourism Bay of Plenty and Destination Rotorua on rolling out 'Google My Business' workshops to improve the tourism-related content on tourism operator business listings and our regional destination search results.

As a result of the Google partnership, we are now rolling out an extensive update of Waikato-wide content and are currently working with each city and district council on co-management opportunities for public sites/spaces listings.

## **Hamilton Ambassador programme**

Hamilton & Waikato Tourism and Hamilton Central Business Association have partnered to develop the Hamilton Ambassador programme. Based on the national Ambassador programme, front-liners from across the tourism, hospitality, accommodation, transport and retail sector are invited to a three-hour training session.

The training workshop covers the history and legends of Kirikiriroa/Hamilton covering Maaori and European settlement, the economy, key attractions, how to get around and customer service. At the end of the programme, trainees will 'graduate' with an Ambassador badge and receive regular product updates via email.

The introductory video to the Hamilton Ambassador programme will be played during the presentation.

## **Provincial Growth Fund**

The Provincial Growth Fund (PGF) continues to target investment to lift productivity, create jobs and provide economic benefits to communities.

Working with Matamata-Piako District Council and Te Waka, we were able to secure the first successful funding application of \$900,000 to complete a feasibility study for the activation of the Te Aroha Mineral Spas and the surrounding area. This project was identified in our Tourism Opportunities Plan 2016.

We are also working collaboratively with Te Waka on a joint PGF package around cultural tourism and education opportunities connected to the Waikato River.

## **Regional partnerships**

A joint hui was held between the boards of Te Waka and HWT to discuss mutual areas of collaboration. The three key areas we will partner with Te Waka for regional benefit include investment attraction (tourism), advocacy for the region (Central Govt) and sector capability.

We continue to work closely with Te Waka to assess any future tourism opportunities for Government or private sector funding in Hamilton, including the Momentum Waikato application for the Waikato Regional Theatre, Hamilton Zoo, Hamilton Gardens & Waikato Museum.

Alongside Creative Waikato and Te Waka, we are working towards the establishment of the Waikato Film Office, to help grow the region's profile as a key film location. We currently work with a number of national and international broadcasting networks and film companies to host productions across the Waikato region. A Film Office will ensure we can further leverage funding and promotional activity from NZ Screen and the NZ Film Commission.

Hamilton & Waikato Tourism and Waikato Chamber of Commerce, with support from the Institute of Directors (Waikato branch), partnered on running a business leadership event to bring Air New Zealand CEO Christopher Luxton to the region. The BA5 event was held in Hamilton and attracted over 150 business leaders.

We are a foundation partner with Ahikōmako – a new Centre of Māori Innovation & Entrepreneurship at the Mangakotukutoku (Glenview) campus at Te Wānanga o Aotearoa.

This project attracted financial support from Te Puni Kōkiri and the Provincial Growth Fund and initially will attract a couple of Maori tourism start-ups and entrepreneurs. Other foundation partners include Waikato Tainui, Te Hūmeka Waikato Māori Business Network and Te Waka. It is hoped that if this pilot hub is successful, it will be rolled out nationally via Te Wānanga o Aotearoa campuses.

### **Tourism Infrastructure Fund (TIF)**

The Tourism Infrastructure Fund (TIF) will be maintained and remain separate from the PGF. During the previous three rounds, we supported the following successful Waikato councils funding applications:

#### **Round 3**

- South Waikato District Council (\$157,131 for freedom camping facilities at Whakamaru)
- Waitomo District Council (\$206,000 to enlarge public toilet capacity at Mokau & \$160,500 for the installation of public toilets at Kiritehere and Waikawau)
- Maungatautari Ecological Trust (\$190,000 for upgrade of carpark and entrance to Sanctuary Mountain)

#### **Round 2**

- Hamilton City Council (\$220,000 for toilet facilities at Hamilton Gardens)
- Waipā District Council (\$250,000 for toilet facilities in Pirongia)

#### **Round 1**

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

Round four of the Tourism Infrastructure Fund is currently open and closes on 28 August 2019. We continue to work with our seven local councils to actively support and pursue any tourism infrastructure funding to help develop your local communities.

### **Regional visitor levies**

2019 is shaping up to be the year where regional visitor levies become a hot topic of discussion, and one where regional tourism agencies and Local Government New Zealand (LGNZ) will be a prominent voice in support.

All 31 regional tourism organisations, including Hamilton & Waikato Tourism, support the Productivity Commission's draft report on local government funding which recommends councils under pressure from tourism should be able to charge visitors through an accommodation levy.

Other countries around the world charge a visitor levy or bed tax which is collected by the commercial accommodation provider. Visitor levies would help support local government in terms of providing financial support for much-needed infrastructure and help plan for the future.



We are closely watching the outcome of the legal challenge against the Auckland Council's commercial bed tax and implementation of the referendum results by Queenstown-Lakes District Council which saw 81.37% of voters supporting the plan to impose a 5% bed tax on visitors.

## International Visitor Levy

The Ministry of Business, Innovation and Employment released details on 14 August 2019 of the International Visitor Levy's first round of funding. Funding is split between tourism and conservation initiatives.

The International Visitor Levy is not a contestable fund like the Tourism Infrastructure Fund (TIF). Project funding will be awarded as part of an initial investment plan with a long-term plan in development which is expected to be released in October.

## New Zealand-Aotearoa Government Tourism Strategy

Launched in May 2019, the New Zealand-Aotearoa Government Tourism Strategy sets out a more deliberate and active role for government in tourism with the vision "to enrich New Zealand-Aotearoa through sustainable tourism growth".

The government wants tourism growth to be productive, sustainable and inclusive with the goals:

- Tourism supports thriving and sustainable regions
- Tourism sector productivity improves
- New Zealand-Aotearoa delivers exceptional visitor experiences
- Tourism protects, restores and champions New Zealand-Aotearoa's natural environment, culture and historic heritage
- New Zealanders' lives are improved by tourism

The outcomes sit under five broad themes:

- Te Ōhanga – The Economy
- Te Taiao – The Environment
- Ngā Manuhiri O Te Ao, O Aotearoa Anō Hoki – International and domestic visitors
- Tātou o Aotearoa me ō tātou hāpori – New Zealanders and our communities
- Ngā Rohe – Regions

The top priority actions for the Government's stewardship role that will deliver across multiple outcomes are:

- Coordination across the tourism system
- Long-term sustainable funding mechanisms
- Destination management and planning
- Better data and insights

You download a full copy of the strategy from the MBIE website:

[www.mbie.govt.nz/immigration-and-tourism/tourism/new-zealand-aotearoa-government-tourism-strategy/](http://www.mbie.govt.nz/immigration-and-tourism/tourism/new-zealand-aotearoa-government-tourism-strategy/)

As part of our Visitor Strategy and Tourism Opportunities Plan review, we will reflect the aspirations and outcomes of the government's tourism strategy, including the development of a destination management plan which could attract investment.

## Conclusion

It has been another successful year of visitor growth for Hamilton and the Waikato region. Our key focus areas for the coming year include:

- continue to grow a sustainable, year-round visitor proposition to address seasonality;
- drive regional dispersal to encourage visitation to the lesser visited areas of our region;
- support the development of large-scale commercial accommodation to increase average length of stay;
- assist new and existing visitor experiences to grow the value in market share;
- hold fourth position for market share in the business events sector;
- actively participate in national initiatives to improve the data and insights available to the regions; and
- continue to enhance the reputation of Hamilton & Waikato in the domestic visitor market.

On behalf of the board and management of Hamilton & Waikato Tourism, we would like to thank Hamilton City Council, our local government partners and the industry for their continued support. We are proud to help super-charge our regional visitor economy to deliver significant economic, social and cultural outcomes for our communities.

**Jason Dawson**  
**Chief Executive**  
Hamilton & Waikato Tourism  
August 2019

# Council Report

Item 9

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 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) receive the report;
- b) request the Mayor write to the Ministers of Transport regarding the NZTA declining of funding for the School Link and Transport Centre upgrade projects;
- c) requests staff provide a supplementary report to the Amberfield Consent Hearing proposing conditions that ensures:
  - i. Heavy Construction traffic for the Amberfield development be directed to use routes that do not travel through residential streets;
  - ii. Amberfield traffic be channelled into other parts of Hamilton via the new Bridge, as soon as it is operational; and
  - iii. designs for proposed pedestrian safety and traffic-calming improvements for Bader St and Norrie Crescent be presented to the Access Hamilton Task Force, or its successor, for approval.

## Attachments

Attachment 1 - Chair's Report



## Chair's Report

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As this will be the last G & I Committee meeting for this Council, I'd like to thank all the Elected Members and all of the staff who contributed to our meetings over the last 3 years, for their time & work. Especially Blair, for his 48 page report at the first meeting, which set the tone for all future meetings (not!).

### Rotokauri Rise

I've been working recently with Cr Geoff, local residents, management, developers & the WRC PT manager over development issues in this new suburb. It has highlighted the need for HCC to engage early with residents shifting into new suburbs, and with developers and real estate agents involved. The latter, in particular, are prone to overpromising the volume and timing of future services - and Council can get blamed for not providing services when the problem may be the developers' timing of infrastructure provision.

### NZTA funding share for Access Hamilton projects

As part of the continuing saga of HCC trying to get NZTA funding share approval for Access Hamilton projects approved in our last Long Term Plan, we wrote to NZTA querying the 'not approved' status of two projects in particular that we felt were extremely closely aligned to the Government Policy Statement on transport - the 'School Link' along the Peachgrove Rd corridor, and the upgrade of the CBD Transport Centre.

NZTA have come back to us and reiterated their earlier negative response, copying the correspondence to the Regional Relationship Manager, who has no power to change their answer. I believe we should not be taking no for an answer on such significant projects, and should now take this matter up at a political level.

### Effects of Amberfield Development on Bader/Norrie St area

Councillors may have seen a recent email from a resident in the Bader/Norrie Sts area of Melville, complaining about the effects of the Amberfield development on that area.

While staff have responded to the resident, I am not satisfied that the issues elected members raised months ago (several times) about the negative effects of construction and residential traffic on this area have been adequately addressed by the staff report to the Consent Hearing currently under way. Staff have allegedly described the effects as 'no more than minor'.

To me, this is another example of the planning side of the HCC equation following the RMA Bible, and not sufficiently pushing the interests of local residents, or the comments and queries from elected members that have identified very similar issues to those mentioned by the resident.

In particular, there does not seem to be sufficient (if any) attention given to the **two alternate routes** linking Amberfield with the outside world - prior to the Bridge construction. The focus has been on some pedestrian safety improvements on Bader St, but I don't think heavy construction traffic using that route will be good for the local community, not matter how many raised table pedestrian crossings there are.

The Commissioner hearing is not completed yet, and I would like to see HCC at the very least strengthen its transport input to that hearing with a supplementary report that, as well as the proposed pedestrian safety improvements, ensures heavy construction vehicles are kept right away from Melville's narrow residential streets, and that any residential light traffic from Amberfield is only directed through that route **until** the Bridge is operational.

Those of us who know the Bader area realise the streets are not designed for more than the traffic that currently uses them, that there are many families with young kids in the area, and that the addition of 2-3 years of construction traffic would be a nightmare for local residents - **and that we raised all of this with staff previously!**

### **Recommendation**

That the Growth and Infrastructure Committee

- a) receive the report;
- b) request the Mayor write to the Ministers of Transport regarding the NZTA declining of funding for the School Link and Transport Centre upgrade projects;
- c) requests staff provide a supplementary report to the Amberfield Consent Hearing proposing conditions that ensures:
  - i. Heavy Construction traffic for the Amberfield development be directed to use routes that do not travel through residential streets;
  - ii. Amberfield traffic be channelled into other parts or Hamilton via the new Bridge, as soon as it is operational; and
  - iii. designs for proposed pedestrian safety and traffic-calming improvements for Bader St and Norrie Crescent be presented to the Access Hamilton Task Force, or its successor, for approval.

# Council Report

**Committee:** Growth and Infrastructure Committee  
**Date:** 27 August 2019  
**Author:** Stafford Hodgson  
**Authoriser:** Jen Baird  
**Position:** Senior Strategic Policy Analyst  
**Position:** General Manager City Growth  
**Report Name:** Development Contributions Remissions Quarter 4 2019

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

1. To inform the Growth and Infrastructure Committee on Development Contribution (DC) remissions during the period 1 April 2019 to 30 June 2019 (Q4 2019).

## Staff Recommendation

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

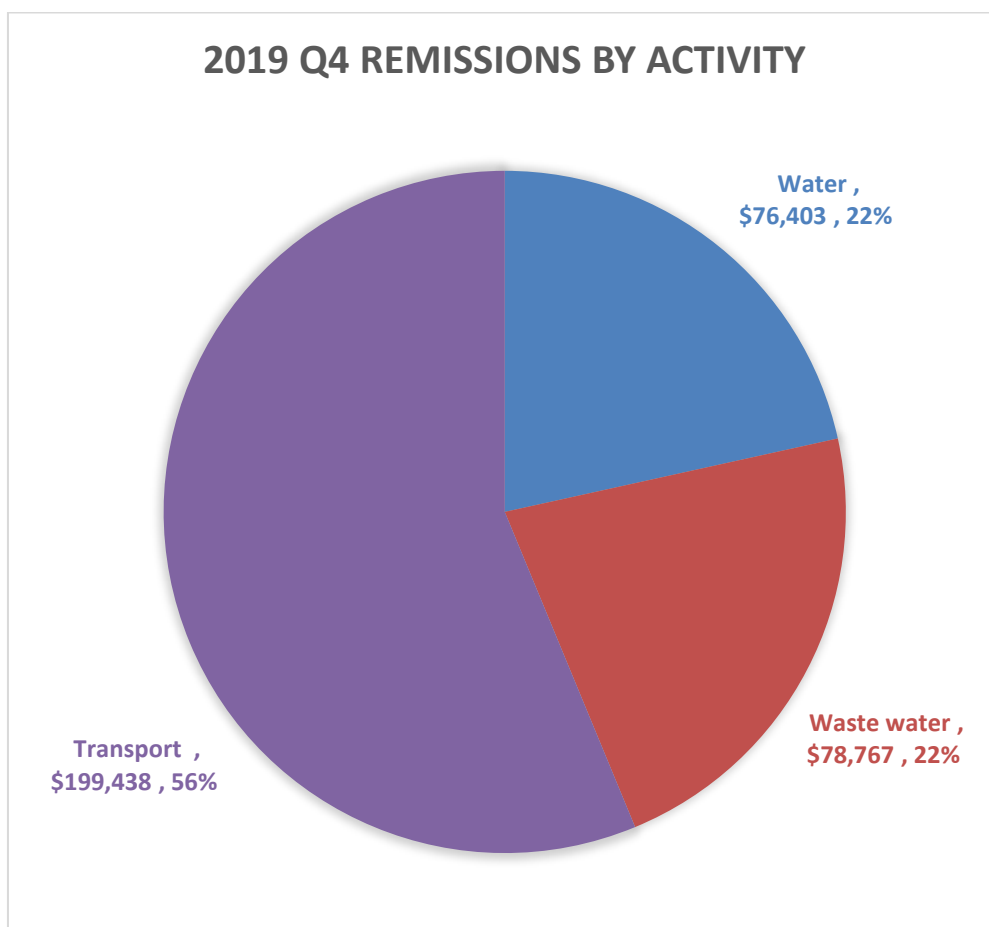
## Background

3. The Council's Development Contribution Policy (DC Policy) allows for three types of remissions:
  - Actual demand remissions
  - Private Developer Agreement (PDA) remissions
  - CBD remissions.
4. Actual demand remissions and PDA remissions rely on the developer supplying appropriate evidence of a reduction in the impact of actual demand as compared to modelled demand.
5. At its 20 June 2019 meeting, the Council approved the proposed Development Contributions Policy 2019/20, with an operative date of 1 July 2019. The DC Policy includes a 66% remission that applies for developments located in the CBD until 30 June 2021.
6. All DC amounts in this report are exclusive of GST.

## Summary of approved remissions

7. Council approved seven DC remissions with a total value of \$354,608 in Q4 2019.
8. There were four CBD remissions totalling \$103,586 approved and three actual demand remissions totalling \$251,022 approved.
9. One of the actual demand remissions, on Earthmover Crescent, was a special assessment approved for a \$150,519 reduction of the policy-assessed \$940,823 charge. Special assessments are evaluated using the actual demand remission criteria set out in section 17.9 of the DC Policy but, unlike remissions, are assessed before the consent is lodged.

10. DC remissions are calculated by individual activity components. The graph below shows the percentage of the total remissions \$354,608 granted attributed to each DC activity.



#### **S199 LGA Objections to assessed development contributions**

11. Two recent remission decisions, similar in nature, were not accepted by the respective applicants and are currently being challenged through the objection process. These remissions have not been included in the remissions reporting figures, because they are unresolved.
12. The objection process is a formal statutory process under the Local Government Act 2002 that enables developers to object to the Council's application of the DC Policy.
13. Where a developer disagrees with their DC assessment and lodges an objection, the Council is required to appoint at least one Government-nominated development contribution Commissioner to hear the objection and both parties are required to prepare and submit evidence to the Commissioner(s) in support of the objection.
14. The combined DCs for the two developments were approximately \$1.7M; Council agreed to remit \$0.5M leaving \$1.2M to pay. The applicants are seeking further reductions to a final DC of \$150K.
15. Both developments are situated in the Rotokauri industrial zone and are warehouse developments.
16. Previously, Council had never received an objection requiring the involvement of development contribution Commissioners.
17. We are currently in the process of appointing Commissioners. The DC objection hearing date has not yet been set but will likely be late 2019.

18. We will keep Elected Members informed as we progress through this process.
19. For more information, please refer to [Section 199\(C-P\) and Schedule 13A of the Local Government Act 2002](#) and [Section 15 "Objecting to an assessed charge" of Council's operative Development Contributions Policy](#).

### **Financial Considerations**

20. The financial implications of Council's DC Policy on remissions was considered during the last DC policy review and accounted for in the Council's financial planning.

### **Legal and Policy Considerations**

21. All approved remissions presented in this report satisfy the requirements for a reduction in DCs payable as set out in the DC Policy.
22. Council's DC Policy complies with relevant legislation.

### **Wellbeing Considerations**

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

### **Social**

26. There are no know social consideration to be considered in this report.

### **Economic**

27. Development contributions play an important part in the Council's overall funding and financial strategy. The DC Policy provides predictability and certainty about the role of DCs and enables the development community to understand how and in what proportions it pays for infrastructure which supports growth.

### **Environmental**

28. There are no know environmental consideration to be considered in this report.

### **Cultural**

29. There are no know social consideration to be considered in this report.

### **Risks**

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

### **Significance & Engagement Policy**

#### **Significance**

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



**Engagement**

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

**Attachments**

Attachment 1 - G&I Remissions Report Q419 Attachment.

Attachment 1: 2019 Q4 Remissions Report												
Actual demand remission												
Address	Developer	Development description & Development Contributions Officer details/comments	Consent number	Applicable policy	Original DC assessment	Water	Wastewater	Storm water	Transport	Reserves	Final DC assessment	Remission granted
13 Earthmover Cresnet	Euroglass	Warehouse, commercial, and canopy	007.2018.00038318.001	2018/19	\$ 940,823	\$ 32,251	\$ 26,517	\$ -	\$ 91,751	\$ -	\$ 790,304	\$ 150,519
535 Te Rapa Road	SVS Veterinary Supplies Ltd	Industrial warehouse and distribution centre	007.2018.00038436.001	2018/19	\$ 308,888	\$ 21,843	\$ 17,906	\$ -	\$ 39,280	\$ -	\$ 229,858	\$ 79,030
29 Clem Newby Road	NZ Window Hamilton	Industrial Fabricaton, Warehouse and Distribution centre	007.2018.00038330.001	2018/19	\$ 216,175	\$ -	\$ -	\$ -	\$ 21,473	\$ -	\$ 194,702	\$ 21,473
					<b>\$ 1,465,886</b>	<b>\$ 54,094</b>	<b>\$ 44,423</b>	<b>\$ -</b>	<b>\$ 152,505</b>	<b>\$ -</b>	<b>\$ 1,214,864</b>	<b>\$ 251,022</b>
CBD remission												
Address	Developer	Development description & Development Contributions Officer details/comments	Consent number	Applicable policy	Original DC assessment	Water	Wastewater	Storm water	Transport	Reserves	Final DC assessment	Remission granted
103 London Street	DNB Properties Limited	Refurbishment of the old AMI buildings into the national office and design centre of Urban Homes NZ Ltd	010.2019.00010242.001	2018/19	\$ 9,224	\$ 877	\$ 2,844	\$ -	\$ 2,367	\$ -	\$ 3,136	\$ 6,088
13 Knox Street	Knox Street Property Limited Partnership	New garage building	010.2019.00010289.001	2018/19	\$ 2,404	\$ 261	\$ 697	\$ -	\$ 629	\$ -	\$ 817	\$ 1,586
25 Harwood Street	Liqwood Properties Ltd	Additional deck on first floor	010.2019.00010238.001	2018/19	\$ 5,335	\$ 505	\$ 1,580	\$ -	\$ 1,436	\$ -	\$ 1,814	\$ 3,521
Anglesea Street	Wintec	New 4,500m <sup>2</sup> learning block	010.2018.00009918.001	2016/17	\$ 92,391	\$ 20,666	\$ 29,223	\$ -	\$ 42,502	\$ -	\$ -	\$ 92,391
					<b>\$ 109,353</b>	<b>\$ 22,309</b>	<b>\$ 34,344</b>	<b>\$ -</b>	<b>\$ 46,934</b>	<b>\$ -</b>	<b>\$ 5,768</b>	<b>\$ 103,586</b>
Grand Total					<b>\$ 1,575,239</b>	<b>\$ 76,403</b>	<b>\$ 78,767</b>	<b>\$ -</b>	<b>\$ 199,438</b>	<b>\$ -</b>	<b>\$ 1,220,632</b>	<b>\$ 354,608</b>

# Council Report

Item 11

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 2019

**Author:** Cliff Newton-Smith

**Authoriser:** Andrew Parsons

**Position:** Development Manager

**Position:** Strategic Development Manager

**Report Name:** Vesting of Christobel Circle

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

1. To seeking approval from the Growth and Infrastructure Committee for Hamilton City Council to assume responsibility for private road, waste water and stormwater assets that currently service the Christobel Circle gated community.

## Staff Recommendation

That the Growth and Infrastructure Committee;

- a) receives the report;
- b) approves pursuant to section 349 of the Local Government Act 1974, to declare that those parcels of land described as firstly, 0.4865 ha being Lot 77 DP 374130; and secondly, 0.1390 ha being Lot 78 on DP 374130 to be road to the intent that from the date of this declaration those parcels of land vest in Hamilton City Council as public road as shown on the plan annexed, Attachment 1, of the staff report);
- c) approves pursuant to section 462 of the Local Government Act 1974 those parts of the storm water drainage and sewerage drainage infrastructure depicted on DP 374130 not located within the public road and which service multiple residential properties be declared to be public drains vested in the Hamilton City Council as shown on the plan annexed, Attachment 2, of the staff report;
- d) delegates authority to the Chief Executive to complete any documentation required to give effect to this resolution, and to enter into and complete any agreements with the residents pertaining the future function of the infrastructure, including how the refuse will be removed from the development; and
- e) delegates authority to the Chief Executive to complete the registration documentation to legalise the dedication of the land.

## Executive Summary

2. Consent was granted to a residential gated subdivision in 2007 on the basis that the roads and the waste water and storm water assets would be private infrastructure, rather than public infrastructure. The location of Christobel Circle is shown on the aerial photo annexed (Attachments 3 and 4) to this report.

3. The District Plan of the day provided for such private developments. It is highly unlikely that a similar development would be consented under the present District Plan as the application would be non-complying and completely at Council's discretion. The management and maintenance of this private infrastructure was to be carried out either by the developer or by an Owners Association that was set up.
4. The developer, Horsham Downs Estate Ltd became insolvent and the Owners Association was struck off the Register of Incorporated Societies in January 2011.
5. The assets were surrendered to the Crown as they were no longer owned by an entity. The surrender does not require the Crown to take any responsibility for the maintenance and/or renewal of the infrastructure.
6. The residents of Christobel Circle have asked Council through staff to take ownership through the declaration process of the assets that were created by Horsham Downs Estate Limited.
7. Staff have been through a process with representatives of the owners and recommend that Council now takes responsibility for these assets given the unique circumstances.
8. The owners of Christobel Drive have paid \$40,000 to Council for identified work to bring the piped networks up to the required standards.
9. Legal advice has been taken in respect of the steps required to take over ownership of the land. A transfer of the land to Council would be problematic, as the registered proprietor is in liquidation and the liquidator of the company has disclaimed the property.
10. However, Council's legal advice is that it is properly within Council's power to act in accordance with the provisions of section 349 of the Local Government Act 1974 and under that section declare the land to be road.
11. It is recommended that Council declares the land shown in the attached plan (Attachment 1) as road and vests the underground services thereby taking ownership of the land (over which the road lays) and road pavement etc and the services under the road and within the boundaries of the development.
12. The accessways connected to Christobel Circle are not included in the land to be declared as road. These minor accesses are not suitable to be declared public road as they are under width and have no walking facilities. Any maintenance, including street lighting within these accessways will remain the responsibility of those who have property service by theses accessways.
13. It is also recommended that Council declares the infrastructure outside the road boundaries (piped networks where necessary) but within the development as public, noting that the infrastructure is effectively public given the conveyance of public water/waste through the pipe networks.
14. Staff consider the decision in this report has a medium significance and that the recommendations comply with the Council's legal requirements.

## Background

15. In 2007 Council approved a residential gated subdivision of land at Horsham Downs owned by Horsham Downs Estate Ltd and now referred to as Christobel Circle.
16. The development was unusual, in that it was developed and marketed as a gated community, with the ownership of the internal road retained by the subdividing company rather than vested in Council. The road, as well as sewerage and storm water drainage infrastructure were to be managed by an incorporated society called Horsham Downs Estate Owners' Association Incorporated (Owners' Association).

17. This Owners' Association was established by the developer upon the deposit of the Land Transfer plans giving effect to the subdivision, and each of the purchasers of sections in the subdivision were required to become members of the Owners' Association.
18. Horsham Downs Estate Ltd was to maintain the road, and the maintenance was supported by a right to levy land owners. The Owners' Association was to take care of the internal assets.
19. As time passed, the Horsham Downs Estate Ltd became insolvent, and the principal of Horsham Downs Estate Ltd has apparently left the country. The Owners' Association was struck off the Register of Incorporated Societies in January 2011 for failing to file the necessary annual returns. It is clear that the Owners' Association has not been functional for many years.
20. As part of the insolvency, the roads and services within the development were surrendered to the Crown as they were no longer owned by any entity. Because of the ownership issue the internal roading and underground services were not being maintained. The electricity for street lights was disconnected as the supply contract was no longer valid.
21. Council has been approached by owners of many of the homes within the development over time to take over responsibility for maintenance and management of the infrastructure as if the development was not private but part of the wider residential development within the city.
22. Effectively the infrastructure now has no recognised owner. The surrender to the Crown does not require the Crown to take any responsibility for the maintenance and/or renewal of the infrastructure. It is this situation that makes this case unique and should not create a precedent for other requests by residents to take private infrastructure into the HCC Asset Registers.
23. It is also noted that public water is now being conveyed through the waste water and storm water networks, thus the private nature of the pipes etc has been overtaken and the lines are now legally deemed public and should vest by way of declaration in Council. This once again is a uniqueness that doesn't set a precedent for other private infrastructure around the City.
24. Potable water has always been vested and is not subjected to this report.
25. The road has been constructed to the pavement specifications of the time and is in reasonable condition. It is a one-way system that will enable the refuse trucks safe passage. The light columns are in place but not livened as there is no longer an entity for the supply company to invoice. The carriageway is in an acceptable condition, but some local repairs are required.
26. The foot paths are in satisfactory condition, but some local repairs are required.
27. Staff estimated through this process that to bring the pipelines manholes etc up to reasonable standard would cost \$40,000 plus GST. The residents of Christobel Circle have paid this amount to Council in expectation of Council assuming responsibility for the pipe lines.

## Discussion

28. Council is faced with a unique situation whereby the infrastructure within this consented and constructed development does not have any owner. By default, the ownership has reverted to the Crown. However, the Crown has had to accept the surrender of the infrastructure as it is legally obliged. It has no liability for the infrastructure.
29. Staff recommend that Council now takes responsibility for these assets given the unique circumstances.
30. The recommendation to accept the infrastructure has been made after much consideration regarding precedent. Staff consider that this proposal to vest infrastructure is not precedent setting as the piped infrastructure, by its conveyance of public/water and waste water from outside the development, is effectively a public asset and thus should be in the appropriate

asset register. There are also unique circumstances with the assets having been transferred to the Crown.

31. Legal advice has been taken in respect of the steps required to take over ownership of the land over which the road lies. A transfer of the land to Council would be problematic, as the registered proprietor is in liquidation and the liquidator of the company has disclaimed the property. However, Council's legal advice is that it is properly within Council's power to act in accordance with the provisions of section 349 of the Local Government Act 1974 and under that section declare the land to be road.
32. The bulk of the other infrastructure assets, including two waters, are located within the boundaries of the road, and would therefore vest in Council when the land is declared road. The water pipes are already vested, and the waste water and storm water are public since they both now convey public water.
33. In addition, those parts of the storm water and wastewater infrastructure that are not located within the road, but which serve multiple properties can be declared public drains.

### Options

34. Staff have assessed that there are two options for Committee to consider.

#### Option 1

35. Option 1 is to reject the request from the residents and let the status quo remain. This option would require the Committee to accept that the infrastructure will remain in Crown ownership but with no liability for maintenance or renewal. This effectively would leave the residents without a viable long-term service/infrastructure supply.
36. This option would be difficult to justify as the storm water and waste water networks created by the developer are now receiving more waste and storm water than originally expected given the now public nature of the pipelines albeit the pipes have sufficient capacity for the additional volumes. These additional quantities are generated by adjacent developments that because of the proximity have been allowed to be connected to the Christobel Infrastructure. Effectively and legally these pipe lines are already deemed to be public.

#### Option 2

37. Option 2 is the preferred and recommended option and it is to accede to the request put by the residents of Christobel Circle and to use the provisions of the Local Government Act 1974 to declare the land to be road and acknowledge that the services are public and assume responsibility for the infrastructure by listing them in the HCC Asset Registers.

### Financial Considerations

38. The assets to vest have been valued by HCC staff at \$1.3m. The following table provides details at an asset class level.

Asset class	Value	Life Range (Years)	Estimated Annual Depreciation
Wastewater	\$166,000	100	\$1,660
Stormwater	\$161,000	60	\$2,683
Water Supply	\$0		\$0
Roading	\$356,646	15-80	\$5,657
Land – Under Roads	\$625,500		\$0
<b>Total</b>	<b>\$1,309,146</b>		<b>\$10,000</b>

39. Through the engineering survey period, staff have identified capital works of approximately \$40,000 for the Wastewater and Stormwater assets. This work is required to bring the assets up to an acceptable standard for Council. This work will be undertaken during the 2019-20 financial year from the renewal and compliance programme. In consideration for this work the residents of Christobel Circle have paid \$40,000 to Council. Should the vesting not be approved these funds would need to be returned to the residents.
40. The internal roads, whilst under width by today's standards have been constructed to the appropriate technical level, and thus will not give rise to more than normal maintenance costs. The street lighting supplied by the developer complied to the standard of the times and will be connected to the public lighting network if the request by the residents is successful.
41. Once vested these assets will be included within the appropriate HCC Asset Management Plans (AMP). The AMP provides the planning framework for programming renewals/replacement. However, given the age of these assets no renewal work is expected within the remainder of the current 10-Year Plan period (other than that stated in paragraph 39).
42. In terms of impacts on the operating costs, depreciation is the largest at an estimated \$10k. Once the assets are included on Councils asset register depreciation will be recalculated at a component level. While Councils annual budget for depreciation is \$76.6m if an adjustment was required it would be made through the financial forecast. This process ensures the impact on the financial strategy are accommodated.
43. Other operating and maintenance costs are expected to be minimal due the relativity young age of the assets and the low volumes of street lights (electricity). Noting these budgets have an annual allowance to recognise general growth.

### **Legal and Policy Considerations**

44. Staff have sought legal advice on the issue of how the infrastructure can be put in to the relevant asset registers. The process and relevant statutes have been noted in the report. Should the Committee decide to let the status quo continue, the services not already regarded as public and road infrastructure will be without a liable owner. This could be considered as irresponsible stewardship and could be legally challenged. An emerging view from Tompkins Wake is that even if the road was to remain private Council would still be legally obliged to maintain the road to the same standard as any other vested road.

### **Wellbeing Considerations**

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

**Social**48. The resolution to take the infrastructure as vested assets will give the residents of Christobel Circle a sense of being part of the fabric of Hamilton City. As it stands today the community feels isolated as the infrastructure that they rely on is effectively without an owner and that has a detrimental effect on the social wellbeing of this community.

**Economic**49. There will be an economic advantage to the Christobel community as they will not have to consider the funding of infrastructure that they will have to provide for the maintenance and renewal of the infrastructure should the resolution be accepted.

**Environmental**

50. The acceptance of the assets will not significantly change the current environmental situation. Should the resolution be accepted by Council then the stewardship of the infrastructure will be assured that could lead to a better environmental outcome.

**Cultural**

51. There are no cultural considerations given that the decision required does not have any effect on Tangata Te Whenua.

**Risks**

52. The Council could be legally challenged if the decision to let the status quo remain is preferred.

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

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

**Engagement**

54. Community views and preferences are already known to the Council through Community views and preferences are already known to the Council through the engagement of the residents of Christobel Circle.
55. Staff have had meetings with and correspondence with the residents of Christobel Circle. There has been no formal HCC staff lead consultation since the residents have taken to lead in the engagement.
56. Given the medium level of significance determined, the engagement level is medium. Engagement is required.
57. If the resolutions are accepted by the Committee staff will engage with the Christobel Circle community to work through any outstanding issues. The engagement will take place as soon as the outstanding matters are known and understood. There may be a need to engage Tomkins Wake to undertake the legal process and documentation that arises from the decision.

**Attachments**

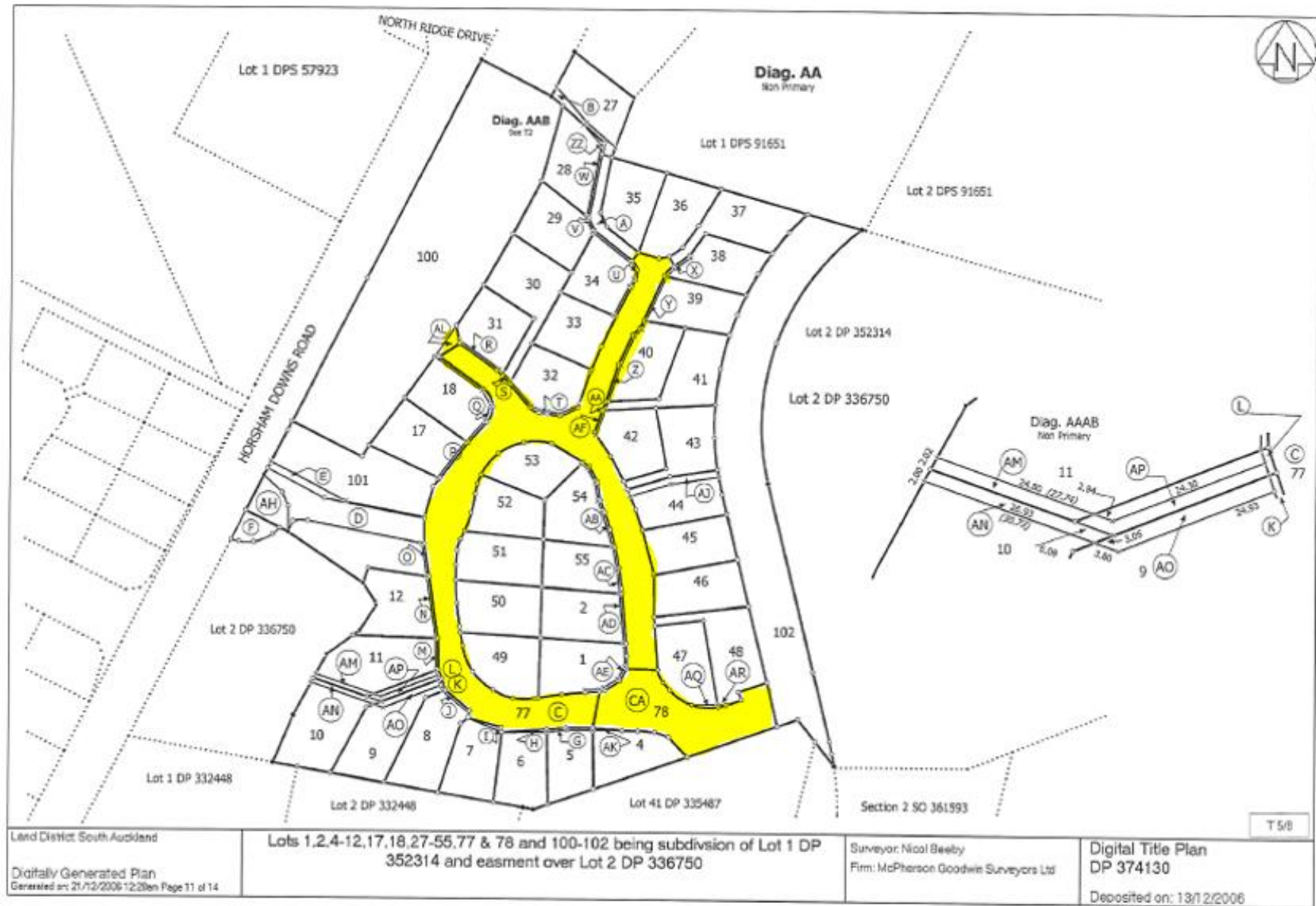
Attachment 1 - Christobel Circle DP Plan

Attachment 2 - Christobel Circle Services Plan

Attachment 3 - Christobel Circle Localitry Plan

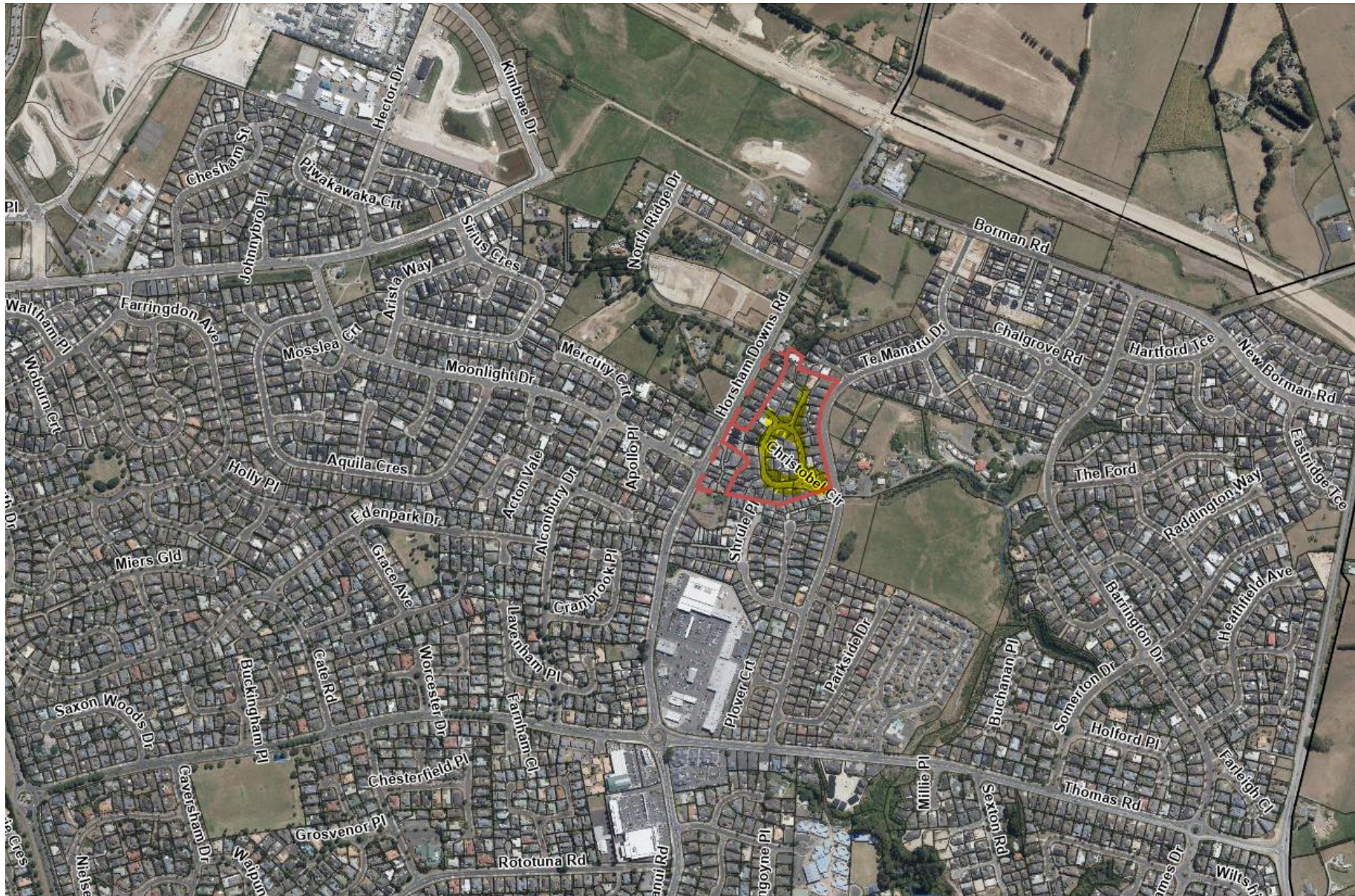
Attachment 4 - Christobel Circle Boundary Plan











Item 11

Attachment 3





- Land to be declared road
- Boundary of gated community
- Different/separate development

# Council Report

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 2019

**Author:** Christopher Barton

**Authoriser:** Chris Allen

**Position:** Project Development Manager

**Position:** General Manager Development

**Report Name:** Contract Award Delegations

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

1. To seek the Growth and Infrastructure Committee's approval to delegate the Chief Executive to award contracts for the following planned and funded projects:
  - Te Awa cycle path
  - Hillsborough wastewater pump station
  - North Ridge Drive Upgrade
  - Stormwater network erosion remediation
  - Council owned lifts
  - Contract 12046: Disposal of Sewage Sludge

## Staff Recommendation

That the Committee:

- a) delegates authority to the Chief Executive to award the contract for the construction of the **Te Awa cycle path** connection from Hamilton gardens to the city boundary, subject to project funding approval by NZTA at a funding assistance rate of 51% and the Approved Contract Sum not exceeding \$4,760,000;
- b) delegates authority to the Chief Executive to award the contract for the upgrade of the **Hillsborough wastewater pump station**, subject to the Approved Contract Sum not exceeding \$4,200,000;
- c) delegates authority to the Chief Executive to award the contract to complete an urban upgrade of **North Ridge Drive** and associated stormwater wetland development, subject to the Approved Contract Sum not exceeding \$5,250,000;
- d) delegates authority to the Chief Executive to award the contract for a 3 year programme of **stormwater network erosion remediation**, subject to the Approved Contract Sum not exceeding \$11,200,000;
- e) delegates authority to the Chief Executive to award the 10 year contract for maintenance and renewals of **Council owned lifts** subject to the Approved Contract Sum not exceeding \$6.9 million; and

- f) delegates authority to the Chief Executive to finalise negotiations and approve a 12 month extension to **Contract 12046: Disposal of Sewage Sludge** by Vermicomposting with Noke Limited until 1 August 2020, subject to the Approved Contract Sum not exceeding \$6,788,000.

## Executive Summary

2. A number of existing infrastructure projects are planned for physical works commencement in the upcoming 2019/20 summer construction season, including the construction of the final Hamilton City section of the Te Awa Cycle Path, the upgrade of the Hillsborough Wastewater Pump Station, the urban upgrade of North Ridge Drive in Rototuna, and a programme of stormwater network erosion remediation across the city.
3. Design of these projects is nearing completion and procurement is planned via individual public tender processes over the next 2-3 months to identify delivery contractors.
4. Contracts to undertake required maintenance and renewal of council owned lifts and also dispose of sewage sludge from the wastewater treatment plant also require approvals.
5. Although existing budgets are in place to deliver these projects, in accordance with financial delegations policy any contracts with a total value of over \$3m or a term of greater than 5 years require Council or Committee approval.
6. In accordance with the timeframes of tender processes, due to the anticipated break of meetings over the local government election period delays to contract award could occur which could limit opportunities to maximise works during the summer construction season and could impact on overall works programme delivery timeframes and/or costs.
7. In order to expedite contract award following public tender processes staff recommend delegating authority to the Chief Executive to approve contracts for these planned works subject to contract values being within existing budget allocations and nominated Approved Contract Sums.
8. Staff consider the matters in this report have low significance in accordance with Councils Significance and Engagement policy and that the recommendations comply with the Council's legal requirements.

## Discussion

### Te Awa Cycle Path

9. The Te Awa River Ride is an existing project to provide a cycle trail from Ngaruawahia to Karapiro, being jointly funded and delivered by the New Zealand Transport Agency, Waikato District Council, Waipa District Council, Hamilton City Council and the Te Awa Charitable Trust – refer overall route map **Attachment 1**.
10. The section of the trail through Hamilton is almost complete. The preferred route for the final Hamilton section will extend the trail south from Cobham Drive outside the Hamilton Gardens through the Hammond Park area to the city boundary – as shown on **Attachment 2**. As part of delivery an on-road alternative route has also been identified via Riverlea Road, Hudson Street and Malcom Street.
11. This project is recognised as a regionally significant cycling project and included within the Regional Land Transport Plan. This project is also identified within the Hamilton City Biking Plan as one of ten major projects and supports the strategic outcomes of Access Hamilton through the provision of transport choice.

12. Project design is nearing completion and subject to NZTA funding approval is planned to be tendered over the next 2 months to enable construction of this path over the upcoming summer.
13. The total cost to complete the Hamilton City section of this project is \$4,156,000 as funded in the 2018-28 10 Year Plan.

Project Budget	2018/19	2019/20	Total
CE19057 – Biking Plan Implementation	\$246,000	\$3,910,000	<b>\$4,156,000</b>
- Te Awa River Ride Project*			

Anticipated Costs	2018/19	2019/20	Total
Design	\$221,000	\$25,000	\$246,000
Construction ( <b>This Contract</b> )		\$3,860,000	\$3,860,000
Other Project Costs – ie/ consenting, project and contract management, quality assurance.	\$25,000	\$25,000	\$50,000
<b>Total Forecast Cost</b>	<b>\$246,000</b>	<b>\$3,910,000</b>	<b>\$4,156,000</b>

\* Note budget allocations are gross costs and were budgeted with the assumption of NZTA funding assistance for delivery of this project at a rate of 51%.

14. Associated consequential operational costs have been included in 10 Year Plan budget allocations.
15. Staff are working closely with Waikato District Council to ensure the path connection beyond the city boundary is delivered in a consistent and timely manner. An opportunity exists to leverage HCC's contractor to deliver some of the adjacent Waikato District works. Although this would be at no cost to HCC, it is proposed that an additional allowance of up to \$900,000 is included in the contract sum to enable this opportunity.
16. Accordingly, it is recommended that the Chief Executive is delegated authority to award the contract for the construction of the Hamilton Te Awa River Ride connection, subject to:
  - Project funding is approved by NZTA at a funding assistance rate of 51%; and
  - the Approved Contract Sum does not exceed \$4,760,000 - comprised of \$3,860,000 maximum construction cost for HCC section and a \$900,000 allowance to enable delivery of some Waikato District works at no net cost to HCC.

### Hillsborough Wastewater Pump Station Upgrade

17. The upgrade of the existing Hillsborough wastewater pump station is a key infrastructure capital works project required to provide appropriate wastewater network storage to reduce potential wastewater overflows to the environment and upgrade network conveyance capacity as required to meet the needs of our growing city.
18. The Hillsborough pump station is located on Grantham Street next to the Waikato River and adjacent to the Anzac Parade bridge across the river. The scope of the upgrade as shown on **Attachment 3** includes removal of the existing pump station which has come to the end of its life, construction of a new pump station and associated storage, installation of new gravity and pumped wastewater mains and decommissioning of the existing Bridge Street pump station.
19. The physical works contract to deliver the upgrade is currently being publicly tendered with the tender due to close in early September 2019.
20. The total cost to complete the project is \$4,783,000 as funded in the 2018-28 10 Year Plan.



<b>Project Budget</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
CE19050 – Wastewater Capacity Upgrade Central Network	\$442,000	\$3,271,000	\$1,070,000	<b>\$4,783,000</b>
- Hillsborough Pump Station				

<b>Anticipated Costs</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Design	\$190,000	\$25,000		\$215,000
Bracket and carrier pipe installation across bridge via IA (bundled with bridge painting works)	\$212,000	\$46,000		\$258,000
Construction ( <b>This Contract</b> )		\$3,155,000	\$1,045,000	\$4,200,000
Other Project Costs – ie/ consenting, project and contract management, quality assurance.	\$40,000	\$45,000	\$25,000	\$110,000
<b>Total Forecast Cost</b>	<b>\$442,000</b>	<b>\$3,271,000</b>	<b>\$1,070,000</b>	<b>\$4,783,000</b>

21. Associated consequential operational costs have been included in 10 Year Plan budget allocations.
22. It is recommended that the Chief Executive is delegated authority to award the contract for the upgrade of the Hillsborough wastewater pump station subject to the Approved Contract Sum not exceeding \$4,200,000.

### **North Ridge Drive Upgrade**

23. The upgrade of the existing North Ridge Drive in the Rototuna area as shown on **Attachment 4** is required to support current land development. North Ridge Drive is currently a rural standard road, and this upgrade will bring the road to urban standard including road widening and marking as well as installation of kerbs, streetlighting and footpaths. The upgrade will also include utility servicing to service land development.
24. Associated with the North Ridge Drive upgrade is construction of a new stormwater management device, which serves current development in the North Ridge area as well as being future proofed to provide stormwater management for the planned future extension of Borman Road through to Horsham Downs Road.
25. Both the road construction and stormwater wetland development are planned to be delivered as a single construction contract.
26. Project design is nearing completion and is planned to be tendered over the next 2 months to enable construction over the upcoming summer.
27. The total cost to complete the project is \$5,398,000 as funded in the 2018-28 10 Year Plan.



<b>Project Budget</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
CE 15092 – Rototuna Rooding - North Ridge Drive Upgrade	\$1,922,000		\$1,922,000
CE 15059 – Rototuna Stormwater - North Ridge and Borman Stormwater Wetland	\$3,185,000	\$27,000	\$3,212,000
CE 15126 – Rototuna Water - North Ridge Drive Watermain		\$92,000	\$92,000
CE 15105 – Rototuna Wastewater - North Ridge Drive Wastewater		\$172,000	\$172,000
<b>Total Budget</b>	<b>\$5,107,000</b>	<b>\$291,000</b>	<b>\$5,398,000</b>

<b>Anticipated Costs</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Design	\$32,000		\$32,000
Construction ( <b>This Contract</b> )	\$5,000,000	\$250,000	\$5,250,000
Other Project Costs – ie/ consenting, project and contract management, quality assurance.	\$75,000	\$41,000	\$116,000
<b>Total Forecast Cost</b>	<b>\$5,107,000</b>	<b>\$291,000</b>	<b>\$5,398,000</b>

28. Associated consequential operational costs have been included in 10 Year Plan budget allocations.
29. It is recommended that the Chief Executive is delegated authority to award the contract for the upgrade of North Ridge Drive and associated installation of stormwater treatment wetland subject to the Approved Contract Sum not exceeding \$5,250,000.

### **Stormwater Network Erosion Remediation**

30. Across the city's networks of streams, watercourses and other stormwater management and conveyance devices, a programme of work has been budgeted in the 2018-28 10 Year Plan to remediate erosion and build resilience to our streams and watercourses across our various stormwater catchments.
31. This works programme is essential to manage the effects of development on our assets and the environment, deliver on the outcomes of our Integrated Catchment Management Plans (ICMP's) and remain compliant with our network consenting requirements in accordance with the National Policy Statement for water management and proposed Healthy Rivers Waikato Regional plan change.
32. The programme of works will consist of a combination of soft engineering (ie/ landscaping, battering etc) and hard engineering (ie/ retaining walls, gabion baskets, reno mattress rock placement etc) solutions.
33. A physical works contract to deliver the planned programme of works is planned to be publicly tendered over the next 2-3 months to enable works delivery over the summer construction season.
34. As shown in the table below the works programme was budgeted in the 10 Year Plan assuming a cost contribution from the Waikato Regional Council (WRC). As noted in the General Managers report to this meeting, the extent of WRC funding assistance for delivery is still uncertain.

35. Due to WRC cost contributions not yet being realised, it is proposed the planned delivery programme is amended to the HCC cost share component of the budget. If additional WRC funding is received it is proposed that we would accordingly adjust our works programme and seek approval for any associated increase to the Approved Contract Sum.
36. The total HCC costs to complete this work across the 2018/19, 2019/20 and 2020/21 Financial Years is \$10,060,000 as funded in the 2018-28 10 Year Plan.

<b>Project Budget – CE19026</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Total</b>
Budgeted Gross Expenditure	\$1,903,000	\$3,422,000	\$8,803,000	\$14,128,000
Budgeted WRC Cost Contribution	\$334,000	\$842,000	\$2,892,000	\$4,068,000
<b>Net Budget (HCC Cost Share)</b>	<b>\$1,569,000</b>	<b>\$2,580,000</b>	<b>\$5,911,000</b>	<b>\$10,060,000</b>

<b>Anticipated Costs</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2020/21</b>	<b>Total</b>
Construction ( <b>This Contract</b> )	\$1,359,000	\$2,330,000	\$5,511,000	\$9,200,000
Other Project Costs – ie/ design, consenting, project and contract management, quality assurance.	\$210,000	\$250,000	\$400,000	\$860,000
<b>Total Forecast Cost</b>	<b>\$1,569,000</b>	<b>\$2,580,000</b>	<b>\$5,911,000</b>	<b>\$10,060,000</b>

37. Associated consequential operational costs have been included in 10 Year Plan budget allocations.
38. In addition to the planned stormwater network erosion control programme an opportunity exists to leverage this proposed contract and Contractor resource to be reactive to potential riverbank slips which could occur, such as events over the last few years which have closed the Te Hikuwai and Te Awa river paths. Although this work is not budgeted, it is proposed that an additional allowance of \$2m across the proposed 3 year contract period is included in the contract sum to enable this delivery opportunity. If slips do occur these would be funded separately and works would only be instructed subject to securing appropriate funding on a case by case basis.
39. Accordingly, it is recommended that the Chief Executive is delegated authority to award the contract to deliver a programme of stormwater network erosion remediation, subject to the Approved Contract Sum not exceeding \$11,200,000 - comprised of \$9,200,000 to deliver the planned programme of capital works and a \$2,000,000 allowance to be responsive to potential riverbank slips.

### **Lift Renewal and Maintenance**

40. Council manages 24 lifts and dumb waiters. These assets require routine maintenance to ensure that they are operational and renewals at the required time.
41. In order to deliver required planned and budgeted renewal and maintenance services a 10 year contract (Contract 18366) is currently being procured. The 10 year term consists of an initial 5 year period and allowance for a further 5 years at councils discretion subject to performance (5 +5).
42. Current lift services are carried out by Schindler, however this existing contract has come to the end of its term.
43. Staff are currently completing evaluation of tender submissions and anticipate being in position to award the contract in October 2019.

44. The annual cost of the maintenance is estimated to be \$100,000 per year, these services are budgeted for within operational budgets across the organisation. Contingency of 10% and annual CPI increases have been added to calculate the Approved Contract Sum.
45. There are nine lifts planned for replacement over the contract period. The estimated cost for the replacement of all lifts is \$5.2 million. All lift replacements are funded in the 2018 -2018 Year Plan. Contingency of 30% and CIP increases have been added to calculate the Approved Contract Sum. Previously lift renewals have been procured on a one off basis, this has led to delays in replacing due to the long lead in times. By tendering all lift replacements as a package, the contractor can plan for these works in advance enabling replacements to be scheduled in a timely manner.
46. Accordingly, it is recommended that the Chief Executive is delegated authority to award the contract for maintenance and renewals of Council owned lifts subject to the Approved Contract Sum not exceeding \$6.9 million, comprising of \$1.7 million operational expenditure for maintenance and \$5.2 million capital expenditure for renewal.

#### **Contract 12046 - Sewage Sludge Extension**

47. Council have an existing contract with Noke Ltd. to take our existing sewage sludge from the Wastewater Treatment Plant and dispose of this material via vermicomposting. This existing contract expires in August 2019 and has an existing contract value of \$5,188,000.
48. The development of a Sewage Sludge Strategy, coupled with inlet screening optimisation works which are underway, will see operational improvements that may reduce the volumes in sludge. This, and improving the quality of the sludge produced by the Pukete WWTP, may help to influence the ongoing costs and disposal or reuse methodologies associated with the provision of Sludge disposal services.
49. In order to enable staff to fully review both operational and procurement options to ensure best value for money in the ongoing provision of these services which could include alternative treatment and/or disposal methods, it is recommended the existing contract is extended.
50. Current negotiations with Noke Limited have seen them agree to extending Contract 12046 - Disposal of Sewage Sludge by Vermicomposting and to expand the scope of services to include the associated transportation of sludge from the Pukete WWTP to the Noke site in Tokoroa for a twelve-month period. There are financial and administrative benefits to Hamilton City Council in transportation costs being combined with composting services under one contract and one service provider.
51. Disposal to a vermicomposting facility remains the most viable option in the interim both financially and for reuse of waste in alignment with waste minimisation principles as opposed to landfill disposal. There are currently no viable short term alternative options that are available for Council to consider.
52. The disposal of sludge to landfill is not considered a viable option as it does not align with the principles and objectives of Hamilton's Waste Management and Minimisation Plan 2018-24. The continued diversion of sludge from landfill is an important element to enable the City to achieve the target in the Waste Management and Minimisation Plan 2018-2024, to increase overall waste diversion by 10% per capita by 2024.
53. If the recommendation is not approved, sludge will still need to be managed responsibly and disposed or stored off site as there is no provision within current site resource consents for the sewage sludge to be stored or stockpiled on site.
54. This is a regular operating activity funded through the 2018-28 10 Year Plan and sufficient funding is available, including \$1,509,000 currently allocated in the 2019/20 financial year and subsequent funding in the 2020/21 Financial Year.

55. It is recommended that the Chief Executive is delegated authority to finalise negotiations and approve a 12 month extension to Contract 12046: Disposal of Sewage Sludge by Vermicomposting with Noke Limited until 1 August 2020 with a revised Approved Contract Sum of \$6,838,000.

### **Legal and Policy Considerations**

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

### **Wellbeing Considerations**

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

### **Social**

60. Particularly the North Ridge Drive upgrade provides significant social benefit to residents in this area through providing a safe and appropriate transportation network , which supports community development and liveability of this area.
61. The Te Awa River Ride and stormwater network erosion programme also enable social development through providing additional opportunities for individuals to engage with the natural environment within the city.

### **Economic**

62. Delivery of the projects identified in this report will contribute to Hamiltons economic capacity:
- The Te Awa River Ride is a key tourism attraction and will attract visitors to Hamilton and the Waikato.
  - The Hillsborough wastewater pump station upgrade, North Ridge Drive upgrade and stormwater erosion remediation programme are all key enablers of continued city growth and land development.
  - Delivery of works will draw on local resources providing employment and earning opportunities for both businesses and individuals.

### **Environmental**

63. Delivery of the Te Awa River Ride project will support sustainable transport modes including walking and cycling through providing enhanced network connectivity, both for recreation and commuter purposes.
64. The Hillsborough wastewater pump station upgrade, North Ridge Drive stormwater and stormwater erosion remediation programme all support appropriate waters network management, managing the effects of urban development on the natural environment.
65. The waste hierarchy outlined in the Waste Management and Minimisation plan 2018-28 provides guidance on decision making in relation to solid waste. At the top of the hierarchy is the requirement to 'reduce' waste, which is a key consideration in relation to the production of Sewage Sludge within the Optimisation project currently underway at the Pukete Wastewater Treatment Plant currently. If reduction is not possible, the next level in the waste hierarchy is 're-use', which is what is achieved through the continued disposal of sludge to

vermicomposting. Disposal of sludge to landfill is the lowest level in the hierarchy and as there is a re-use option, this has not been determined as a viable alternative option for consideration.

66. The continued diversion of sludge from landfill is an important element that enables the City to achieve the target in the Waste Management and Minimisation Plan 2018-2024, to increase overall waste diversion by 10% per capita by 2024.

## **Cultural**

67. Through development of the Te Awa River Ride design. Consultation and engagement has been undertaken with the Tangata Whenua working group set up in relation to the adjacent Wairere Drive and Peacocke development projects, as well as endorsement from Te Haa o te Whenua o Kirikiriroa (THaWK).
68. Opportunities to reflect the cultural heritage of sites along the Te Awa route are planned to be incorporated into delivery through inclusion of project signboards, which will be informed through further iwi consultation.
69. The upgrade of the Hillsborough wastewater pump station has been supported by THaWK following consultation.
70. Delivery of the stormwater network erosion remediation programme aligns with the Waikato-Tainui Environmental Plan and Maaori cultural intentions in regard to effective water management and managing environmental effects of urban development. As sites are identified, designs and consents developed and works are delivered through this programme it is intended that iwi consultation and engagement will be carried out via THaWK in the first instance, with subsequent working groups to be developed as required.
71. The beneficial reuse of Sewage sludge aligns to Policy 26.3.3.1 in the Waikato Tainui Environmental Plan, Tai Tumu Tai Pari Tai Ao, which promotes ensuring that liquid, solid and hazardous waste management is best practice and manages social, cultural, spiritual, economic and environmental outcomes.

## **Risks**

72. Budget allocations and recommended approved contract sum delegations are based on current cost estimates. Market pricing through tender processes could result in works exceeding existing budget allocations or contract sum values. If realised this would be addressed through a subsequent report.
73. If the staff recommendation to extend Contract 12046 for the Disposal of Sewage Sludge is not accepted, the disposal of Sewage Sludge would need to continue outside of contract terms until a tender process is undertaken or be diverted to landfill as there is no regulatory provision to store or stockpile any newly produced sludge on the existing site.
74. Continuing to dispose of sludge outside of negotiated rates and contract terms is likely to result in significant increases to operating costs and exceedance of existing budget provision without any certainty of disposal options.
75. The tender process to evaluate alternative, sustainable and commercially available sludge disposal methodologies is complex due to the range of technical options and solutions that could be proposed and developing appropriate tender documentation and evaluation of proposals take considerable time.

## **Significance & Engagement Policy**

### **Significance**

76. 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**

77. Community views and preferences are already known to the Council through the 2018-28 10 Year Plan.
78. Given the low level of significance determined, the engagement level is low. No engagement is required.

### **Attachments**

Attachment 1 - Te Awa River Ride - Overall Route Map

Attachment 2 - Te Awa River Ride - Hamilton Section Route

Attachment 3 - Hillsborough Pump Station Design Layout

Attachment 4 - North Ridge Drive Upgrade and Stormwater Wetland Development

# Ride The TE AWA RIVER RIDE



Walk/Cycle alongside  
the Waikato River  
from Ngaruawahia  
to Karapiro



## Find Out More...

If you would like any further information or have  
any queries about Te Awa River Ride, please get  
in touch:  
T 07 838 3633  
E [info@te-awa.org.nz](mailto:info@te-awa.org.nz)  
[www.te-awa.org.nz](http://www.te-awa.org.nz)



Please recycle this map when  
you have finished with it!



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Instagram [@teawariverride](https://www.instagram.com/teawariverride)



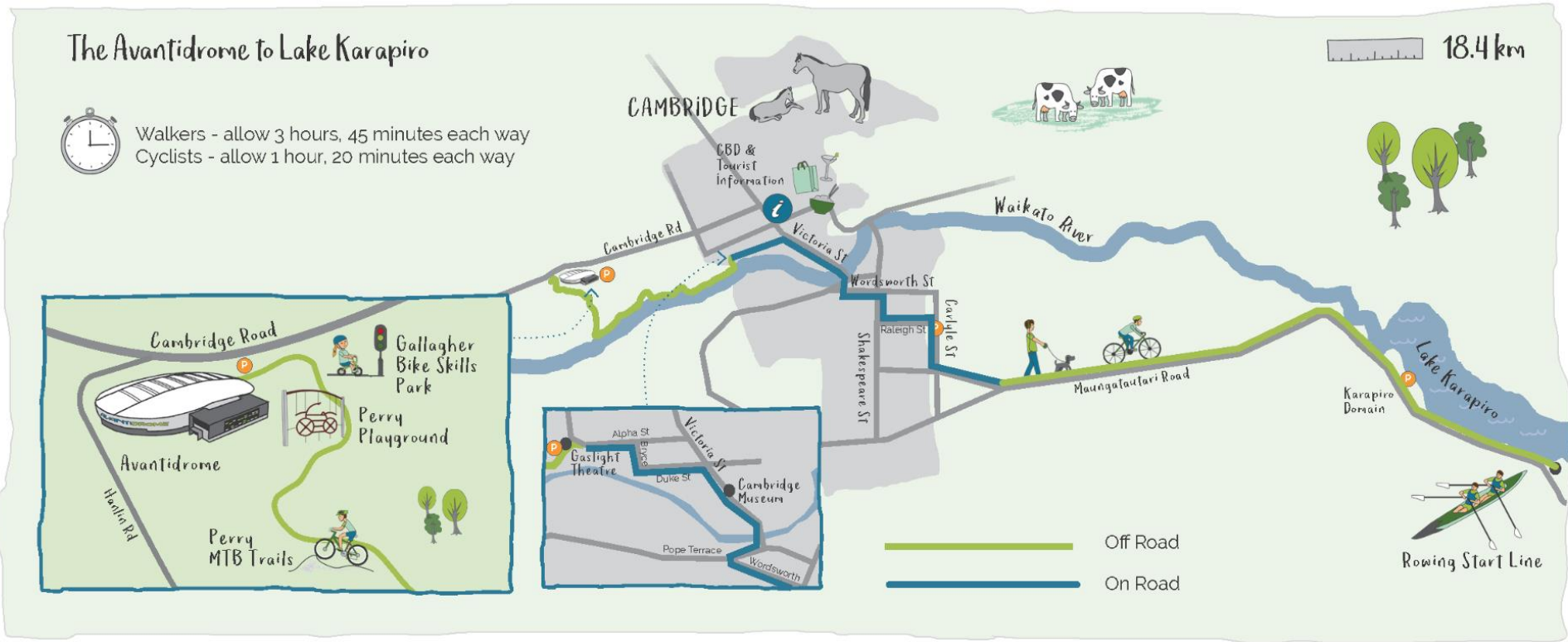
Te Awa is a concrete and/or paved trail  
and is a 1-2 gradient, meaning  
it's suitable for everyone!





**Need More Detail?**

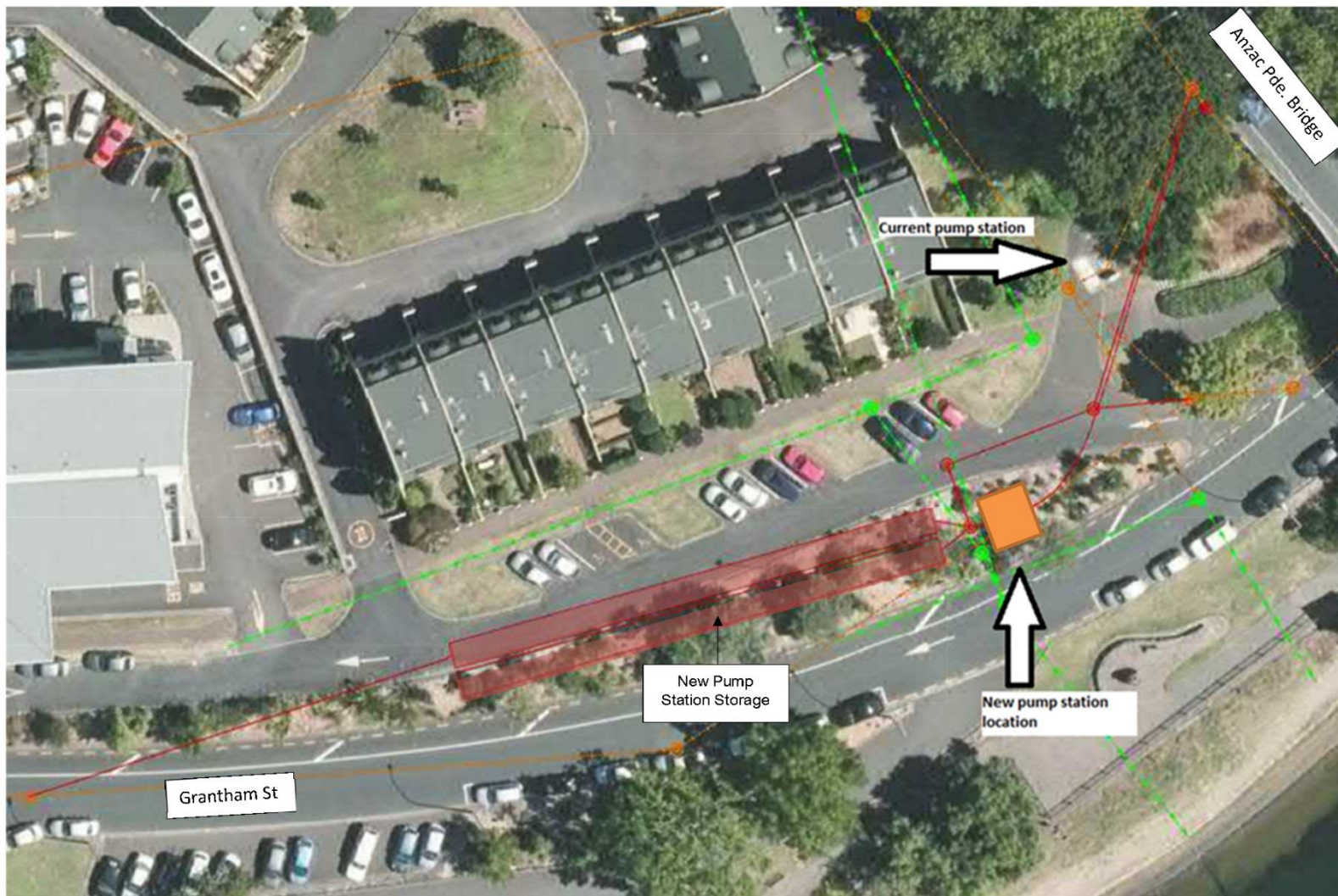
Our website has maps that will give you more detail about distances, access points and nearby facilities. visit our website [www.te-awa.org.nz](http://www.te-awa.org.nz)

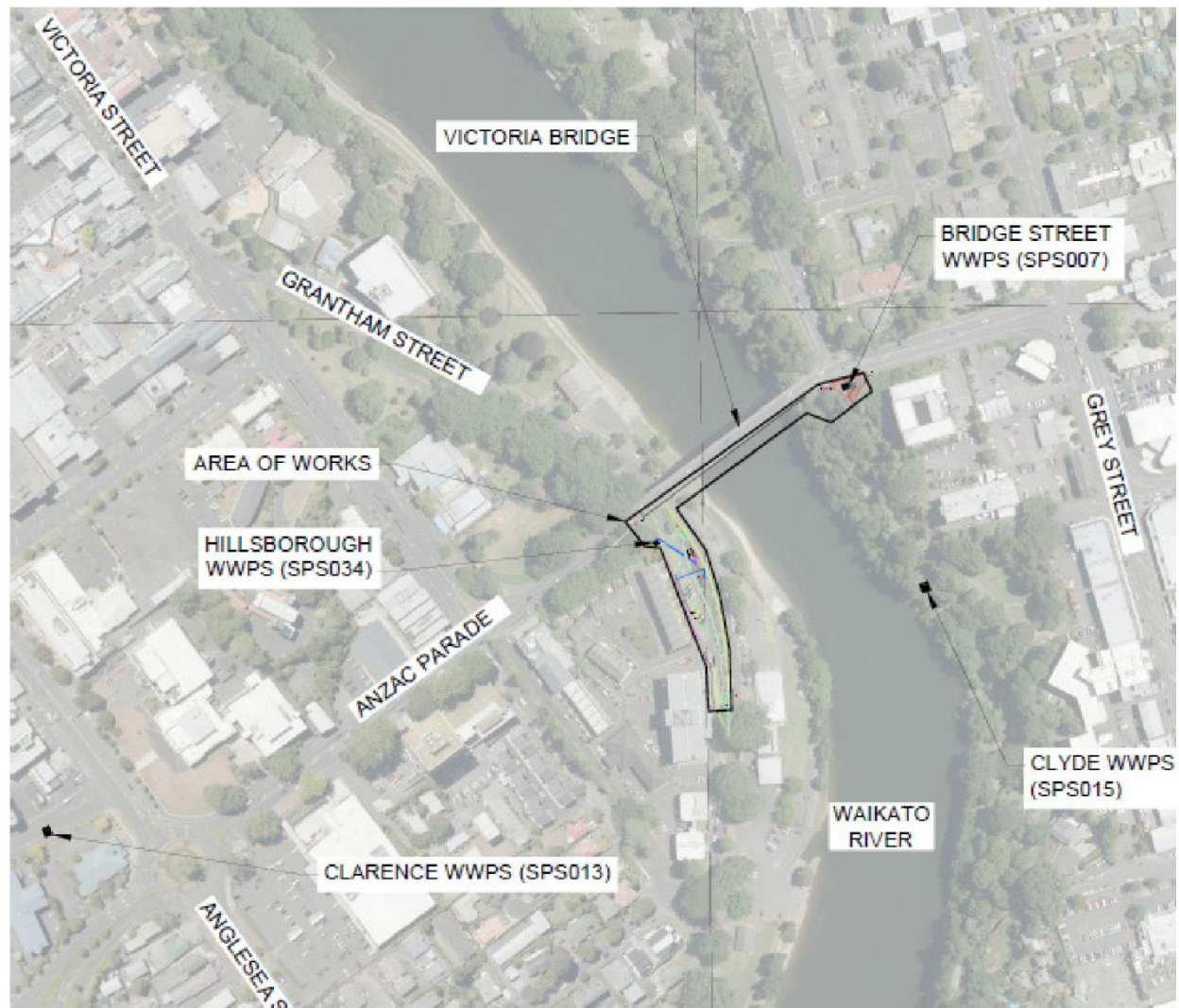




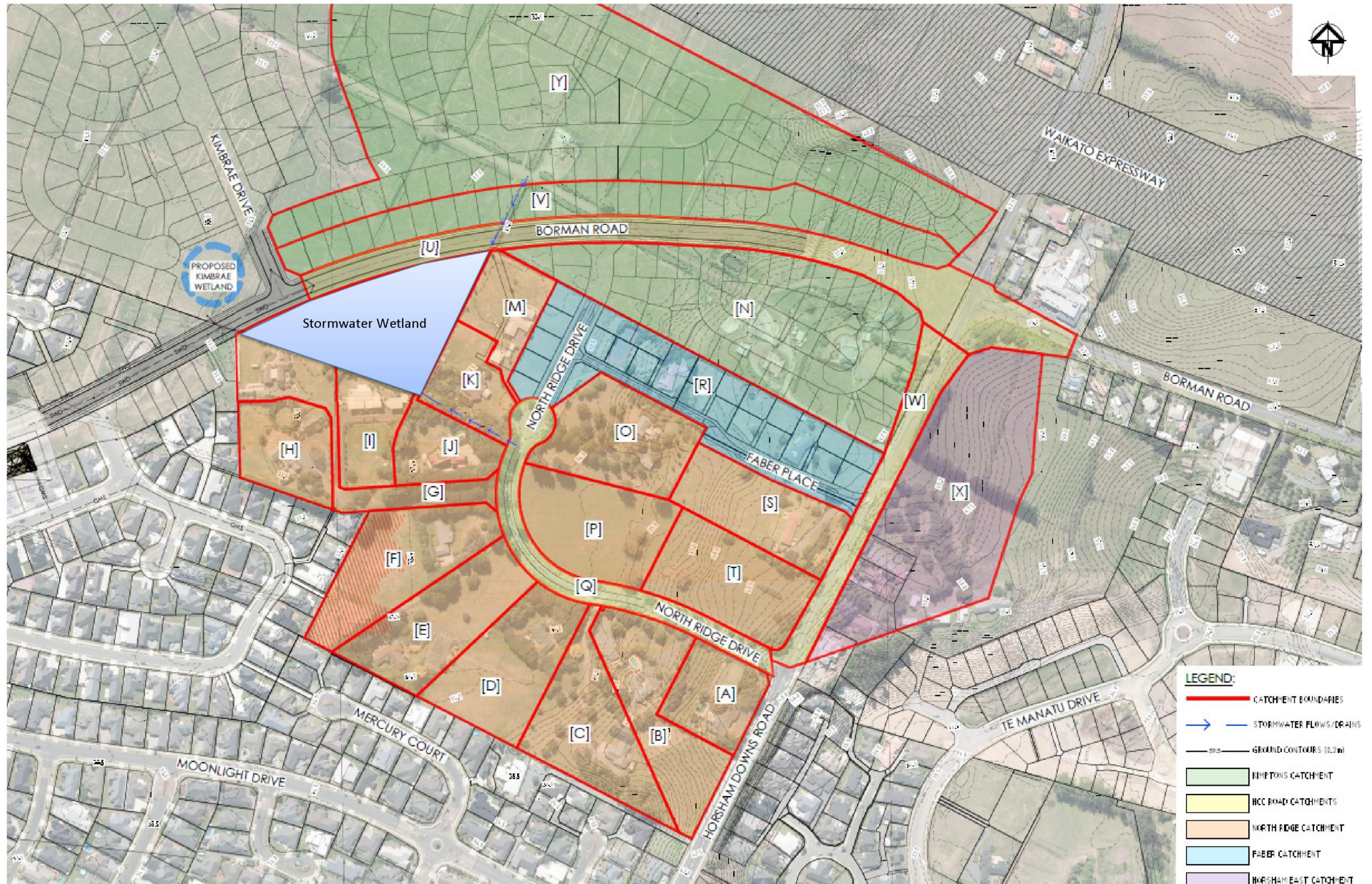


















# Council Report

Item 13

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 2019

**Author:** Mark Moonsamy

**Authoriser:** Chris Allen

**Position:** Programme Manager - Transport Improvement

**Position:** General Manager Development

**Report Name:** Gordonton Road Corridor Macro Scope and Business Case Approval

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

1. To seek approval from the Growth and infrastructure Committee of the macro scope of the Gordonton Road Corridor Improvement Project including the intersection upgrade of Gordonton Road and Puketaha Road and the Gordonton Pedestrian/Cycleway Network Improvements.
2. To seek approval from the Growth and Infrastructure Committee of the submission of the Gordonton Road Corridor Single Stage Business Case to the New Zealand Transport Agency.

## Staff Recommendation

3. That the Growth and Infrastructure Committee:
  - a) approves the macro scope of the Gordonton Road Corridor Improvement Project including the upgrade of the Gordonton-Puketaha Intersection and the Gordonton Pedestrian/Cycleway Network Improvements;
  - b) approves the Gordonton Road Corridor Single Stage Business Case be submitted to the New Zealand Transport Agency to seek project funding approval; and
  - c) delegates authority to the Chief Executive to purchase land required for the upgrade of the Gordonton-Puketaha Intersection, subject to New Zealand Transport Agency project funding approval.

## Executive Summary

4. Over recent years the Gordonton Road corridor in the city's north-east has been under pressure as a result of increasing traffic volumes, which has resulted in safety issues and crash problems along the corridor.
5. In addition to previously completed corridor interventions including lowering of the corridor speed limit to 60km/h and the major upgrade of the Thomas Road /Gordonton Road intersection in May 2019, staff have been working collaboratively with the NZ Transport Agency on development of a business case to identify the scope of further corridor interventions.

6. In accordance with the Business Case the recommended remaining delivery scope of this project includes an intersection upgrade at Puketaha Road and improved corridor walking and biking facilities.
7. This proposed delivery scope and associated delivery estimates are in accordance with existing HCC local share budget allocations in the 2018-28 10 year plan.
8. This project supports Councils Vision Zero strategy regarding eliminating deaths and reducing serious harm incidents on our city transport networks.
9. Subject to Committee approval of the macro scope it is proposed the Gordonton Road Corridor project business case is submitted to the NZ Transport Agency to support funding approval for delivery of this project over the 2019/20 and 2020/21 financial years.
10. Staff consider the matters in this report have low significance in accordance with Councils Significance and Engagement policy and that the recommendations comply with the Council's legal requirements.

## Background

11. Gordonton Road is currently a semi-rural road which runs along the current Hamilton City / Waikato District boundary in the Huntington, St James and Rototuna areas.
12. Over recent years the corridor and particularly the intersection of Thomas Road and Gordonton Road has had an increasing crash problem, with the site listed on the NZ Transport Agency list of High Risk intersections.
13. The upgrade of the Thomas Road /Gordonton Road intersection was successfully completed in May 2019. The scope of work included improvements to the intersection layout, the installation of traffic signals, the installation of Raised Safety Platforms on Gordonton Road and the reduction of the speed limit on Gordonton Road from 80km/h to 60 km/h north of Thomas Road to the roundabout on the south.
14. These measures have seen a substantial decrease in vehicle speeds significantly improving safety at the intersection. Post construction site monitoring has demonstrated that vehicle speeds have reduced significantly.
15. The upgrade of the Thomas/Gordonton intersection forms part of the Gordonton Road Corridor Business Case, however implementation was accelerated to address critical safety issues.
16. Further to the Thomas/Gordonton upgrade, development of an NZTA Single Stage Business Case has been undertaken for the Gordonton Road Corridor to identify further improvements and assist in securing funding for potential further network interventions.

## Discussion

17. Development of the Gordonton Road Corridor business case has been a collaborative exercise involving HCC, NZTA and several other key project stakeholders including Waikato Regional Council, Waikato District Council, AA/RTA, NZ Police, Cycle Action Waikato, mana whenua, adjacent land owners, and general public road users.
18. Key identified corridor problem statements were:
  - The form and function of the of the corridor is the reason for the high number of recorded crashes, high intersection delays and risk, and lack of alternative modal use.
  - The form of Gordonton Road, and the number of intersections and accesses (up until the R2 development) does not meet the expected customer level of service resulting in increased potential for death, serious injuries and injuries.



- The form of intersections on Gordonton Road do not meet the safety standards for traffic volumes during peak periods causing high intersection delays and risk taking that lead to crashes.
- The physical corridor constraints and a growing transport demand has created a corridor that does not adequately provide for other modes of transport including walking, cycling and public transport.

19. Investment objectives for the project are to:

- Provide safe, connected and reliable journeys by reducing the number of deaths and serious injuries by 70%,
- Improves the turning movement at the Puketaha Road intersection
- Provides transport choice by increasing walking, cycling and public transport accessibility.

20. The recommended Business Case delivery programme includes:

- Thomas Road / Gordonton Road intersection upgrade (complete)
- Puketaha Road / Gordonton Road intersection upgrade (Attachment 1), including:
  - land purchase on the Waikato District side of the corridor
  - improved intersection layout and traffic light installation
  - connection of St James Drive
- Improvements to the pedestrian/cycleway network as per Attachment 2.
  - The route is proposed to run from Wairere Drive to New Borman Drive through Mangaiti Park, St James Drive and Heathfield Avenue, including a bridge across the existing gully in Mangaiti Park.

21. The Business Case also identified other potential future corridor interventions including an upgrade of Gordonton Road / Darjon Drive intersection, shoulder widening of Gordonton Road and improved channelisation at the Borman Road intersection. It is proposed that these will be further considered in conjunction with further planning and potential development of the R2 growth area and Borman Road.

## Financial Considerations

22. The total HCC budget to complete the Gordonton Road corridor improvements is \$6,909,000 as allocated in the existing 2018-28 10 Year Plan.

Budget as per 10-Year Plan	Prev. FY's	2019/20	2020/21	Total	NZTA FAR %	Cost Share	
						NZTA	HCC
CE15092 - Rototuna Rooding Upgrades and Development - Gordonton Corridor	3,500	3,100	6,500	13,100	51	6,681	6,419
CE19057 - Biking Plan Implementation		1,000		1,000	51	510	490
<b>Total</b>	<b>3,500</b>	<b>4,100</b>	<b>6,500</b>	<b>14,100</b>		<b>7,191</b>	<b>6,909</b>

23. In accordance with current concept estimates, the forecast gross cost to complete the Gordonton Road corridor improvements is \$15,115,000. In accordance with enhanced funding assistance rate of 75.5% received to deliver the Thomas/Gordonton upgrade, the anticipated net HCC cost for delivery is \$6,600,000.

Forecast Spend	Prev. FY's	2019/20	2020/21	Total	NZTA FAR %	Cost Share	
						NZTA	HCC
Thomas/Gordonton Intersection	3,194 Complete			3,194	75.5	2,411	783
Puketaha/Gordonton Intersection	251 Business Case	3,500 Land and Design	7,120 Build	10,871	51	5,544	5,327
Pedestrian/Cycleway & education	55 Design	995 Design and Build		1,050	51	535	515
<b>Total</b>	<b>3,500</b>	<b>4,495</b>	<b>7,120</b>	<b>15,115</b>		<b>8,490</b>	<b>6,625</b>

24. Associated consequential operational and depreciation costs have been included in 10 Year Plan budget allocations.
25. In regard to the enhanced funding assistance received for delivery of the Thomas/Gordonton intersection, it is noted that reinvestment of up to \$500k of the HCC savings on this project have been conditionally committed to fund the current Te Awa river path remediation between London Street and Bryce Street, subject to NZTA funding assistance for this work.
26. As per current estimates, the forecast HCC net expenditure exceeds existing budget allocations by \$216,000.

HCC Budgeted Net Cost **\$6,909,000**

Forecast HCC Expenditure:

- Gordonton Corridor \$6,625,000 (of total \$15,115,000)
- Te Awa Path Remediation \$500,000 (of total \$1,000,000)

Forecast HCC Net Expenditure **\$7,125,000**

27. It is proposed that a report will come back to Committee following further design of the intersection and prior to implementation to review final estimates, at which time costs for remediation of the Te Awa path will also be further understood.

### Legal and Policy Considerations

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

### Wellbeing Considerations

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

### Social

32. Community safety enhanced through the installation of traffic signals and raised safety platforms at Thomas Rd and Puketaha Rd intersections which will help to reduce death and serious injuries.

33. Signalised pedestrian crossing at Puketaha Road across Gordonton Road to provide safe passage for school children and other people on Puketaha Road or Gordonton Road east that want access to Mangaiti Park or Rototuna town centre.
34. Provision of new pedestrian/cycleway will improve connectivity between Huntington/St James with the town centre, schools and the new Mangaiti Park.
35. An increase in walking and cycling will see health benefits improving the lives of the community.
36. The bridge across the gully on the north end of Mangaiti Park will create connectivity to the park for the Huntington and Rototuna north residents. This will prevent them from accessing the park via Gordonton Rd and will help reduce death or serious injuries.

### **Economic**

37. Connection of St James Drive directly onto Gordonton Rd at the upgraded Puketaha Intersection, allows for improved bus services through Huntington and St James promoting a more sustainable transport network. It will also allow an alternate access for the Huntington and Rototuna North residents who currently use the Thomas-Gordonton Intersection.
38. Development of walking and cycling pathway connections between Wairere Drive/Gordonton Road and New Borman Road through St James residential area helps promote active users, provides transport choice and promotes a sustainable transport network.
39. Provision of new pedestrian/cycleway will encourage walking and cycling which will see savings in travel costs and savings to the community.
40. Reduction in medical costs for serious injuries caused by road accidents. Walking and cycling will also improve the health of the community which will see a decrease in medical expenses.

### **Environmental**

41. The project provides new swale drains to treat new and existing road surface runoff before water enters the natural watercourse. This will improve the current conditions.
42. New channelisation at Thomas Road prevents existing road runoff from flooding onto adjacent private land as currently occurs.
43. Connection of St James Drive directly onto Gordonton Rd at the upgraded Puketaha Intersection, allows for improved bus services through Huntington and St James. These new/improved services will help reduce single occupancy vehicles and reduce greenhouse gases.
44. The proposed pedestrian and cycleway creates alternative transport choice reducing greenhouse gas and carbon emissions.
45. The treatment of the contaminated land on the north-east side of the intersection will minimise contaminants entering the existing storm-water system.

### **Cultural**

46. The new pedestrian/cycleway will provide an opportunity for communities from various cultures and backgrounds to meet at the Mangaiti Park. This will encourage children and adults to learn about different cultures, languages and customs.
47. Mana whenua have been involved in development of the Gordonton corridor business case, and through subsequent project phases of design and implementation further consultation and engagement will be undertaken via THaWK and Waikato-Tainui.

## Risks

48. Although the Gordonton Road Corridor Business Case will be submitted to the New Zealand Transport Agency, funding approval is not guaranteed.
49. The relocation of known and unknown existing utilities services and the installation of new utilities services poses the risk of extended contract duration and additional costs. Although an estimated cost has been included in the project estimate, the scope of work and quotations were not available from the relevant authorities. This was encountered at the Thomas-Gordonton Intersection and it resulted in significant delays and additional costs. This is a high risk that will be mitigated through further investigation and design.
50. Although initial discussions have been held with land owners regarding the potential purchase of land on the north-east and south-east sections of the intersection, there remains a high risk that land purchase negotiations could result in additional project costs or delays.
51. The land on the north-east of the intersection is currently being used as a vehicle repair centre. An estimate has been included in the project for treating contamination, but this could be exceeded depending on the extent of the contamination. This will be further understood through further investigation.
52. As in the case of the Thomas-Gordonton Intersection, there could be unsuitable material under the existing road pavement layers resulting in extended contract durations and costs to remove and replace this. This is a medium risk that will be mitigated through further investigation.
53. There are 110kV Transpower electrical transmission lines which run through the intersection. Approval will be required from Transpower to undertake works within the transmission line envelope and this could lead to time delays and additional costs for a change in the construction methodology.

## Significance & Engagement Policy

### Significance

54. 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

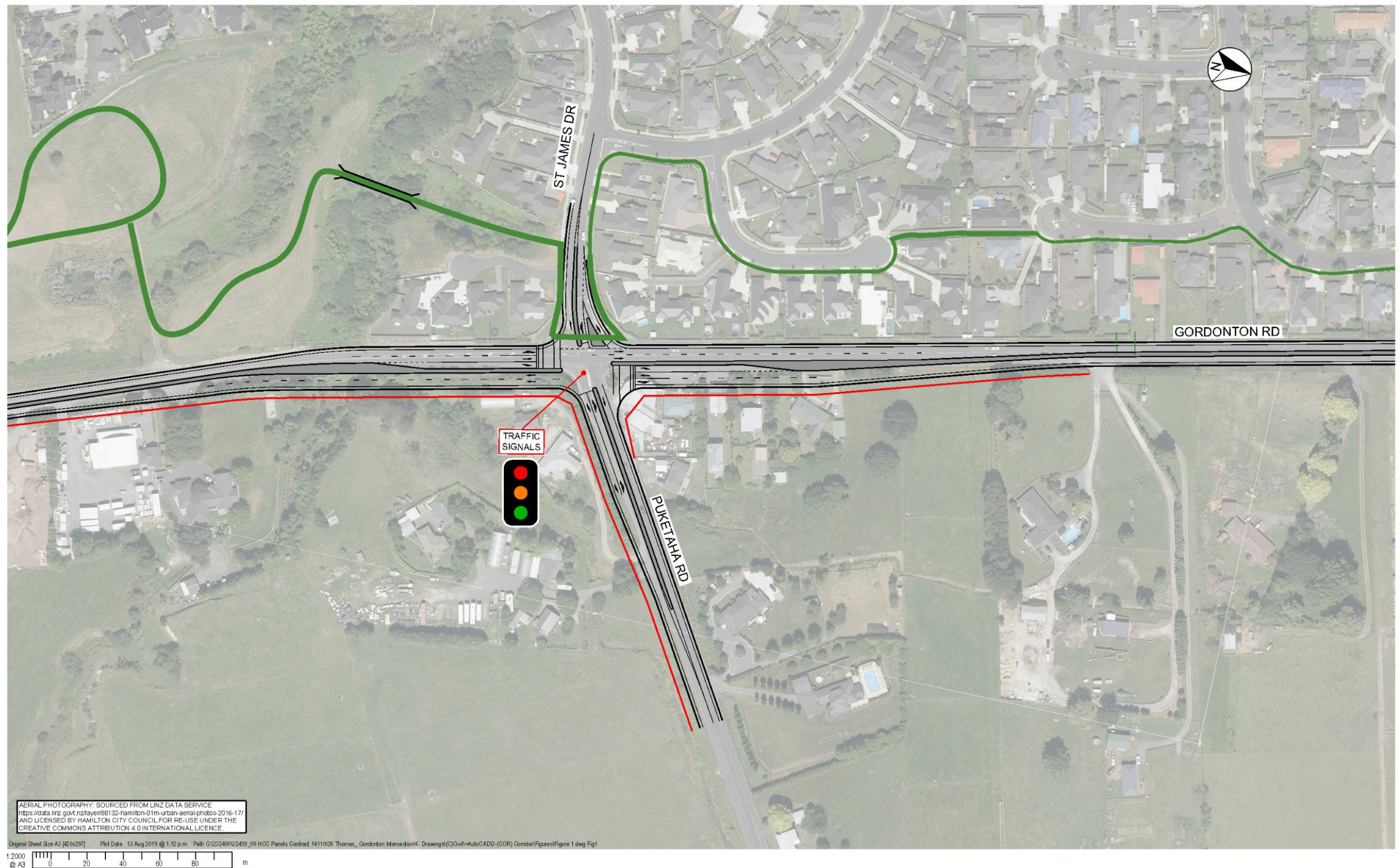
55. Community views and preferences are already known to the Council through consultation of the 2018-28 10 Year Plan, formal public consultation on the proposed Gordonton Road speed limit change and community feedback at the Rototuna public information day.
56. Public consultation will be ongoing as per the Communication Plan which will be prepared on approval of the NZTA funding.
57. There will be ongoing engagement with the Waikato-Tainui.

## Attachments

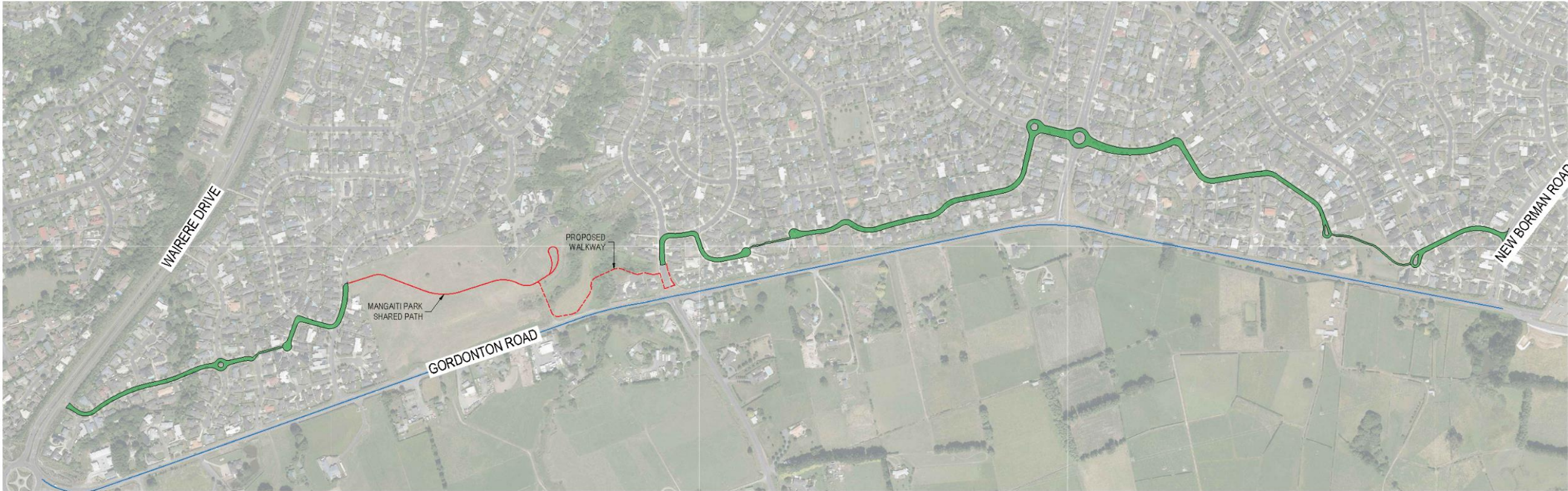
Attachment 1 - Puketaha Gordonton Intersection Upgrade Concept Design

Attachment 2 - Gordonton Corridor Cycle Route









SITE LOCATION AND SHEET LAYOUT

DRAWING LIST	
DRAWING NO.	TITLE
3413861-CA-0001	LOCATION PLAN AND DRAWING LIST
3413861-CA-0002	LAYOUT PLAN SHEET 1 OF 16
3413861-CA-0003	LAYOUT PLAN SHEET 2 OF 16
3413861-CA-0004	LAYOUT PLAN SHEET 3 OF 16
3413861-CA-0005	LAYOUT PLAN SHEET 4 OF 16
3413861-CA-0006	LAYOUT PLAN SHEET 5 OF 16
3413861-CA-0007	LAYOUT PLAN SHEET 6 OF 16
3413861-CA-0008	LAYOUT PLAN SHEET 7 OF 16
3413861-CA-0009	LAYOUT PLAN SHEET 8 OF 16
3413861-CA-0010	LAYOUT PLAN SHEET 9 OF 16
3413861-CA-0011	LAYOUT PLAN SHEET 10 OF 16
3413861-CA-0012	LAYOUT PLAN SHEET 11 OF 16
3413861-CA-0013	LAYOUT PLAN SHEET 12 OF 16
3413861-CA-0014	LAYOUT PLAN SHEET 13 OF 16
3413861-CA-0015	LAYOUT PLAN SHEET 14 OF 16
3413861-CA-0016	LAYOUT PLAN SHEET 15 OF 16
3413861-CA-0017	LAYOUT PLAN SHEET 16 OF 16
3413861-CA-0030	TREATMENT TYPICAL DETAILS SHEET 1 OF 2
3413861-CA-0031	TREATMENT TYPICAL DETAILS SHEET 2 OF 2
3413861-CA-0032	SIGNS AND ROAD MARKING TYPICAL DETAILS
3413861-CA-0040	STANDARD DETAILS SHEET 1 OF 2
3413861-CA-0041	STANDARD DETAILS SHEET 2 OF 2



SITE LOCATION

B FOR INFORMATION		REMK	PP	GC	17.04.19
A FOR INFORMATION		REMK	AB		03.04.19
No.	Revision	By	Chk	Appd	Date

Drawing Originator:

Original Scale (A1)  
1:4000  
Reduced Scale (A3)  
1:8,000

Design  
Drawn:  
Dig. Verifier  
Dig. Check:  
\* Refer to Revision 1 for Original Signature

GK  
REMK  
  
  
03.04.19  
03.04.19  
  
Date

Client:  
  
Te kaunihera o Kirikiriroa

Project:  
GORDONTON  
LOCAL PATH LINK

Title:  
LOCATION PLAN  
AND  
DRAWING LIST

DEVELOPED DESIGN  
NOT FOR CONSTRUCTION

Discipline:  
CIVIL ENGINEERING

Drawing No:  
3413861-CA-0001

Rev:  
B



# Council Report

Item 14

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 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 June - August 2019.
2. To seek approval from the Growth and Infrastructure Committee to delegate financial authority to the Chief Executive to award physical works Contract Number 18532 for the construction of the State Highway 3/East West Arterial intersection.
3. To seek approval from the Growth and Infrastructure Committee necessary to implement land reclassification in accordance with the approved Waikato-Tainui agreement.
4. To inform the Growth and Infrastructure Committee of the macroscope for the Waikato River bridge deck and the strategic wastewater.

## Staff Recommendation

5. That the Growth and Infrastructure Committee:
  - a) receives the report;

### Contracts

- b) delegates financial authority to the Chief Executive to award physical works Contract Number 18532 for the construction of the State Highway 3/East West Arterial intersection subject to the Approved Contract Sum not exceeding \$13,000,000 (plus GST);

### Reserves and road stopping

- c) approves commencement of a road stopping process and for a title issued in the Council's name, as shown in blue on attachment 4;
- d) approves commencement of the revocation process for the reserve status under the Reserves Act 1977 of the Whatukoruru Historic Reserve as shown in green, with the portion outlined in red to be held as Local Purpose (Road) Reserve, as indicated in attachment 4 of the staff report;



- e) approves commencement of a change of reserve status process to Local Purpose (Road) Reserve under the Reserves Act 1977 for the Reserve land associated with the Wairere/Cobham intersection and the Waikato River bridge, as indicated in blue and orange (final area subject to survey for the road) on attachment 5;
- f) notes any objection received from the Public consultation processes relating to recommendations c), d) and e), that is not resolved will be reported to Council;
- g) delegates authority to the Chief Executive to execute and sign all documentation relating to completing the road stopping, reserve revocation and change of reserve status;

#### **Bridge and wastewater macroscope**

- h) approves the bridge deck space allocation as set out in **Attachment 3** (Access Hamilton Presentation); and
- i) approves the updated Peacocke Strategic Transport macroscope as set out in **Attachment 6**.

### **Executive Summary**

6. This is the fifth Peacocke Programme progress report to the Growth and Infrastructure Committee, covering the period June 2019-August 2019. The previous report was presented to the Committee on [18 June 2019](#).
7. At the 18 June 2019 meeting, the Committee approved the bridge macroscope and instructed staff to proceed to detailed design and begin physical works procurement to enable contract award in mid-2020.
8. The resolutions sought in this report are largely administrative and reflect workstreams necessary to implement the Peacocke HIF network infrastructure programme of works as set out in the approved Housing Infrastructure Fund (HIF) Detailed Business Case (DBC).
9. The resolutions, particularly where delegation to the Chief Executive is sought, aim to mitigate time and cost risks that would result from delaying any work in progress.
10. Activity and achievements since the previous report on 18 June 2019 include:
  - The bridge process has reached the end of the preliminary design phase and is entering detailed design and procurement planning.
  - The enabling works for the SH3/Ohaupo Road Intersection are well underway.
  - The wastewater infrastructure preliminary design is approaching completion for the key connections including integration of wastewater capital projects from other Council programmes to achieve construction and operational efficiencies.
  - A Concept Landscape Management Plan (CLMP) has been prepared and certified, and engagements are being prepared to implement the Ecological Monitoring and Management Plan (EMMP); this work is a requirement of the Southern Links designation.
  - The land acquisition process has progressed and is entering the next phase under the Public Works Act (PWA). The Council has purchased an additional property since the previous report on 18 June 2019, taking the total number of properties purchased to nine of 39 properties.
  - Engagement with local businesses and landowners has taken place, including several presentations to external stakeholders, community groups and organisations.

- Continued development in Stage 1 of Peacocke.
  - The Amberfield subdivision consent application and hearing process has progressed.
  - An environmental workstream for the Peacocke programme has been established.
11. Overall, the programme is running to schedule. In particular:
- The HIF network infrastructure project timing is progressing according to the timeframes set out in the HIF Facility Agreement.
  - Current pre-application discussions and consenting and construction activity total approximately 2300 homes, which is approximately 60% of the projected 10-year developer uptake of 3,750 homes in Peacocke.
  - Positive working relationships continue to be developed with key stakeholders including the Department of Conservation, Te Haa o te Whenua o Kirikiriroa (THaWK), Tangata Whenua Working Group, Waikato Tainui, the Ministry of Education, The Southern Links Community Liaison Group, NZTA and several developers.
12. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

## Background

13. The previous Peacocke Programme update was presented to the Growth and Infrastructure Committee on 18 June 2019 for the period from April-May 2019.
14. The Peacocke Programme financial report will be reported as part of the Capital Portfolio report to the Finance Committee meeting on 10 September 2019.

## Peacocke Programme Vision and Objectives

15. 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.
16. Over the next 10 years, the Peacocke Programme is projected to deliver a third of Hamilton's medium-term housing needs.
17. 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.
18. 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.

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

## Discussion

### Programme resourcing and governance

20. The Programme board has been established and continues to meet regularly to provide oversight of the programme. The board consists of three Council general managers, the Strategic Development manager, the Peacocke Programme manager and representatives from Waikato-Tainui and NZ Transport Agency.

### Commercial, planning and consenting activities

#### Pre-application Discussions

21. Commercial negotiations and pre-application discussions are underway with three major developers in Peacocke Stage 2; an additional developer has signalled interest in the same area.

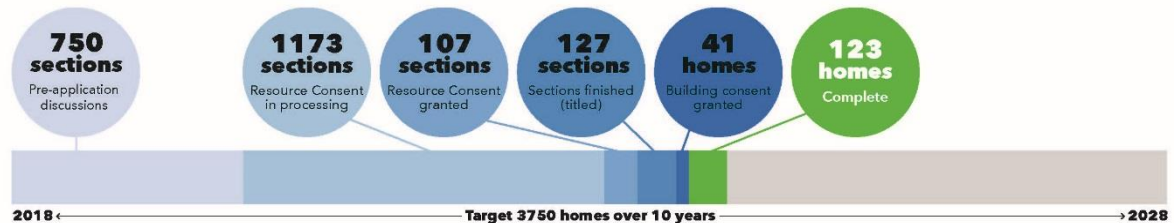
#### Development activity

22. Residential construction in Hamilton continues to be strong, with approximately 1550 building consents issued in the 2018/19 financial year, the highest on record since 1974. The Council's latest quarterly economic and housing indicator reports to July 2019 can be accessed on the Hamilton Invest website here [www.hamiltoninvest.co.nz/resources](http://www.hamiltoninvest.co.nz/resources).
23. Subdivision resource consents for a total of approximately 1100 sections are currently being processed (Refer **Figure 1**). This includes the Amberfield subdivision consent application in Stage 2 and several subdivision consent applications in Stage 1. A new application for 250 sections in Stage 1 was received in July 2019. This means the majority of Stage 1 has been consented or is seeking consent to subdivide.
24. A map showing the location of development activity in Peacocke can be seen in **Attachment 1**.
25. Amberfield is the first major subdivision consent application in Stage 2 and initially applied for 862 dwellings; through the consenting process, this is likely to be reduced to 833 dwellings. The process has taken longer than anticipated, with a hearing set to recommence on 5 September 2019. The hearing was adjourned to allow for more information to be prepared relating to biodiversity matters. Information relating to the consent and hearing is available for viewing on the Council website [here](#).

#### Progress towards the Housing Infrastructure Fund housing yield

26. As per the detailed business case, the HIF investment is to implement strategic infrastructure to enable the development of 3,750 homes over 10 years from 1 July 2018.
27. Current pre-application discussions and consenting and construction activity total approximately 2300 homes, which is approximately 60% of the projected 10-year developer uptake of 3,750 homes in Peacocke (refer **Figure 1**).

28. Development is expected to accelerate once the bridge and the wastewater infrastructure solutions are in place from 2023/24.
29. **Figure 1. Pipeline showing development activity since 1 January 2018 in the Peacocke Housing Infrastructure Fund area (Peacocke Stage 2 and remaining capacity Stage 1), as at 10 August 2019**



### Council activities to enable development

30. 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. Staff are investigating the merits of recommending that the two plan changes are combined into one. Staff will report back to the Council with a recommendation.

### Capital workstream

31. Overall, the capital workstream is on track. Refer to **Attachment 2** for milestones and key dates.

### Scope Refinement and Prioritisation List

32. Successful delivery of the Peacocke HIF programme of works relies on more than just completing the infrastructure within scope; it also needs to adequately connect into the existing networks and community, which is particularly evident in the transportation space where higher than normal level of travel by passenger transport and active mode use is being sought. In some cases, local network improvements or separate projects might be considered in the future to complement the Peacocke HIF programme of work. To capture and report on these for direction by Council, a Scope Refinement and Prioritisation list has been developed through the Access Hamilton Task Force (see **Attachment 3**).
33. In addition, since the Southern Links designation process began in 2010, several Council objectives have been introduced, best practice standards have increased and legislation/regulation dictating some design aspects have changed. This means the design, particularly for the transport network, will be subtly different than assumed at the time of designation. Changes are mostly cost neutral; however, some changes, for example the need to achieve Vision Zero and designing to current seismic and stormwater design standards, will have cost implications that will need to be factored into updated project estimates.
34. At the Access Hamilton Task Force meeting on 2 August 2019, feedback received on the Scope Refinement and Prioritisation list (initially called a 'shopping list') was positive. The Task Force supported the approach for providing visibility over design or scope issues, discussing budget implications or funding options and receiving direction on how to proceed. This approach will be used as part of regular reporting, particularly where items have not been allowed for within existing budgets but are required to meet Council objectives or other requirements or opportunities.

### Enabling works

35. The project team is working to identify early works that should be advanced and started earlier than planned to manage overall time and cost-related risks.
36. Relocation of the WEL Networks existing overhead powerlines across the Waikato River is being progressed. These currently cross the river at the new bridge location and will need to be relocated. This has a long lead time and work has been commissioned to ensure beginning the main bridge construction will not be held up. This work was instructed as a direct appointment using the CEO-delegated authority for direct appointments.
37. Strict protocols are required to be followed for tree and vegetation removal to manage effects on bats, birds and lizards. There are varying times of the year in which tree removal can be undertaken with the lowest impacts, such as minimising the impact on nesting. Expert ecologists are preparing a programme in late 2019 which aims to begin a well-organised approach to site clearance that will provide plenty of time to do the job right, follow the best practice protocols and allow contingency time should bat roosts be encountered.
38. Staff continue to consider options for delivering some early enabling works at the new bridge site as well as delivering some parts of the strategic water and wastewater infrastructure within the Wairere/Cobham intersection contract. Discussions are being held and – if deemed appropriate – a report will be brought to the Council for approval.

### Procurement

39. Procurement of physical works is on track with the approved Business Case programme.
40. Coordination with the development community is important to help mitigate impacts on networks and the community. The Council has little control over developers in this sense but will use traffic management planning as far as practical to achieve a joined-up outcome.
41. Opportunities to further leverage industry knowledge through early contractor involvement, or design and construct components is being explored by staff and is expected to be included where value is expected to be added.
42. As a result of paragraphs 39-41, there may be improvements to the approved procurement strategy.

### Land acquisition

43. To facilitate the Strategic Wastewater pipe, land access and easements are being sought adjacent to Wairere Drive between Ruakura Road and Tramway Road.

44. An overall property status update is outlined in the **Table 1** below:

**Table 1. Property Status Update**

	No. Properties	Description	Status
Total Properties Affected	39	<i>For the current HIF programme</i>	<i>Overall on track but very tight timeframes</i>
Properties purchased	9	<i>Five were already HCC owned before HIF commenced</i>	<i>Properties under management.</i>
Properties yet to purchase	30	<i>S18 issued for all but two. S23 begin to be issued early Sept</i>	<i>Prioritised most critical properties.</i>
Potential for early purchases	5	<i>Three are likely to result in full property purchases Two are part of private developer agreements, and so may become a commercial agreement once valuation completed</i>	<i>PWA process continuing in parallel Early construction access agreements being negotiated</i>
Properties with s18 notices issued	36	<i>Three remaining are active developers, however s18 notices are still going to be issued</i>	<i>Overall on track but very tight timeframes. S23 notices are about to be issued</i>

#### Land and Reserves

45. A resolution of Council is required to allow staff to commence, when appropriate, the road stopping, revocation and change of reserve status processes for land required by the Southern Links designation and to enable land matters to be resolved.
46. The land for Wairere/Cobham intersection is East Town Belt reserve, derived from Crown ownership, and there is a legislative requirement for consideration of right of first refusal (RFR) under the Waikato Raupatu Claims Settlement Act 1995. Following consultation with Te Whakakitenga O Waikato Incorporated (Waikato-Tainui) the Council on 11 October 2018 agreed to a land exchange involving transfer of an area of Whatukoruru Historic Reserve not required for road (the Pa site) into Waikato-Tainui ownership which recognises and resolves RFR matters relating to HIF land. Reclassification and road stopping steps are now necessary to progress this transaction.
47. The Whatukoruru Historic Reserve is an historic Pa site, one of many that would have existed in the area. It is the best preserved in terms of land form and site features. The Council will be working closely with Waikato-Tainui to rehabilitate the site. Plans for the site are not finalised yet but are expected to provide cultural narrative and educational opportunities, and to capitalise on pedestrian access nearby being delivered as part of the roading projects.
48. The land designated for the Wairere/Cobham intersection will be dealt with in two steps:
- Initially an area of the designation footprint will be reclassified from Recreation Reserve to Local Purpose (Road) Reserve.
  - Once construction is complete and a final survey can be undertaken, a more accurate area will be identified and legalised as 'road' and the balance of land will be reclassified as Recreation Reserve.

49. In the same timing, the reserve status of the Whatukoruru Historic Reserve will be revoked and the land adjacent to the Whatukoruru Historic Reserve (currently held as road), will be stopped. These parcels of land will then be held in fee simple titles in Council ownership to be subsequently transferred to Waikato-Tainui ownership.
50. Consultation is required as part of the reserve revocation, reclassification and road stopping. Staff will bring any objections received that are not resolved to the Council.
51. The areas of land affected are shown in **Table 2** along with the required actions which align with the resolutions sought.

**Table 2. Affected land and actions**

Item	Description	Size (ha)	Current Status	Action	Outcome
1	Blue area shown on <b>Attachment 4</b> Currently legal Road but not required. After stopping will be transferred to Waikato Tainui.	1.8895	Legal Road	<ul style="list-style-type: none"> <li>Road to be stopped</li> <li>Title to be issued in Council's name</li> </ul>	<ul style="list-style-type: none"> <li>Transfer ownership to Waikato-Tainui</li> </ul>
2	Lot 1 DPS 90309 SA71C/707 Whatukoruru Historic Reserve "Pa Site" Green area shown on <b>Attachment 4</b> To be transferred to Waikato Tainui ownership after taking out land required for Road.	2.1750	Reserve	<ul style="list-style-type: none"> <li>Revoke reserve status</li> <li>Take portion of land designated for road and hold as Local Purpose (Road) Reserve*</li> <li>Retain balance in Fee Simple title</li> </ul>	<ul style="list-style-type: none"> <li>Transfer ownership of balance to Waikato-Tainui</li> </ul>
3	Lot 1 DPS 90309 SA71C/707 Whatukoruru Historic Reserve "Pa Site" Red hatched area shown on <b>Attachment 4</b> To be taken for Road	0.2600	Reserve	<ul style="list-style-type: none"> <li>Revoke reserve status</li> <li>Take portion of land designated for road</li> <li>Hold as Local Purpose (Road) Reserve*</li> </ul>	<ul style="list-style-type: none"> <li>To be legalised as Road post construction</li> </ul>
4	Wairere/Cobham intersection and River Bridge - land from East Town Belt reserve and River esplanade Land parcels identified on <b>Attachment 5</b> Part of Lot 17 DPS 10393	Various – as per Attachment 5	East Town Belt reserve	<ul style="list-style-type: none"> <li>Change reserve status to Local Purpose (Road) Reserve</li> </ul>	<ul style="list-style-type: none"> <li>Legalise minimum area required as Road post construction</li> <li>Area sizes and shapes to be confirmed on completion of construction</li> </ul>
5	Lot 17 DPS 10393 River esplanade on southern river bank	As per designation	Esplanade Reserve	<ul style="list-style-type: none"> <li>Change reserve status to Local Purpose (Road) Reserve</li> </ul>	<ul style="list-style-type: none"> <li>Legalise minimum area required as Road post construction</li> </ul>

\* Precise designation boundary subject to review. Actual area reclassified for road could change slightly.



### **Waikato River Bridge deck space allocation and width**

52. As indicated at the Elected Member Briefing on 27 May 2019, staff have worked to find an “optimum” bridge deck layout, meeting objectives sought through the Southern Links transport designation and the HIF Detailed Business Case.
53. The preferred bridge deck cross section was discussed at the Access Hamilton Task Force on 2 August 2019 (see **Attachment 3**). The proposed space will provide for walking and cycling on both sides, two traffic lanes for general traffic and two traffic lanes to be used for passenger transport (PT)/transit/high occupancy vehicles (HOV). Staff were asked whether the bridge was capable of accommodating light rail in the future. The bridge will be able to accommodate light rail (from a structural perspective). The adaptable deck space would provide the Council with choices on how to configure the space. Feedback received from the Task Force was that this strikes a good balance and protects for a wide range of options.
54. Prior to the bridge being completed and opened to traffic, the Council will need to decide on how PT/transit/HOV lanes will operate; this will need to be carefully aligned with investment decisions for early bus services into Peacocke.

### **Peacocke Strategic Transport macroscope**

55. Peacocke Strategic Transport refers to the major and minor arterial roads in the northern Peacocke area.
56. The scheme design developed in 2012 for the Southern Links designation has now been updated to a preliminary design and an update to the macroscope approval is being sought.
57. The preliminary design incorporates current design standards and responds to objectives established that were set in the HIF Detailed Business Case and subsequently refined through direction from Access Hamilton Task Force. Stakeholder input sought through workshops and feedback received following the My Neighbourhood open day has now also been considered.
58. The updated Peacocke Strategic Transport macroscope as shown in **Attachment 6** will be presented to the Access Hamilton Task Force on 23 August 2019, and approval is now sought to ensure physical works can begin in 2020.

### **SH3/Ohaupo Road Intersection**

59. The SH3/Ohaupo Road intersection enabling works construction is underway and going well.
60. Traffic management approvals have been challenging to secure in a timely manner; however, key parts are now implemented with the Dixon Road closure in place to allow road crossings to be completed.
61. Staff are due to publicly advertise the main construction contract in September 2019 in line with the approved macroscope and will require financial approval to award a construction contract following tender evaluations in October 2019 in time for the upcoming summer construction season and in line with expected HIF delivery timeframes.
62. To enable a contract award within the timeframes necessary for construction to begin in summer, staff seek financial delegation to the Chief Executive to award physical works Contract Number 18532 for the construction of the State Highway 3/East West Arterial intersection, subject to the Approved Contract Sum not exceeding \$13,000,000 (plus GST);

### **Wastewater**

63. The Peacocke Strategic Wastewater scope remains as described in the HIF Detailed Business Case. It involves a significant wastewater pumping station in Peacocke to pump via two large rising mains to where the existing gravity networks ends at the Wairere/Gordonton

roundabout. Some technical decisions remain regarding precise route alignment. These decisions will be informed by continued investigation and design development.

64. The project team has progressed the preliminary design for the Strategic Wastewater component of the HIF programme of works. The team can now test opportunities for how this significant investment in the wastewater network could be leveraged to deliver increased resilience and perhaps some capacity in the wider wastewater network.

#### **Parks and Open Spaces**

65. A Notice of Requirement for an approximately 14ha northern sports park is being prepared. 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.

#### **Other related local transportation activities**

66. The Wairere/Cobham intersection works are well underway now. The HIF funded a portion of these works. In October 2019, the contractor will begin works that will impact live traffic lanes. While final plans are not yet confirmed, reduced speed limit and traffic management will be in place. Efforts will focus on minimising delays for traffic as well as completing this phase as quickly and as safely as possible; however, traffic redistribution effects are anticipated on the wider network.
67. Safety works are planned for the full length of Bader Street in the coming months, including outside the Bader Street shops, as part of the Transportation Improvement Programme.
68. Outside of the core scope of the Peacocke Network Infrastructure (the key pipes and arterial roads) there are other opportunities, challenges or issues for the Council to address as part of enabling an attractive and sustainable community in Peacocke – in particular, the need to connect the existing community and facilities. Staff have prepared a draft ‘shopping list’ to enable the Council to maintain visibility and provide direction. This will be regularly discussed at a briefing or task force level and is attached as a draft within **Attachment 3**.

### **Wellbeing**

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

#### **Social considerations**

70. The vision of the Peacocke programme is to enable the development of an attractive and sustainable community. This aligns closely with the definition of social well-being – the extent to which individuals feel a sense of belonging and social inclusion.
71. As part of the Peacocke engagement strategy, there has been a focus on engaging with the existing communities in south-west Hamilton to ensure that they are included in the journey of creating a community in Peacocke. This includes public information days, presentations and attendance to various community groups and organisations. Highlights across June–August 2019 include:
  - school visit to share the story about Peacocke, the projects and the endangered long-tail bats
  - presentations to Glenview Friendship Club, ANZ Asian Business community and Women in Property.
72. Local businesses in the Peacocke, Glenview and Bader areas have received visits from the Council’s community advisor to provide an update of what’s happening and to advise businesses of how they can stay informed and involved with the programme.

73. A new email newsletter will be launched in August/September 2019 to continue to keep interested Hamiltonians up to date on progress with the Peacocke programme.
74. A citywide information day is being held on 11 September 2019. The Peacocke Programme teams will be on site and available to answer any questions.
75. Information from the April 2019 open day and videos including a 3D visualisation of the Peacocke infrastructure can be accessed at [www.hamilton.govt.nz/peacocke](http://www.hamilton.govt.nz/peacocke)
76. Working relationships have been formed with the Ministry of Education as they determine the schooling needs in the Peacocke area as well as the existing surrounding schools in south-west Hamilton.
77. The Southern Links Community Liaison Group, which is jointly run by NZ Transport Agency and Hamilton City Council, continues to meet regularly as required by the Southern Links consent conditions.
78. A transitional housing collaboration has been established as a partnership between the Council and Ministry of Housing (as a result of the Capital Programme). Further opportunities will be considered as they are identified.

### **Economic considerations**

79. The key economic benefit the Peacocke HIF investment for strategic infrastructure will deliver is the bringing forward of residential development in Peacocke as outlined in economic case of the [Housing Infrastructure Fund detailed business case](#).

### **Environmental considerations**

#### **Peacocke-wide environmental activities**

80. Environmental well-being – the extent that the sustainability of the environment is protected now and into the future – is a major consideration for the Peacocke programme.
81. Several activities are underway in the Peacocke area. An additional environmental workstream has been added to the programme, which is currently focused on identifying the environmental activities occurring in the Peacocke geographical area and surrounds.
82. Staff have been engaging with the Department of Conservation at a strategic and operational level.
83. The status of the Biodiversity Management Framework is continuing as per the previous report to the Growth and Infrastructure Committee on 18 June 2019. The Biodiversity Management Framework will provide a methodology for offsetting impacts of developments and will be utilised for the entire Peacocke area through the resource consenting process.
84. The Integrated Catchment Management Plan (ICMP) is underway and is on track for completion mid-2020. Studies are underway into hydrogeological, geotechnical, flooding and water quality issues within the catchment. Engagement with iwi is ongoing.
85. Significant Natural Areas of our fauna (bats, fish) and flora are being identified from various projects and sources of information.
86. A stream water quality monitoring research project is about to be implemented in collaboration with NIWA as a result of the Capital Programme.

#### **Southern Links and transport corridor-related environmental activities**

87. Engagements are being prepared to start the implementation of the Ecological Monitoring and Management Plan (EMMP). This will include significant gully and stream restoration work (e.g. more than 10ha within the catchment), pest control, and bat roost protection and enhancement (e.g. providing artificial bat roosts).

88. The conditions of the Southern Links designation also require detailed Landscape Management Plans (LMP) to be prepared and certified prior to construction commencing. The LMPs will detail what the urban design and landscape measures being used to mitigate visual, landscape and ecological effects of the project. These LMPs will integrate with the delivery of the EMMP. Given the project is being developed in stages, there will be multiple LMPs.
89. To ensure consistency, a Concept Landscape Management Plan (CLMP) has been prepared and certified for the Peacocke part of Southern Links.

### **Cultural Considerations**

90. Effective partnership 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.
91. 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.
92. 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.
93. Staff recognise and consider relevant sections of the Waikato-Tainui Environmental Plan when planning projects within the Peacocke catchment.
94. Maangai Maaori provide a political voice for Maaori within the decision-making of select Council committees.
95. Waikato-Tainui interests are represented on the Peacocke Governance board through Waikato-Tainui General Manager Rights and Interests.
96. 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.
97. 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.
98. 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.
99. Work is underway to establish cultural inductions for relevant Council staff and project team members at milestones where new stages of the project begin.

### **Financial Considerations**

100. The Peacocke Programme financials (**Attachment 7**) are in the form of the Peacocke Programme Capital Report (as at 30 June 2019). A report for financials to 30 June 2019 will be presented to the Finance Committee on 10 September 2019.
101. The approved budget was \$38.4 million with actual expenditure being \$12M. Costs to date have largely been for consultancy fees associated with design and investigation and land acquisition. The difference has been approved as deferral in order to match the consultants' tendered programme or land acquisition programme.
102. The overall budget for 2018-28 10YP Peacocke growth cell has not changed, with the programme remaining on track as per the business case. The deferral is required to ensure the overall budget remains constant with the 10Year Plan and the Peacocke business case. The amount being deferred from 2018-19 represents timing of consultancy works and acquisition

of land. Property purchases at this stage in the programme are very much dependant on negotiation with affected vendors. Further detail can be found in **Attachment 7**.

103. A portion of the Peacocke growth cell is being funded by Central Government through the Housing Infrastructure Fund (HIF). As at 30 June 2019, four facility drawdowns have been claimed. The claim for the final quarter of the 2018/19 FY is currently in progress.

Drawdown	Period	HIF Facility	NZ Transport Agency 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

104. The Peacocke Programme has adopted the Council's risk management framework with further alignment with the NZ Transport Agency risk register format, which applies a quantitative engineering application to managing strategic and operational risks.
105. The Peacocke Programme has identified seven risks that are considered high level risks that can affect or impact the programme objectives. These are identified in the Peacocke Programme Risk Report July 2019 – Programme Risks (refer **Attachment 8**).
106. As part of the assurance framework implemented into the Peacocke Programme, the Council's Risk Manager provides quarterly support to the Peacocke Programme Manager.

## Emerging risks

107. The rate of developer uptake is being closely monitored following some delays experienced with the first major resource consent application, Amberfield, largely due to biodiversity requirements. Staff will continue to monitor this as an emerging risk, noting that the majority of consenting activity is largely dependent on the network infrastructure being in place (from 2023/24).
108. 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.
109. A funding risk is emerging in relation to budgets, which were developed based on known and accepted standards relevant to the time project planning was undertaken. As new legislative, statutory, regulatory and Council policy objectives are implemented, these are being factored into project cost estimates and we are now expecting to have lower than normal budget contingency available. Continued value engineering as well as frequent cost updates will be undertaken, and an external review agent will be used to provide robust project cost estimates.
110. Section 18 Notices of Desire to take the land (s18) have been issued to most properties and from late August/early September property owners will begin to receive Section 23 Notices of Intention to take the land (s23). Resourcing constraints within the planning and property valuation industry mean that it is taking longer for property owners to seek their own independent planning and valuation advice than originally anticipated. Council has therefore not served s23 notices until as late as practicable and well beyond the minimum required three months. Council is committed to continuing good faith negotiations in parallel and this remains front of mind in all dealings.
111. If agreement is not reached the Public Works Act (PWA) provides process to resolve objections to the land being taken for the works and for determining the amount of compensation if

disputed. These follow different timeframes to allow works to commence while resolving compensation differences.

112. The PWA process will obligate the Council to purchase complete properties in a limited number of cases; however, the approved budget will not accommodate the cost of the land purchase beyond the designated footprint. This risk will be mitigated through the eventual sale of surplus land at the market price and the proceeds recycled back into the relevant budget.
113. An emerging risk to the delivery of the infrastructure programme is the recent changes to application by Department of Conservation of the Wildlife Act 1953 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 to Central Government, if required.

### **Significance & Engagement Policy**

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

### **The next six months: August 2019 – January 2020**

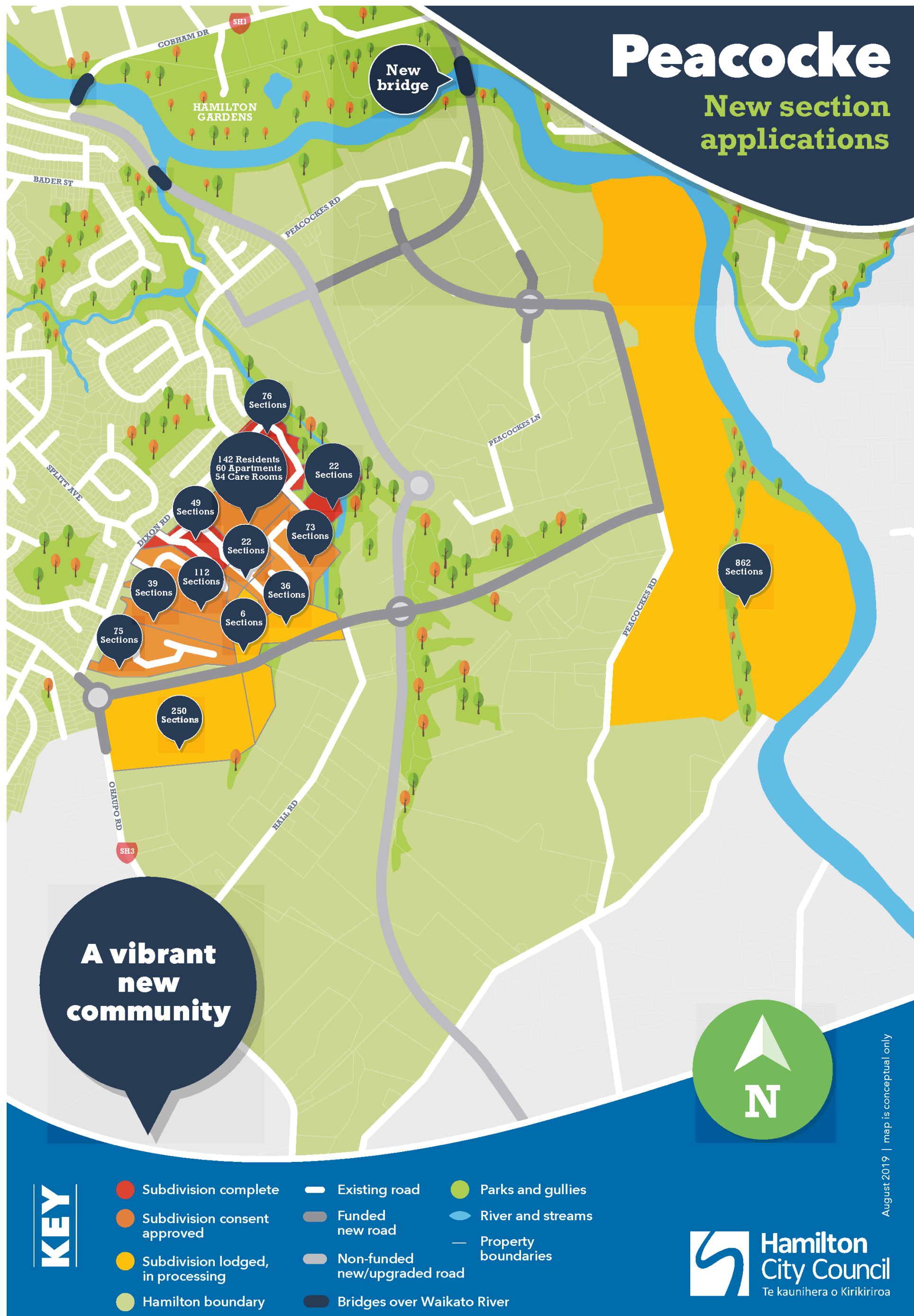
115. The next six months will be largely focused on:
  - designing the key infrastructure including bridge design and commencing the procurement process and wastewater design
  - investigating ways to minimise impacts of construction on local roads and coordinating with developers
  - land acquisition and easements
  - enabling works and construction procurement for SH3/Ohaupo Intersection
  - further development of environmental workstream
  - external assurance reviews
  - progressing the District Plan changes
  - progressing commercial negotiations with developers
  - looking for more ways to enable development
  - investigating active recreation reserves
  - continuing to form partnerships
  - stakeholder engagement.

### **Attachments**

- Attachment 1 - Peacocke - Development Activity - August 2019
- Attachment 2 - Peacocke - Network Infrastructure Milestones August 2019
- Attachment 3 - Peacocke - Access Hamilton Presentation 2 August 2019
- Attachment 4 - Peacocke - Whatukoruru Reserve Site Map
- Attachment 5 - Peacocke - Wairere/Cobham Drive Reserve Land
- Attachment 6 - Peacocke - Strategic Transport Macroscopic
- Attachment 7 - Peacocke - Capital Financial Report - as at 30 June 2019
- Attachment 8 - Peacocke - Programme Risks July 2019

# Peacocke

## New section applications





Peacocke Programme Milestones  
As at August 2019

Network Infrastructure High level milestones

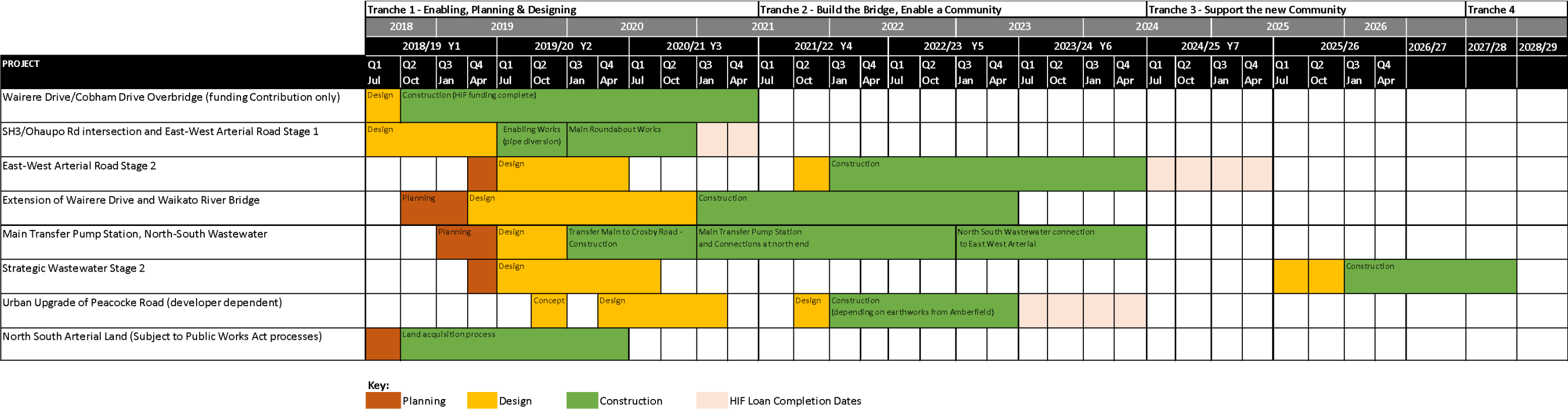


Table of Milestones

Ref	Project	Phase	Forecast Construction Start - current	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	Under way	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. May vary contract works for efficiency to procure wastewater pipe crossing of Cobham Drive
B	SH3/Ohaupo Rd intersection and East-West Arterial Road Stage 1	Construction	April 2019	June 2021	Dec 2019	Jun 2021	Enabling works under way. Working with developer collaborating on stormwater for main works. Access agreement for land on critical path but expected in time for main works. Main works procurement commencing September 2019 for 2019/20 start.
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 under way. Investigating merits of accelerating part of the west end or coordinating earthworks with Extension of Wairere Drive and Waikato River Bridge.
C	Extension of Wairere Drive and Waikato River Bridge	Design	Dec 2020	Jun 2023	Dec 2020	Jun 2023	Bridge form and deck allocation confirmed, aesthetics being refined. Design philosophy statement completed and detailed design under way.
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 approaching completion as part of Main Transfer Pump Station and North-South Wastewater (C1). Exploring synergies with interim active transport options for corridor and gully crossings.
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 under way for land purchase. Most remaining Public Works Act S18 notices issued. Positive discussions with key landowner.

Milestones:

Not Started

Planning

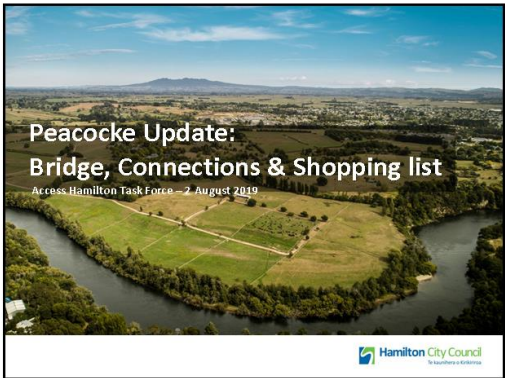
Design

Construction

Close out

Completed

D-3047702



### Purpose of briefing

1. Provide an update that:

— Looks back at what we covered last time (Objectives)

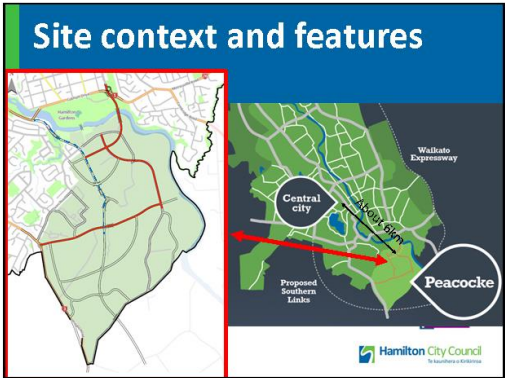
— Updates on the Bridge

— Explains current thinking for connections

— Present prioritisation approach (shopping list)

2. Seeking feedback

We're going to focus on the challenges & opportunities



### Bridge update – primary connection

Bridge:

• Proposed design meets needs of all users and aligns with Detailed Business Case

• Adaptable deck space cross section

• Walking & cycling both sides

• Preference to enhance one side (Western side?)

• Opportunity for pedestrian overbridge at northern bank

• PT lanes planned on opening on Major Arterial

• Need PT routes that will use the facilities being provided at day one

• Mass transit (light rail etc) would reallocate use of space

Bridge cross section

Major Arterial cross section

Bridge aesthetics:

• Bridge aesthetics continue to be refined in line with the approved macro-scope

• Considered as part of holistic Landscape Management Plan

• Key aesthetic focus targeting areas of most impact

• Contributes to River Plan

### Looking back

- Transport philosophy

1. Vision Zero – minimise risk of death or serious injury

2. Promote PT and active modes, at expense of level of service (LOS) for private car if necessary. Aim for highest shift from single occupancy cars to other modes in city

3. Maximise network efficiency for PT, buses, HOV and active modes through design

4. Flexible design to cater for evolution & steps changes in transport system

- Design philosophies to be used to inform design.

### Looking back

- Transport philosophy applied to intersections

In order to achieve Vision Zero, intersection forms are considered using the hierarchy for the greatest holistic safety outcomes

First

↑

Consideration

↓

Last

1. Grade separate all movements & modes = zero conflicts

2. Roundabouts with ped/cycle underpasses or bridges (like Wairere Dr/Gordonton Rd Intersection) to keep peds and cars separate

3. Signals with with ped/cycle underpasses or bridges

4. Signals with ped/cycles crossing at grade (at the lights), incl speed platforms similar to Thomas/Gordonton

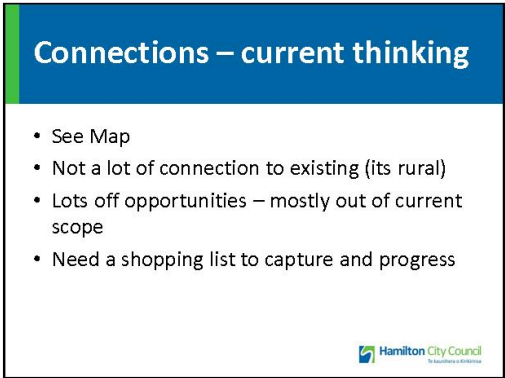
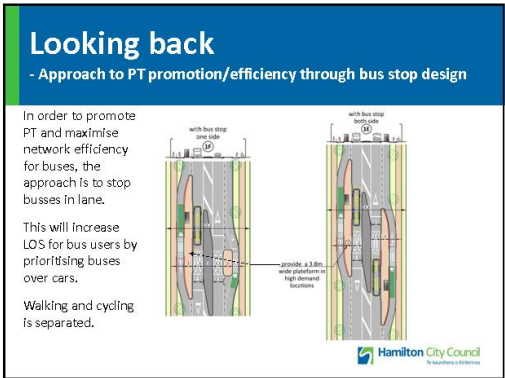
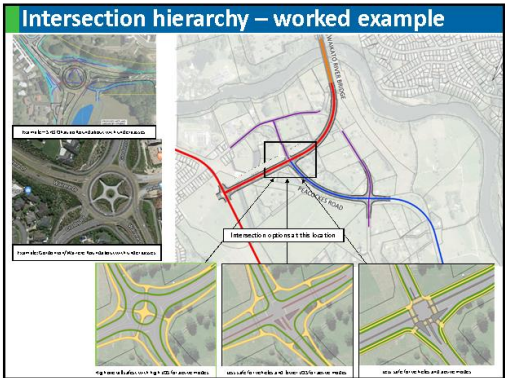
5. Roundabouts with ped/cycles crossing at grade

6. Give Way or STOP Intersections with ped/cycles crossing at grade

1

Growth and Infrastructure Committee Agenda 27 August 2019- OPEN

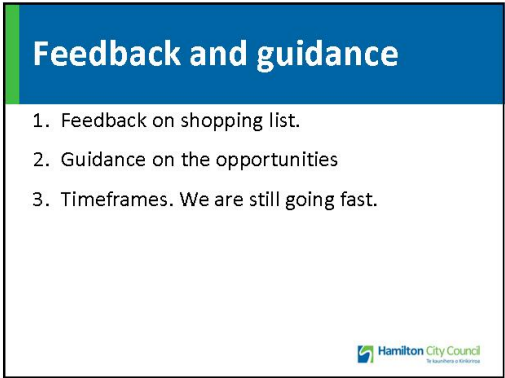
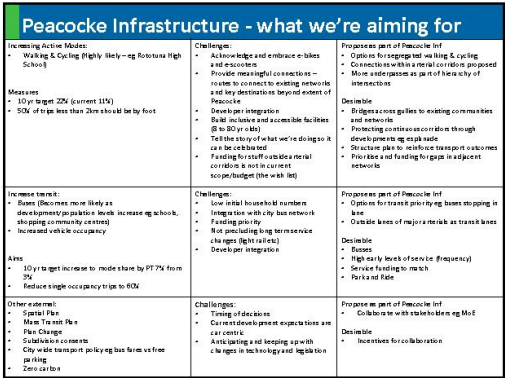
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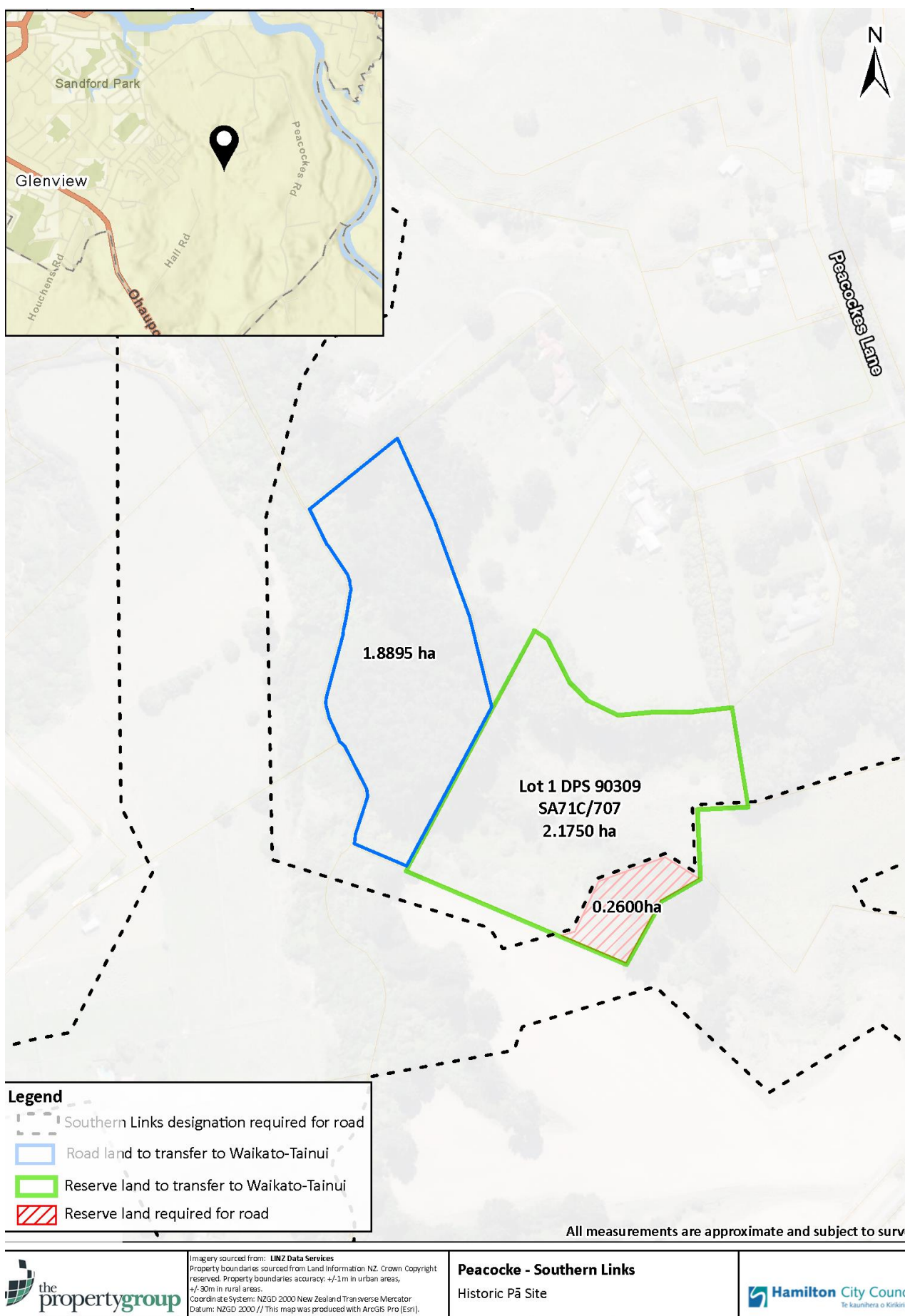
### The shopping list

To collect and record opportunities. Suggestions welcome – what else?

Item	Description	Is it in the budget?	Is it in the scope?	Is it in the plan?
1	Pedestrian and cycle overbridge over Ring Rd intersection on north side of Waiuku River. Great connectivity and also offers opportunity to be inter-modal. No bus, walking and cycling both sides. Opportunity for making one side 'barrier'.	No	Partially	Yes - subject to re-imagining within budget - lower contingency
2	Waiuku River Bridge - over the river, 20-25m wide, 4 lanes, 4 lanes, 4 lanes, walking and cycling both sides. Opportunity for making one side 'barrier'.	Yes	Yes	Yes
3	PT dedicated lanes on Ring Road intersection on opening.	Yes	No	Yes
4	Separated cycle lanes on Major and Minor arterials and bridge. Add extra road width and infrastructure over what was originally allowed for.	No	Partially	Yes - subject to re-imagining within budget - lower contingency
5	Additional infrastructure at key intersections as a result of intersection hierarchy and as part of commitment to 'green' to support table.	No	No	Yes - Risk we need extra funding?
6	Visions Zero approach. Additional measures possibly required, separation between modes preferred, lower speeds, intersection design include safety.	No	No	Yes - Risk we need extra funding?
7	Walking and cycling integration plan linking Peacocke into existing communities.	No	No	Yes - through Plan Change
8	Walking and cycling opportunities fully scoped and prioritising for future funding.	No	No	Yes - through Plan Change
9	New off road cycle path that follows North/South arterial where we have had.	No	No	Yes - Consider in Plan Change?
10	Park connections: <ul style="list-style-type: none"><li>• Improvements to existing path from Peacocke a big River to CBD</li><li>• Protection (physicality) for strategic, strategic</li><li>• Identify and resolve 'gaps in the map' to key structures</li></ul>	No	No	Yes - Consider in Plan Change?
11	Park and Ride within lower Peacocke area	No	No	Yes - Consider in Plan Change?
12	Make developer provides some level of service and connectivity for PT and Walking & Cycling	No	No	Yes - Consider in Plan Change?
13	New off road cycle path that doesn't follow road network	No	No	Yes - Consider in Plan Change?



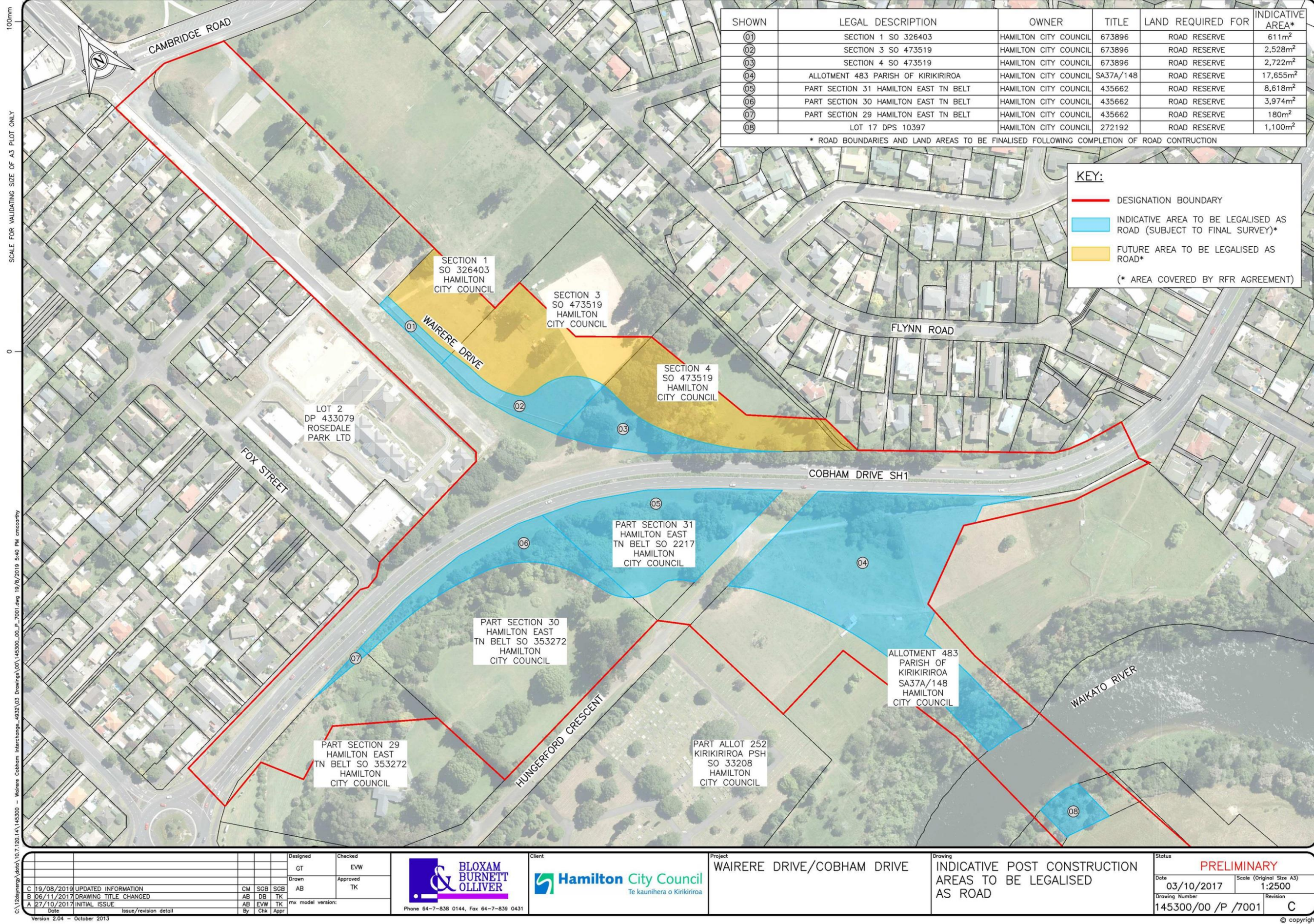


















# Peacocke Programme Capital Report

As at 30 June 2019

- 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 and work has commenced on design principles.
  - 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)



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



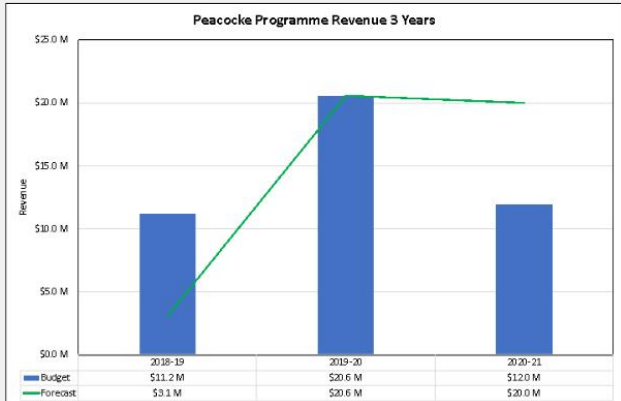
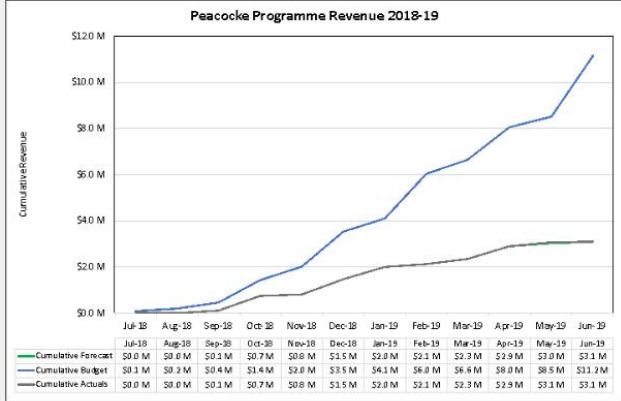
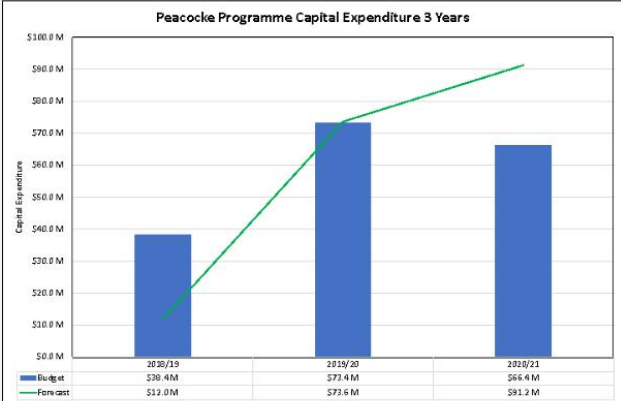
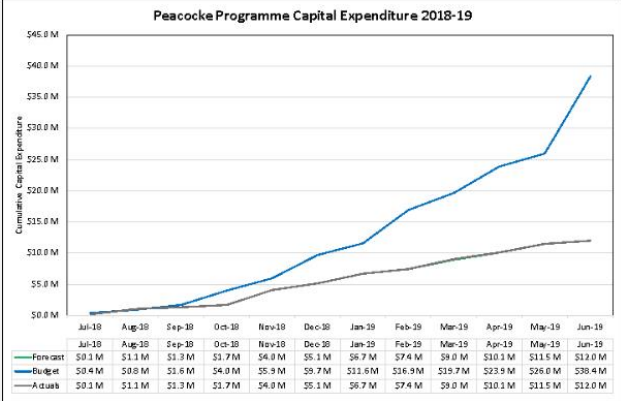
Geotechnical testing of the bridge site



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



## Financial Performance





Peacocke Programme Risks

As at 23 July 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

Item 14

Attachment 8



# Council Report

Item 15

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 2019

**Authors:** Eeva-Liisa Wright and Jen Baird

**Authorisers:** Eeva-Liisa Wright and Chris Allen

**Positions:** General Manager Infrastructure Operations and General Manager City Growth

**Positions:** General Manager Infrastructure Operations and General Manager City Infrastructure

**Report Name:** 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 Waikato Speed Management Plan (stage 1);
  - c) notes a regular Clinic will be arranged for Elected Members to discuss Sensitive Development; and
  - d) approves the 2020-21 Project Watershed one-year plan be submitted to the Waikato Regional Council for approval.

## 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

### **Sensitive Developments – Elected Member Input (GM City Growth)**

4. To better inform and engage Elected and Appointed Members in developments across the city, staff have revised our approach to sharing of information for developments that may be considered sensitive.
5. The new approach seeks to reinforce Elected and Appointed Members as key stakeholders in the development of the city and provide regular reporting.
6. Staff will continue to advise Elected and Appointed Members of sensitive developments through Executive Update each week and plan to set up a monthly Clinic at which to discuss developments of specific interest.
7. Post the endorsement from this committee of this new approach, the first Clinic will be set up at which the first agenda item will be to discuss a proposed list of developments, locations etc that will make up our sensitive development list.
8. Each Clinic will have an agenda set and sent out one week prior that will include those developments staff believe Elected and Appointed Members will be particularly interested in.
9. Elected and Appointed Members can flag with the GM of City Growth any development (whether covered in Executive Update and on the sensitive development list or not) they would like to include for discussion at the Clinic.

### **Building Communities in New Suburbs (GM City Growth)**

10. Development of greenfield areas is infrastructure heavy, but the outcome we desire is the building of an attractive and sustainable community.
11. There is a role for Council to engage with new residents (especially the first ones) to enlist their help to share information with those residents who come after them and create the relationships that hold communities together over the long term.
12. In referencing current work, staff are already engaged with a wide range of people and businesses in the existing Peacocke suburb and surrounds.
13. Within the Peacocke programme engagement plan programme is a stream of work that aims to connect and build a community for the long term. There will be lessons in this work for future growth areas to benefit from.

### **Historic Heritage Fund Report from 2016 to 2019 (GM City Growth)**

#### **Background**

14. Since 2016, the Council has annually allocated the \$100,000 Historic Heritage Fund (the Fund) to owners of heritage-listed sites to assist with the costs of restoration works and producing technical reports required to accompany applications for building consents, resource consent and other funding sources.
15. The Fund is one way the Council acknowledges the contribution heritage makes to Hamilton's identity as well as assisting with protection, conservation and restoration. It is also an action in the Heritage Plan.
16. Four funding rounds have been undertaken and a total of \$274,975.25 has been granted (see Attachment 1). The works that have been, or are currently being supported by the Fund, are for:
  - preparing heritage conservation and condition reports
  - preparing necessary engineering reports to inform future physical works, such as earthquake strengthening
  - major repairs and maintenance.

#### **The funding allocation process**

17. In accordance with the Historic Heritage Funding Guidelines, all applications are reviewed by Council staff and require the approval of full Council. The 2013-2016 Heritage Advisory Panel undertook the review and made recommendations on the inaugural funding round in October 2016; since then staff and the Urban Design Panel have reviewed and made recommendations on funding allocations.

### Observations

18. There is support and interest in the Fund, with a good mix of both commercial, community and private heritage-listed buildings being funded. Since the first round, the applications have been more focused on the specific nature of the proposed works. Staff have provided support and advice to fund recipients on the types of heritage expertise required to ensure their projects are eligible for funding, and able to be completed by the end of the financial year in which the funding has been allocated.
19. To promote the availability of the Fund, most sites whose owners received funding during the first round were asked to display a temporary sign at the completion of the project. Now signage is intended to be provided at the start of the project, so it can be displayed for the entire work period. Permanent signage (a plaque or interpretative panel) identifying and providing information on each listed heritage site and building is a future action in the Heritage Plan.

#### Points to note:

- The Fund does not cover the amount of eligible funding being sought annually.
- Many projects require longer completion dates. To accommodate this, staff and owners are working through priorities and staging programmes of works. As a result, some buildings are required to apply annually for funding to enable the works to be assisted and completed.
- Some funds are allocated but unused due to the inability for the proposed works to be completed by the end of the financial year and the short supply of suitably qualified technical expertise (especially for seismic strengthening).
- The independent advice from the Urban Design Panel during the evaluation of the applications complements the in-house staff expertise.

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

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

Report	Progress Update
Growth Funding Policy 2016	<ul style="list-style-type: none"> <li>• Draft revised policy will be considered in the new triennium (by March 2020).</li> <li>• Likely to be incorporated into 10-Year Plan process rather than stand-alone policy.</li> </ul>
Naming of Roads, Open Spaces and Council Facilities Policy 2016	<ul style="list-style-type: none"> <li>• Review underway.</li> <li>• Seeking input from Iwi and Maangai Maaori plus the Community Group.</li> <li>• Consultation will be recommended.</li> <li>• Report to first meeting of Council in the new triennium.</li> </ul>
Sale and Disposal of Council Land Policy 2016	<ul style="list-style-type: none"> <li>• Policy was held over from the 14 March 2019 Council meeting whilst the Community Land Trust requirements were discussed.</li> <li>• For consideration at 17 September 2019 Council meeting in conjunction with a Community Land</li> </ul>



	Trust report for possible alignment.
Prostitution Bylaw 2009	<ul style="list-style-type: none"> <li>• Submissions to be heard by Regulatory and Hearings Committee on 29 August 2019.</li> <li>• Deliberations report to Council on 17 September 2019.</li> </ul>

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

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

Report	Progress Update
Solid Waste Bylaw Review	<p>The Solid Waste Bylaw review will ensure alignment with the changes to rubbish and recycling which will be implemented in July 2020.</p> <p>Council approved for the Bylaw to go out for public consultation 7 May 2019, with consultation commencing from 4 June 2019 and closing on 4 July 2019.</p> <p>Submissions are expected to be heard by the Regulatory and Hearings Committee on 29 August 2019 followed by a recommendation report to Council on 17 September 2019.</p>
Connections (3 Waters) and Charging Policy	<p>This policy is now overdue for review. This policy is influenced by outcomes of several other related three water matters and discussions currently underway, in particular, the development of policy guidance around the assessment of Large Wet Industry water and wastewater connection requests.</p> <p>Staff have undertaken initial consultation with internal and subregional key stakeholders on the general provisions and changes proposed within the policy and are currently undertaking targeted consultation with Iwi in relation to Wet industry principles and priorities to be included in the policy as resolved at the 18 June 2019 Growth and Infrastructure committee.</p> <p>Following completion of targeted consultation and drafting of a revised policy, Elected Member input will be sought at a Councillor briefing in 2019 with the approval of the revised policy to be sought in early 2020.</p>
Hamilton Gateways and Streetscape Beautification and Verge Maintenance policies	<p>Due to current workloads and the very minor changes needed for these policies it has been decided to hold these two policies over until the new Council is in place. It is proposed that these policies will be finalised</p>

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

22. The Future Proof Implementation Committee (FPIC) held a workshop on 29 July 2019 to receive updates on the Hamilton to Auckland Corridor Plan (Corridor Plan) workstreams, and to provide feedback on outputs to date in advance of the first formal FPIC meeting of the new partnership on 15 August 2019.
23. The FPIC meeting on 15 August 2019 was attended by new partner representatives from the Crown (including Ministers Twyford and Mahuta), Auckland Council, Franklin Local Board, and Auckland/Hauraki Iwi.
24. A number of news articles have positively reported on the expanded Future Proof Partnership and the focus areas of the Corridor Plan including:
  - <http://www.futureproof.org.nz/news/>
  - <http://www.stuff.co.nz/national/115022860/partnership-to-target-development-between-auckland-and-hamilton?cid=app-android>
  - [https://www.nzherald.co.nz/nz/news/article.cfm?c\\_id=1&objectid=12258799](https://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=12258799)
  - <https://www.rnz.co.nz/news/national/396809/councils-govt-mana-whenua-agree-on-auckland-hamilton-development>
25. At the meeting, detailed updates were provided on the Corridor Plan's key initiatives, including:
  - National policy tools and frameworks
  - Waikato sub-Regional three waters Investigation
  - Stronger corridor connections (including start-up and rapid rail)
  - Papakura-Pokeno sub-region spatial plan
  - River communities spatial plan
  - Hamilton-Waikato metro spatial plan and mass transit plan
  - Planning, funding and implementation
26. An agenda including a copy of the presentation can be found here, and a copy of the Corridor Plan video can be accessed [here](#).
27. Of particular interest and relevance to Hamilton is the progress being made on the Hamilton-Waikato Metro Spatial Plan and the Mass Transit Plan. These collaborative projects are being undertaken in partnership with local government (Waipa and Waikato District Councils, and Waikato Regional Council), Waikato Tainui, and Central Government to determine a shared 100-year vision and spatial framework for the emerging metro area, with a 30-year plan for priority development areas and enabling investment.
28. Councillors were invited to a drop-in session on 24 July that covered the project's purpose, scope and findings to date.
29. At the FPIC meeting on 15 August, the significant opportunities that the metro area presents to deliver on central government's urban growth objectives was emphasised, specifically the role of moving to an urban form based around a mass transit network, and the ability of the area to deliver affordable housing alongside employment.

30. The next steps for the Metro Spatial Plan (phases 2 and 3) will include:
  - detailed analysis and testing of future urban forms, including strategic transport corridors
  - economic futures investigation
  - key stakeholder engagement
  - development of the final metro spatial plan including an implementation agreement
  - formal consultation and hearings
  - plan adoption by all partners
31. Implementation of the Metro Spatial Plan is also a key focus, and the wider Corridor Plan 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 tools.
32. Staff will continue to engage with elected members to seek their early input in to the development of the Metropolitan Plan as the project progresses through the next two phases.

### **Strategic Regional Collaboration Update (Executive Director Special Projects)**

#### **Mayoral Forum**

33. A summary of the Waikato Mayoral Forum meeting on 10 June 2019 was circulated to Elected Members via Executive Update on 30 July 2019. The summary can be [viewed here](#). The next Mayoral Forum meeting was held on 12 August 2019. A verbal update will be given at this meeting.

#### **Waikato Plan**

34. The Waikato Leadership Group met on 22 July 2019 and a copy of the minutes of that meeting can be [viewed here](#).

#### **Cross Boundary Council Discussion – Growth Matters**

35. Waikato District Council – a report was taken to Council on 27 June 2019 which updated the progress on the talks between Waikato District Council and HCC. This included approval of the Library Access Agreement between the two Councils. Meetings continue and the minutes of the 2 July 2019 have been circulated via Executive Update on 30 July 2019. The next meeting was held on 19 August 2019. A verbal update will be given at this meeting.
36. Waipa District Council – the first meeting between our two Councils was held on 21 June 2019 and a verbal update was provided during at the 27 June 2019 Council meeting. Further meetings will be scheduled.
37. Council is represented at both these Governance groups by Mayor Andrew, Councillors Macpherson and Pascoe, CE Richard Briggs and Blair Bowcott.

#### **Infrastructure Funding and Financing**

38. A project team has been established to lead the work in this area, and budget to support this work was approved in the 2019/20 Annual Plan. Crown Infrastructure Partners invited Council to discuss infrastructure funding and finance at their Board meeting on 8 August 2019 – a verbal update on that presentation will be given at this meeting.
39. An Elected Member briefing is being held on 28 August 2019 to explain the specific investigations undertaken on the Rotokauri and Peacocke growth cells in relation to the emerging Infrastructure Funding and Financing tool, work through the feasibility study being conducted and outline next steps, ahead of a report to Council on 17 September 2019.

### Three Waters Reform (Executive Director Special Projects)

40. The Three Waters Review is a cross-government initiative established in mid-2017 that has been tasked with looking at the challenges facing New Zealand's three waters system and developing options and recommendations for system-wide performance improvements.
41. On 31 July 2019, Government announced a suite of regulatory reforms as part of the Three Waters Review, with the aim of ensuring safe drinking water and achieving improved environmental outcomes for New Zealand's wastewater and stormwater systems.
42. The key features of the regulatory reforms announced included:
  - Establishment of a new dedicated water regulator with responsibilities and functions expected to include sector leadership, standard setting, compliance monitoring and enforcement, capability building, advice and education and performance reporting;
  - Establishment of a new Water Services Bill to support the implementation of regulatory reform
  - An extension of the regulatory coverage to include all water suppliers. with the exception of individual household self-suppliers (currently only networked supplies serving 25 people or more are covered by regulations);
  - Requirement for water suppliers to have a multi-barrier approach to drinking water safety, including mandatory disinfection of water supplies (with exemptions only in appropriate circumstances);
  - Introduction of stronger obligations on water suppliers and local authorities to manage risks to sources of drinking water and more stringent compliance, monitoring and enforcement of drinking water regulation;
  - Increased central oversight of wastewater and stormwater regulation including; national environmental performance measures, national good practice guidelines for design and management of wastewater and stormwater networks and co-ordinated national monitoring and response to emerging contaminants;
  - Development of transitional arrangements of up to 5 years to allow water suppliers time to adjust to the regulations implemented
43. The Department of Internal Affairs is continuing to lead work on further defining the scope, roles and form of the regulator (including whether to include regulation of all three waters within a single regulator, or separate entities) as well as work to identify options to address the wider funding and capability issues associated with water service delivery, including cost implications of the regulatory reform proposals. Further announcements on these areas of work are expected later this year.
44. Staff are currently reviewing the regulatory changes proposed to determine what impact the potential impact on the management of Hamilton's three waters systems, however further detail will be required to fully complete this assessment.
45. More information in relation to the Three water review and the recent announcement on regulatory reform are available on the Department of Internal Affairs Three Waters Review website: <http://www.dia.govt.nz/Three-Waters-Review>

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

46. The most recent Access Hamilton Taskforce meetings were held on 11 July and 2 August 2019. A further meeting will be held 26 August 2019.

47. Key topics covered included:

- Access Hamilton Programme updates
- Alexandra Street Pedestrian Improvements
- Dealing with infrastructure requests from the community
- Accessibility Concessions update
- Transportation 2019/20 Low Cost Low Risk Programme
- Strategic direction for Access Hamilton
- Peacocke bridge and road network update re provisions for cyclists and buses
- Free Buses
- Personal (Micro-Mobility) Hire Devices Code of Practice
- Claudelands Road – cycling connectivity improvements project
- Proposed speed limit changes
- One Network Transport report card
- Rotokauri – upcoming work on designations for the arterial network

48. An annual One Network Transport Report Card has recently been developed by staff to help with reporting against the Access Hamilton objectives and to provide a snap shot of the performance of our transportation network. The report card includes information from Hamilton City as well as the NZ Transport Agency (NZTA) and Waikato Regional Council to reflect the One Network approach. This document will continue to be developed over the coming year, with additional data sources to be sought and reflection on the various new strategy documents that are expected during that period – including the next Government Policy Statement on Land Transport and the new Road Safety Strategy. A copy of the 2018/19 Transport Report Card is included in this report as **attachment 4**.

49. A document is being developed for the Access Hamilton Strategy which communicates it in a way that is easy to understand and community friendly. A draft strategy on a page was presented to the 2 August 2019 Access Hamilton Taskforce meeting and a drop-in session was subsequently held for all Councillors on Monday, 12 August 2019. The strategy on a page was also included in Executive Update on 13 August 2019. The final strategy on a page was presented at the Access Hamilton Taskforce meeting 26 August and will be tabled at this meeting.

50. A verbal update of any key topic's covered at the 26 August 2019 Access Hamilton Taskforce will be provided.

51. At the time of writing, the final Access Hamilton Taskforce Meeting for this triennium is scheduled for 9 September 2019.

52. The Mayor has received a letter from the NZ Transport Agency dated 13 August 2019 responding to a request to review the Agency funding status of 3 projects that were indicated as unlikely to receive construction funding. The result of the review has resulted in no change to the status of these project phases (**Attachment 8**).

### **Vision Zero Update (GM Infrastructure Operations)**

53. 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.

54. 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
23.6.19	Te Rapa / Forest Lake intersection	Southbound vehicle on Te Rapa Road, proceeded through traffic lights, has veered slightly to the right and hit opposite traffic island and traffic light pole in centre of road. Driver died in hospital.	71	Not known

55. 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.
56. The total number of fatalities in the city for the 2018 calendar year was nine.

### Hamilton Public Transport Joint Committee – (GM Infrastructure Operations)

57. Hamilton Public Transport Joint Committee was held on the 16 August 2019 – [link to Agenda here](#).
58. The following relevant items (for the City) were included in the agenda: The following relevant items (for the City) were included in the agenda:
- Public Transport Plan Review
  - Driver Remuneration Update
  - Electric Bus Strategy Development
  - Youth Concession
  - City PT Infrastructure Update
  - New Electronic Ticketing System Update
  - Accessibility Concession
  - City PT Services
  - Employment Relations Act Changes
59. WRC staff also provided a verbal update on the Youth and Accessibility Concession initiatives recently implemented:

#### Free bus travel for youth on weekends and public holidays

60. At this committee an update was provided on the 1 year trial for Free travel for youth on weekends and public holidays:
- The 1 year trial for Free travel for youth on weekends and public holidays commenced on the 6<sup>th</sup> July 2019.
61. The result for the first month of free weekend travel for youth is summarised as follows:
- 3,008 youth boardings during July 2018
  - 6,207 youth boardings during July 2019 (with free youth travel)
- This is a 106% increase



Accessibility Concession:

62. The Accessibility Concession was launched on the 1<sup>st</sup> of August. The concession enables free bus travel for persons with a transport disability that means they are unable to drive car.
61. Since the first of August over 400 concession applications have been received and over 250 concession ID's have been issued.

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

63. The Regional Transport Committee (RTC) met on 1 July 2019, with Councillor Macpherson representing Hamilton City Council.
64. The key topic's covered in the meeting were:
  - Road Safety Monitoring Report - 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. The Committee approved the draft feedback document to the Ministry of Transport Discussion Document 'Enhanced Drug Impaired Driver Testing'.
  - Draft Regional Speed Management Plan (Stage 1) - an update for the Committee on the regional speed management plan. The Committee's endorsement of draft Regional Speed Management Plan (stage 1) was sought prior to circulation to territorial authorities, the NZTA and key stakeholders in the region as a platform for further discussion to accelerate speed management and implementation. It agreed that full support from all territorial authorities was needed prior to the RTC endorsing the document. A subsequent letter from the Waikato Regional Council is now proposing that that the document will be referred back to the RTC for endorsement after the local body elections. A copy of the letter is included as attachment 3 and the draft Regional Speed Management Plan for the Waikato Region (stage 1) as attachment 5.
  - Transport Choices Report - an update to the committee on the Waikato Regional Cycling Education Plan which has been completed. Sport Waikato will be taking the lead in the plan's delivery which has two work streams and investment priorities for cycle safety across the Waikato region - Bikes in Schools and Cycle Skills Training. Hamilton City is already involved in this work via our Road Safety Programme and work undertaken by School Travel Coordinators in the City Transportation team with funding assistance from the NZTA and Accident Compensation Corporation (ACC). It was also noted that in order to be most effective, there was a need to ensure that there is safe and appropriate infrastructure surrounding the schools to support biking in that area.
  - Transport Planning and Projects report – an update on current regional transport plans and projects as at 13 June 2019.
  - Waikato Stock Truck Effluent Disposal Programme - update on the progress towards the implementation of new stock truck effluent facilities in the Waikato Region. Following delays to the implementation of the programme, it has been agreed that ownership of any new facilities will be by Waikato Regional Council. On this basis, tenders for the site at the corner of State Highway 1 and 29 at the base of the Kaimai's will now be issued and it is expected that the site should be operational by the end of 2019.
  - Regional Transport Issues Forum – discussion and update on regionally significant transport issues. It was noted that most of the actions have been assigned to the NZTA and that while they have made progress on these, an update was not available at the time of writing the report. A full update will be circulated to the RTC members and reflected in the report for September 2019.

65. A copy of the full agenda can be found via the following link:  
<https://www.waikatoregion.govt.nz/assets/Agenda-Package-Regional-Transport-Committee-1-July-2019.pdf>

### Transportation 2019/20 Low Cost, Low Risk Programme (GM Infrastructure Operations)

66. The Low Cost, Low Risk Programme (previously known as the Discretionary Transport Programme) is developed annually for projects that have had total cost per site of less than \$1million. The programme qualifies for NZTA subsidy of 51% for approved projects and has projects from the following funding streams:

Funding streams for Low Cost Low Risk programme	Total funding for 2019/20
Minor Improvements	2,082,000
Integrated Transport Improvements	1,561,500
Bus Stop Infrastructure	676,000
Biking Connectivity Projects	2,082,000
Bader Street improvements	1,087,579

67. A draft list of projects has been developed and two Elected Member drop in sessions were held to enable discussions on the work proposed for each of the sites. The list was also presented to the Access Hamilton Taskforce meeting on 2 August 2019.
68. Attachment 6 to this report is a list of the proposed projects to be undertaken in the 2019/20 financial year. While there is insufficient funding for the delivery of all of these projects, there are often issues that take some time to work through and it is useful to begin the concept development and investigation to enable the delivery in the 2020/21 financial year.

### Submission on the 'Road to Zero' National Road Safety Strategy (GM Infrastructure Operations)

69. The 27 June 2019 Council meeting was informed of the likely release of a national road safety strategy following a notification from the Ministry of Transport (the Ministry) that they expected consultation to begin in early July 2019. This new strategy will replace the current Safer Journeys strategy and will be in place for the 2020 – 2030 period.
70. Due to the expected timeframes involved, it was resolved by Council on 27 June 2019, that staff would work with Councillors Macpherson, Taylor and Tooman to develop the Hamilton City Council submission on the discussion document. The Council meeting also delegated authority to the Chief Executive to approve the final submission on the 2020 Road Safety Strategy consultation document.
71. Road to Zero is a consultation document that outlines proposals for a new road safety strategy for New Zealand and some first actions. The strategy will replace Safer Journeys, which concludes at the end of this year. Road safety is a really important issue in New Zealand; too many people are being killed and injured on our roads every day. The Ministry sought feedback

on the proposed plan to improve safety for everyone who uses our roads, streets and footpaths by 14 August 2019.

**Item 15**

72. The plan has the following focus areas:

- Safe Roads and Speeds
- Vehicle Safety
- Work Related Road Safety
- Road User Choices
- System Management

73. Road to Zero At A Glance is a two page summary document and is included in this report for information as **attachment 7**.

74. A copy of the Hamilton City Council final submission is included in this report as **attachment 9** for information purposes only.

### **Hamilton Parking Management Plan Update (GM Infrastructure Operations)**

75. At the 18 June 2019 Growth and Infrastructure Committee, staff provided an update through the General Managers Report that while work had advanced on developing a draft document, including the objectives and principles, that these had not been finalised with the Access Hamilton Taskforce.

76. Staff were proposing to hold workshop sessions with the Access Hamilton Taskforce on Friday 14 June 2019 and Friday 2 August 2019, however these were not undertaken given the size of the agendas for these particular Access Hamilton Taskforce meetings.

77. Staff are continuing to work on finalising the overall document, including objectives and principles, however we acknowledge that we will be unable to present to Council any recommendation(s) for their consideration prior to the October 2019 Local Government elections.

78. The intention now is that early in the term of the newly elected Council, staff will reengage with Council to set the scene of work completed to date, and work with this Council to finalise and adopt the parking management objectives and principles.

79. The purpose of the parking management objectives and principles is to guide how we should manage 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)

80. A list of the current precincts and areas that have been identified needing a specific parking management plan(s) are outlined below. Once the objectives and principles for a Hamilton Parking Management Plan have been finalised the next step will be to develop these specific precinct/area parking management plans.

81. 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 and/or areas may be added from time to time, as required

## Waste Taskforce Update (GM Infrastructure Operations)

82. The Waste Taskforce had a special meeting on Friday 21 June 2019. The meeting was required as a result of the report to the Growth and Infrastructure Committee (18 June 2019) on the gate fee price increases for the transfer station and organic centre.
83. The last Waste Taskforce meeting for the triennium was held on 7 August 2019, the following topics were discussed:
  - Rubbish and Recycling Change of Service Project Update
    - The current focus of the project is identifying service options for non-standard services and identifying specific locations where these may apply
  - Waste Management Contract Performance
  - Waste Management and Waste Minimisation Plan –
    - Plastic Free July
    - Partnership with Hospice Waikato
    - Wasteminz Conference Partnership
  - Waste Minimisation Conference
    - The 31<sup>st</sup> Annual Wasteminz Conference will be held in Hamilton from 23-26 September 2019
    - <https://www.wasteminz.org.nz/conference/>

## Annual Update of Drinking Water Compliance and Risk (GM Infrastructure Operations)

84. Drinking-water supplies in New Zealand are expected to demonstrate compliance with the Drinking-water Standards for New Zealand 2005 (Revised 2018) (The Standards) and meet the requirements of the Health Act 1956 as amended in 2007 (the Health Act).
85. The Standards specify maximum acceptable levels for contaminants, monitoring requirements (e.g. taking samples for testing) and other performance requirements for supplies, both at the treatment plant and within the water network.
86. The quality and compliance of Hamilton's water supply is assessed by Drinking-water Assessors (DWA's) employed by the Waikato District Health Board on behalf of the Ministry of Health.
87. The DWA assesses compliance through the annual survey process beginning in July each year. The survey consists of two parts:
  - Achievement against the Drinking-water Standards for New Zealand 2005 (Revised 2018)
  - Achievement in meeting requirements of the Health Act.
88. The DWA utilises information reported by Hamilton City Council through the national Drinking-water Online database (DWO) and through direct correspondence to determine compliance.
89. Hamilton has been assessed by the DWA as being fully compliant for the 2018/19 year with The Standards and requirements of the Health Act.
90. The details from the annual assessments are included in the Ministry of Health Annual Report on Drinking-water Quality. The Annual Report is published in the following year and presents findings on national levels of achievement for networked supplies serving more than 100 people.
91. The Hamilton City Council water supply annual compliance 2018/19 report attachment 10 of this report.

## Project Watershed - 1 Year Plan 2020-21 (GM Infrastructure Operations)

92. The Project Watershed Service Level Agreement (SLA) is a formal agreement between Waikato Regional Council (WRC) and Hamilton City Council (HCC), relating to the management of the Waikato River and its catchments that fall within the boundaries of the 'Central Zone'.
93. Work is undertaken by council within the Hamilton City boundary on behalf of WRC under the Project Watershed SLA. The three objectives of the works carried out by HCC include;
94. River Management - ensure the river catchment is free flowing and stable
  - Soil Conservation - ensuring soil types are stabilised sustainably
  - Flood Protection - works that protect land and assets from natural flood events.
95. The Services council provide on behalf of WRC under the Project Watershed SLA are pursuant to an agreed 10 Year Plan and confirmed annually through the provision of an agreed One Year Plan.
96. Each year in November during the term of the SLA, there is an opportunity for HCC to amend or confirm the programme proposed for the following financial year. This involves HCC submitting a proposed One Year Plan for the city that identifies on a "Project by Project" basis the services and deliverables that are proposed to be completed in the following financial year.
97. Following the updates provided at the 4 September 2018 and 29 March 2019 Growth and Infrastructure Committees on Project Watershed, staff were asked to present the proposed One Year Plan each year to the Growth and Infrastructure Committee prior to it being submitted to WRC for approval.
98. An Elected Member briefing was undertaken on 13 August 2019 that included a presentation from the Waikato Regional Council Central Catchment Zone Manager on the Catchment Committee. Staff provided a high-level overview of some of the proposed projects and activities that are included within the proposed HCC One Year Plan for 2020-21. Staff undertook to provide a copy of HCC's proposed One Year plan for 2020-21. The One Year Plan for 2020-21 breaks down the annual programme into seven broad areas of project delivery as shown below:

Project Delivery Area	Project Description	Activity	Proposed 2020-21 WRC Contribution
Stream Cleaning	Annual programme of works to keep agreed streams, drains and open channels free of obstructions.	Mangaouna Stream (Hillcrest) Kirikiriroa Stream (Chartwell) Waitawhiriwhiri Stream (Dinsdale/Maeroa) Mangakōtukutu Stream (Glenview) Te Awa O Kata Paki Stream (Rototuna)	\$133,700
Waitawhiriwhiri Stream Maintenance	Maintenance of the Gobi mat in the Waitawhiriwhiri stream.	Condition Assessment walkover, works identification Remedial works carried out	\$20,000
HCC Project Watershed Management	To cover administrative and management costs associated with		\$26,000

	reporting and meeting attendance in relation to Project Watershed Service Level Agreement and works.		
Stream & River bank stabilisation	Proactive streambank stabilisation on tributaries and the Waikato River.		\$65,000
Community Planting	Proactive Stream Bank Stabilisation of Tributaries and Rivers carried out by volunteers.	Sandford Park Mangaiti Park Donny Park Ranfurly Park	\$33,000
Maintenance of works and Gully's	Site preparation works in advance of proactive bank plant and maintenance of previous planting.		\$171,000
Erosion Control Works	To address erosion events reactively that are identified during maintenance activities and that meet SLA objectives.		\$165,000
	<b>Total Proposed WRC Contribution in 2020-21</b>		<b>\$613,700</b>

99. In addition to the proposed annual programme staff are continuing to collaborate with WRC on the wider HCC erosion control programme. Through the WRC 10 Year Plan process, WRC decided not to fully fund contributions to HCC's erosion control programme in alignment with their funding policy, however have committed to collaborating with HCC to pursue alternative 3<sup>rd</sup> party funding options. Until such funding has been secured HCC's erosion control programme will be scaled back to fit within the available funding envelope.
100. At this meeting, staff seek Growth and Infrastructure Committee endorsement to proceed with submitting the One Year Plan for 2020-21 to WRC as required by the SLA to confirm the Project Watershed works Programme for next financial year.

### Financial Considerations

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

### Legal and Policy Considerations

102. This report is for information purposes only.

### Cultural Considerations

103. This report is for information purposes only.

### Sustainability Considerations

104. This report is for information purposes only.



## Risks

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

## Significance & Engagement Policy

### Significance

106. This report is for information purposes only.

### Engagement

107. This report is for information purposes only.

## Attachments

Attachment 1 - Hamilton City Council Heritage Fund from 2016 to 2019

Attachment 2 - Hamilton to Auckland Corridor Plan Stakeholder Plan presentation to FPIC 27 May 2019

Attachment 3 - Letter from Waikato Regional Council regarding draft Speed Management Plan (stage 1)

Attachment 4 - One Network Transport Report Card

Attachment 5 - draft Waikato Regional Speed Management Plan (stage 1)

Attachment 6 - draft Low Cost Low Risk Programme 2019/20

Attachment 7 - Road To Zero - at a glance

Attachment 8 - NZTA Funding Review Response

Attachment 9 - HCCs Final Submission to the MOTs Consultation Document Road to Zero - Consultation on the 2020-2030 Road Safety Strategy (16 August 2019)

Attachment 10 - Hamilton City Council Water Supply Annual Compliance Report 2018-2019

<b>Attachment 1: Hamilton City Council Heritage Fund Report from 2016 to 2019</b>				
<b>Funding period</b>	<b>Heritage building</b>	<b>Works</b>	<b>Funding Provided</b>	<b>Funding Paid</b>
2016/2017	H4 – St Peter’s Anglican Cathedral	Earthquake strengthening/updating existing conservation plan	\$20,000	\$20,000
	H10 – St Mary’s Convent Chapel	Conservation Plan	\$10,000	\$10,000
	H18 –Petals Flower Shop/Kaiapoi House	Conservation Plan	\$5,000	0
	H29 – Silverdale Homestead	Timber repairs	\$4,100	\$4,100
	H34 – Barton & Ross Building	Earthquake Strengthening	\$10,000	0
	H37 – Wesley Chambers	Conservation Plan	\$10,800	\$10,800
	H42 – Public Trust Building	Conservation Plan	\$5,000	\$0
	H49 – F E Smith House	Repair of windows	\$4,000	\$4,000
	H57 – House (Laurensen Settlement)	Building Assessment Report	\$ 603.75	\$ 603.75
	H63 – Ingleholm House	Tree assessment & removal	\$5,668.50	\$5,278.50
	H71 – Howdens Jewellers	Earthquake Strengthening	\$5,400	0
	H73 – Alexandra Building	Conservation Plan	\$5,000	\$5,000
	H79 – Former Frankton Junction Supply Store	Façade & Parapet repair	\$14,117.75	\$14,117.75
	H111 – House	Repairs	\$5,000	\$5,000
	H117 – House	Documentation for re-roofing	\$7,500	\$7,500
	H115 – House	Borer Treatment	\$3,200	\$3,200
<b>Total Paid in 2016/17</b>				<b>\$89,600.00</b>
2017/2018	H4 - St Peter’s Anglican Cathedral	Seismic assessment and design	\$10,000	\$10,000
	H6 – Greenslade House	Heritage investigation on Repairs	\$1,000	0
	H28 - Hockin House	Conservation Plan	\$5,000	\$5,000
	H31 - St Andrew’s Church	Conservation Plan	\$10,000	\$10,000
	H37 – Wesley Chambers	Window repair	\$20,000	\$20,000
	H41 – Cadman’s Garage	Seismic Assessment	\$10,000	\$10,000
	H55 – House (Laurensen Settlement)	Window repair	\$6,000	\$6,000
	H57 – House (Laurensen Settlement)	Window repairs	\$6,000	\$5,000.25
	H63 – Ingleholm House	Scaffolding and painting	\$4,500	\$3,500
	H111 – House	Conservation maintenance plan	\$4,500	\$2,875

	H115 – House	Repairs	\$7,000	\$7,000
	H116 – House	Window repair	\$6,000	\$6,000
	H117 – House	Roof Replacement	\$10,000	\$10,000
Total Paid in 2017/18				\$95,375.25
2018/2019	H21 – Lake House	Roof and window repair	\$4,000	\$4,000
	H30 – Riverlea House	Restoration of windows and cladding	\$3,000	\$3,000
	H37 – Wesley Chambers	Window repair	\$21,000	\$21,000
	H40 – Pascoes Building/Frear’s Building	DSA and heritage report	\$15,000	\$15,000
	H55 – House (Laurenson Settlement)	Re-roofing	\$8,000	\$8,000
	H57 – House (Laurenson Settlement)	Painting the exterior	\$6,000	\$6,000
	H73 – Alexandra Building	Heritage advice and DSA	\$10,000	0
	H98 – Former Housing NZ Building/Fine Arts Society Building	Repair of canopy	\$13,000	\$13,000
	H118 – House	Repair and restoration of verandas	\$17,000	\$17,000
	A15 - Tupari Paa	Archaeological report	\$3,000	\$3,000
Total Paid in 2018/19				\$90,000.00
2019/2020	H31 - St Andrew’s Church	Seismic Strengthening	\$20,000	Active
	H37 – Wesley Chambers	Window repair	\$21,000	
	H40 – Pascoes Building/Frear’s Building	Re-roofing	\$13,000	
	H57 – House (Laurenson Settlement)	Re-roofing	\$8,000	
	H55 – House (Laurenson Settlement)	Painting the exterior	\$6,000	
	H71 – Howdens Jewellers	Structural repair	\$2,850	
	H75 - House	Window repairs	\$2,650	
	H99 - Puna’s Building	Re-roofing	\$15,000	
	H111 – House	Repairs	\$2,000	
	H115 – House	Window and cladding repairs	\$8,000	
	H117 – House	Entrance porch repairs	\$1,500	



*Briefing to stakeholders*

# The Hamilton-Auckland corridor initiative

*Hei Awarua ki te Oranga*

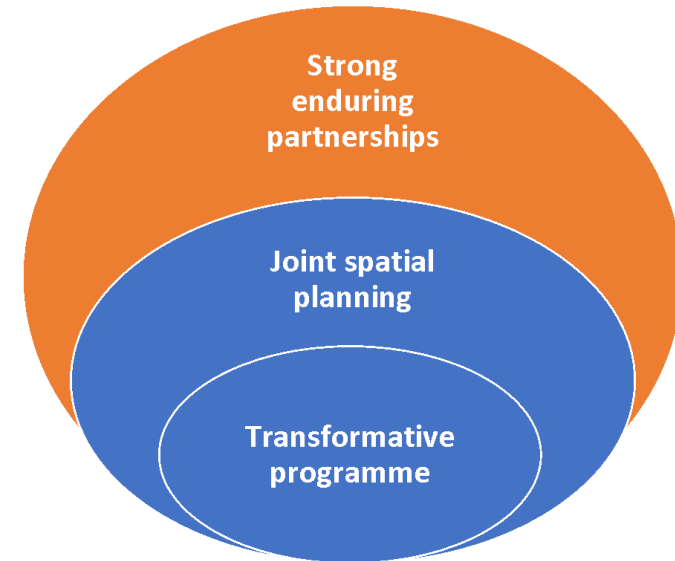


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## This presentation

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





## 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



## 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.



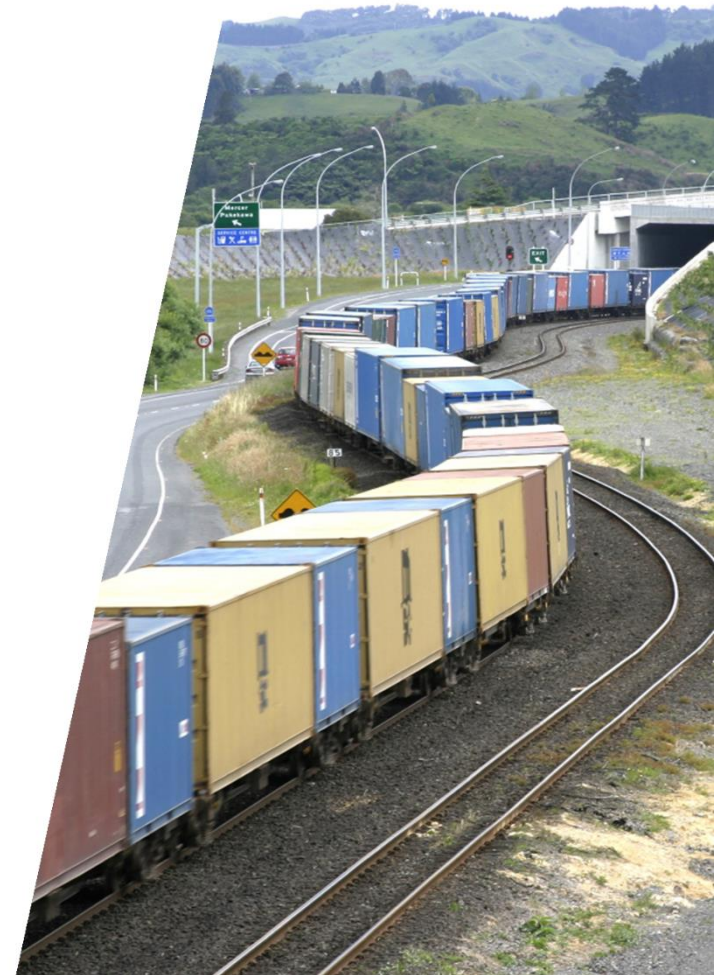
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## Hamilton- Auckland corridor

### 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.



## 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*

## **Starting points**

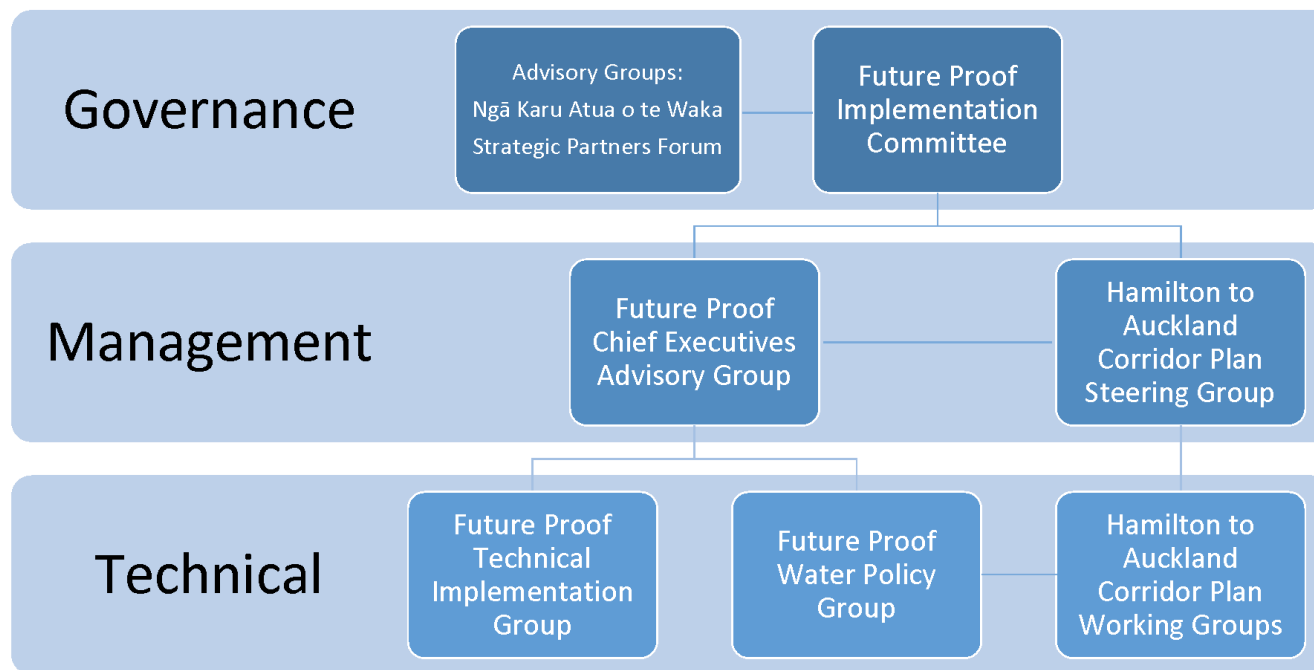
1. Partnership is **a good idea**.
2. Joint mana whenua-Crown-council governance partnership.
3. Partnership area/scope should **match the opportunity/challenge** not existing boundaries.
4. **Agile and cost effective** but also **enduring**.
5. Don't take long to establish – needs are **urgent**.

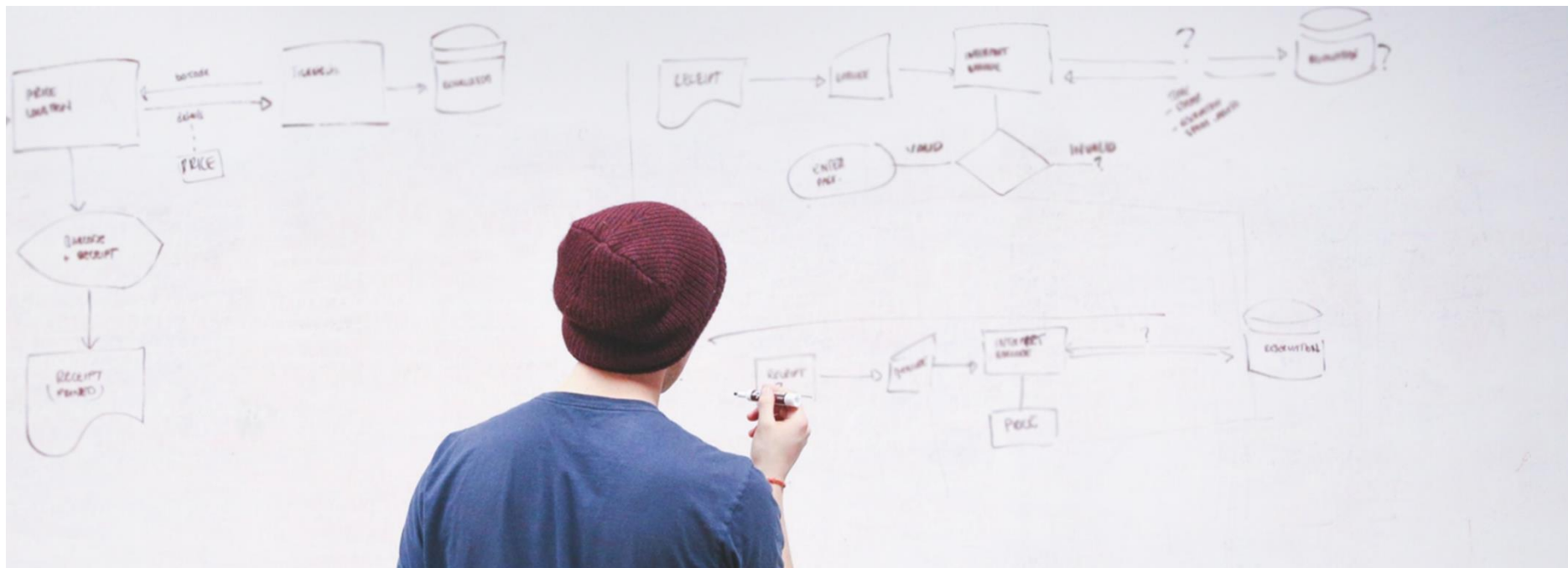




# Hamilton-Auckland corridor

## Recommended option





# 3. Planning

Statement of shared spatial intent

# Hamilton- Auckland corridor

## 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.



Item 15

Attachment 2

## 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

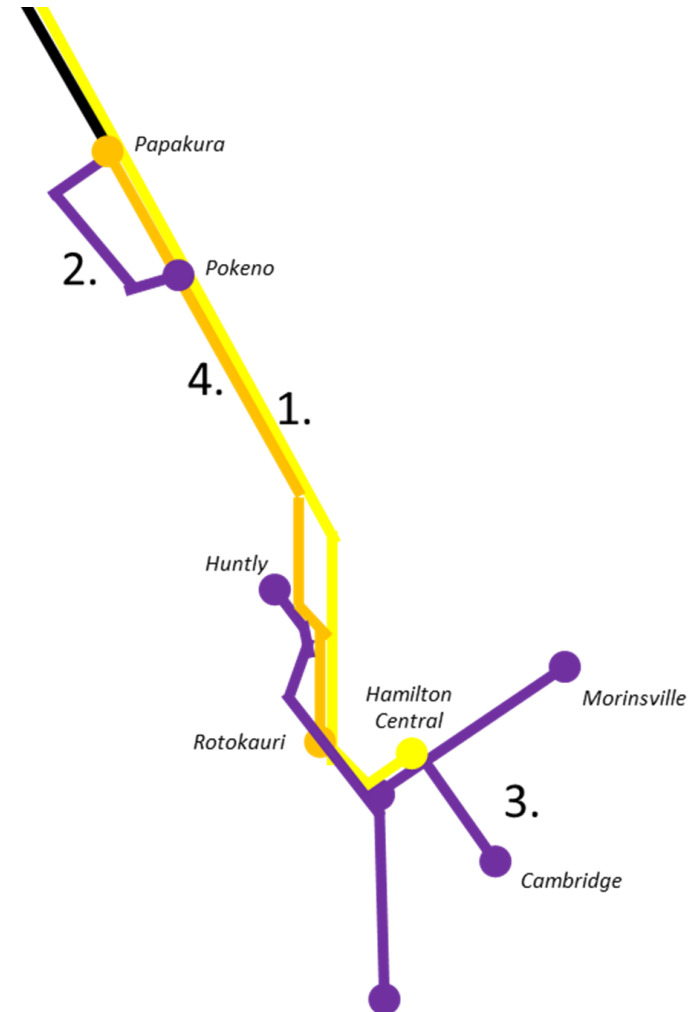
- Rapid intercity rail planning.
- Metro mass transit schemes development.
- Public transport connectivity.
- Completing metro road networks.



## 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

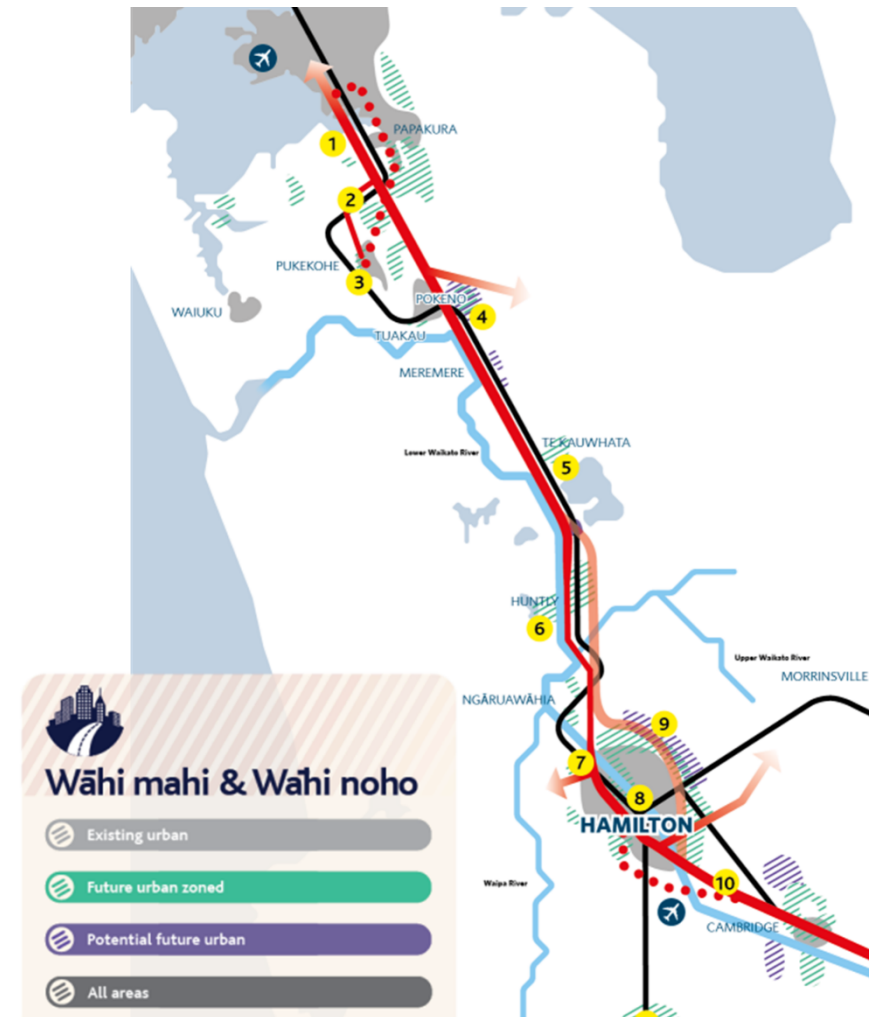
#### Main future housing and employment growth clusters

- 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

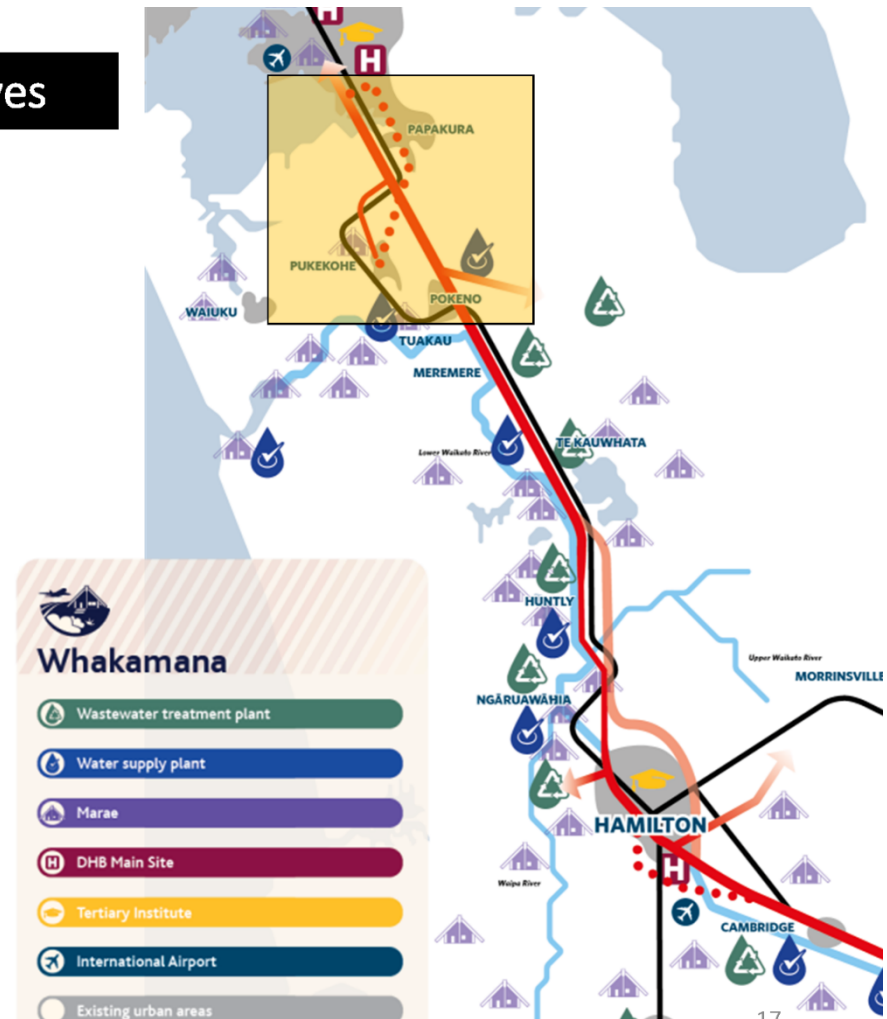
- Hamilton-Waikato sub-regional spatial plan.
- Partnership focus areas e.g. Drury, Pokeno, Huntly.



## 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.



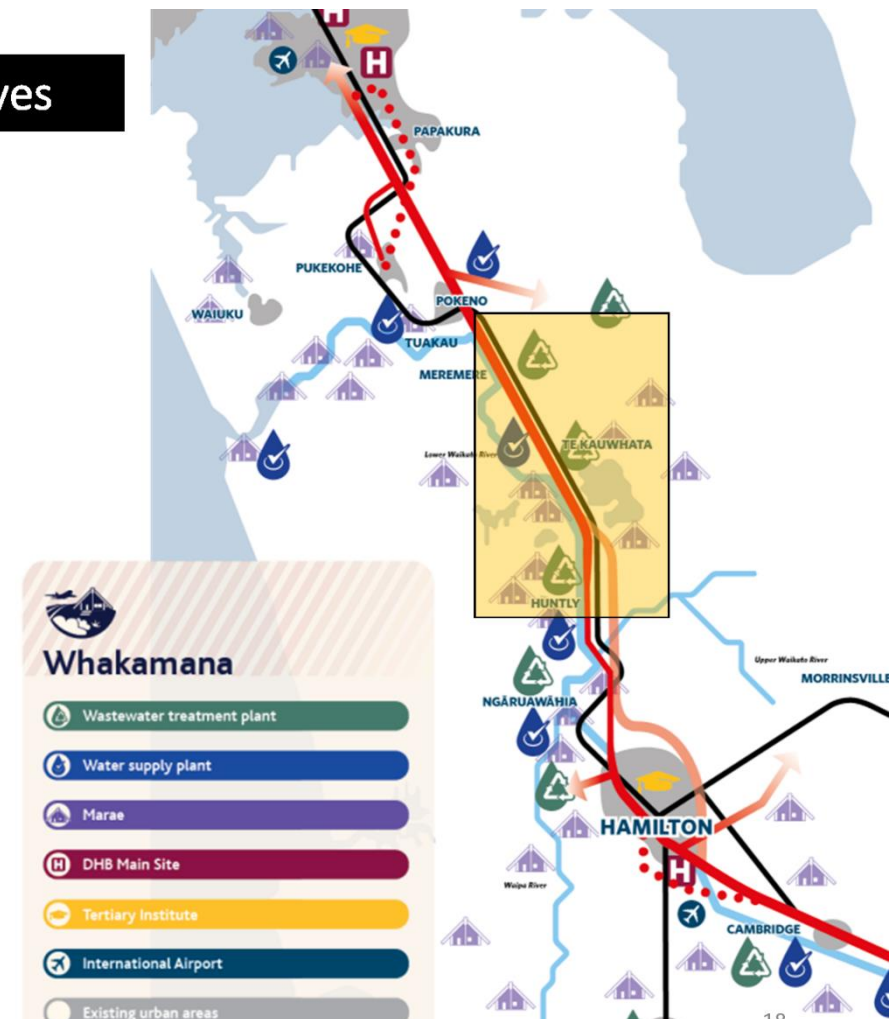
Item 15

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## 4. Whakamana - enabling investment and initiatives

### Key future development enablers

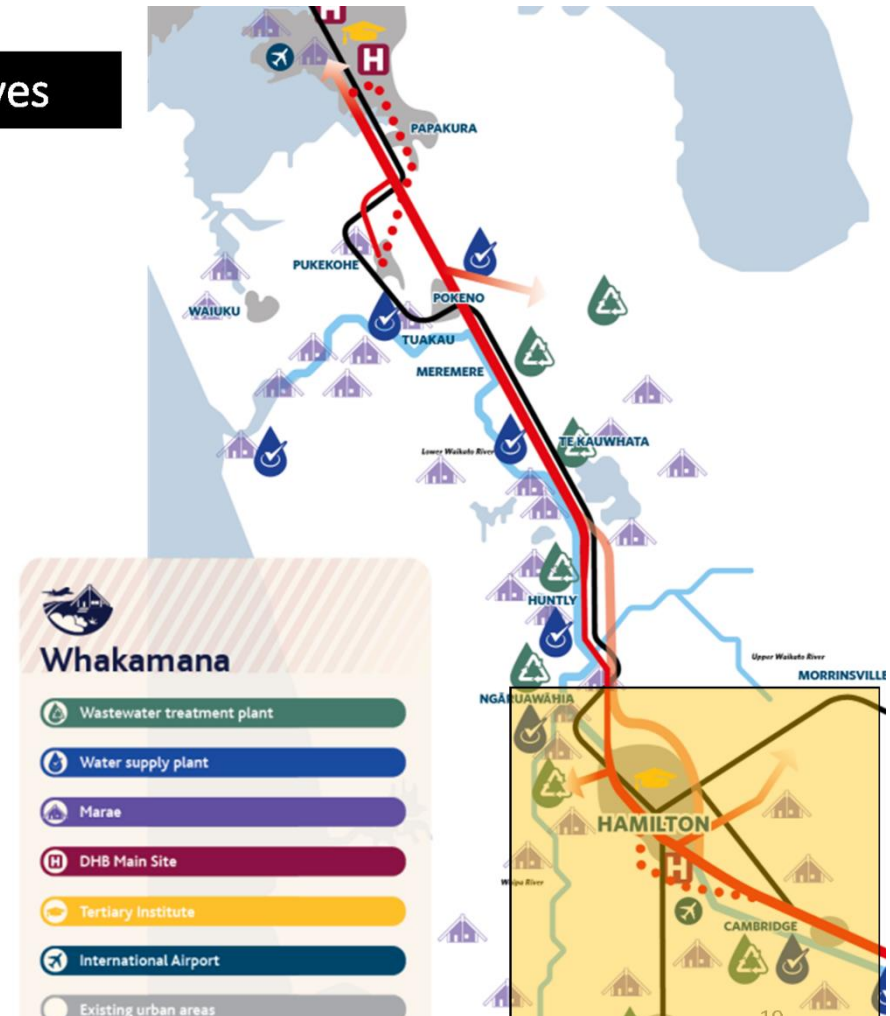
1. New and appropriate water and wastewater solutions.
2. Targeted SH1 solutions to improve access to Pokeno, Mercer, Meremere and Huntly.
3. Social housing upgrades and land redevelopment (Huntly).
4. Targeted flood management and stormwater improvements.
5. Redevelopment of schools, health, emergency,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



## 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.



Item 15

Attachment 2



# 4. Programme

Proposed programme of transformative and enabling initiatives



## Hamilton-Auckland corridor

### Five focus areas

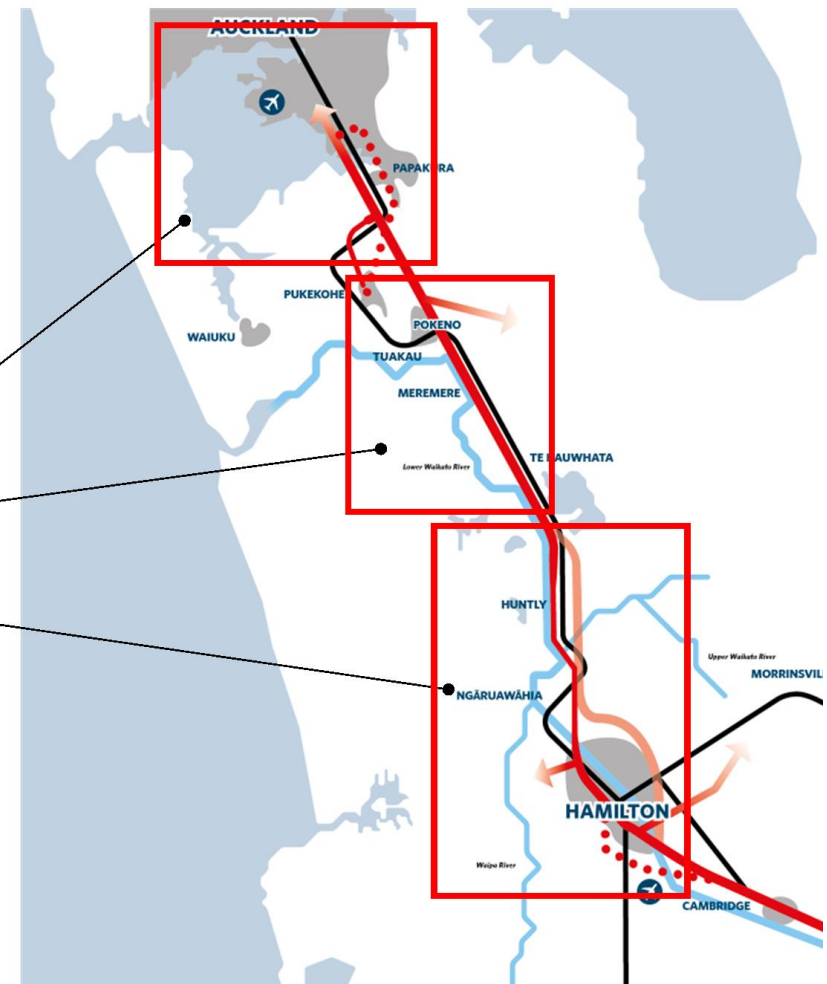
**FOCUS AREA 1:** Stronger corridor connections

**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



Item 15

Attachment 2



**Hamilton-  
Auckland  
corridor****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

**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*)

# Hamilton- Auckland corridor

## Proposed programme

Next steps to further align spatial intent

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>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>

## 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>

# Hamilton- Auckland corridor

## 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>		

## 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

**Hamilton-  
Auckland  
corridor****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*).



25 July 2019

Dave Macpherson  
Regional Transport Committee Member  
Hamilton City Council  
Private Bag 3010  
Hamilton 3240

cc Mayor Andrew King  
cc CEO Richard Briggs

Private Bag 3038  
Waikato Mail Centre  
Hamilton 3240, NZ

waikatoregion.govt.nz  
0800 800 401

Dear Dave

At our last Regional Transport Committee meeting on 1 July the decision regarding our draft regional speed management plan was, in light of the feedback we received, to go back to councils allowing them more time to consider it, particularly around the speed limit policies. The RTC were looking to consider this further feedback at its next meeting on 2 September.

The feedback I have received from some councils is that this time frame is too tight and that we need to defer any further work on this until later in the year. With the October elections we also need to see what changes there are to RTC membership and it will be timely to update the new RTC members on speed management after the elections.

The Ministry of Transport has also just released their draft national road safety strategy which is now out for consultation and the RTC needs some time to analyse this and see where it aligns with our draft regional speed management plan.

Hamilton City Council are continuing their own speed management plan for their city which I support and the work of the RTC will not hold up their work.

After consulting with the RTC Speed Management Reference Group we have decided to give Councils more time to discuss the draft plan, decide whether they want to have any sort of public consultation with their communities and stakeholders, and what time frame they consider necessary for them to make an informed decision.

The draft plan is attached to this letter for you to have discussion with your Council, and your stakeholders and community if you wish, and then provide feedback to the RTC through your RTC representative in due course.

Our intention is for the new RTC to re-engage with Councils on the regional speed management plan later this year or early next year.

Kind regards

  
Cr Hugh Vercoe  
Chair Waikato Regional Transport Committee

Attachment: Draft Stage 1 Regional Speed Management Plan

HE TAIAO MAUIORA    HEALTHY ENVIRONMENT  
HE OHANGA PAKARI    STRONG ECONOMY  
HE HAUORA HUMAN    HEALTHY COMMUNITIES

## OneNetwork Report Card

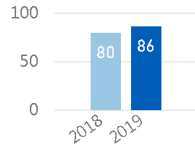
### Annual Report 2018/19 - Issued July 2019

#### CHOICE



**86.3%**

parking occupancy  
from 10am-4pm  
in Precinct 2 and 3



Source: Smart Parking for Q4 18/19

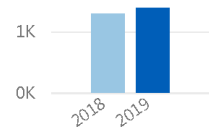


**7.3%**

increase in CBD foot  
traffic from Q4 last  
year

Source: Bellwether

Average Daily Count



#### PUBLIC TRANSPORT

**6.31M**  
**5.86M**

**7.7%**

increase in bus km  
travelled from 2017/18

**98.2%**



of Hamiltonians live within  
800m of a bus stop

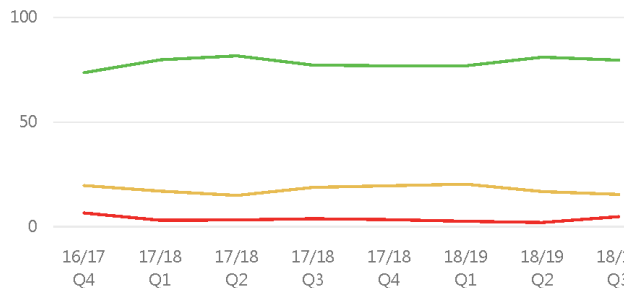
**18 %**



of Hamiltonians take the  
bus at least once a month

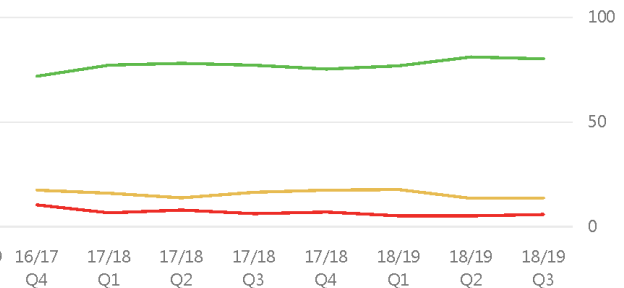
##### Hamilton City Service Reliability

Reliability ● Early ● Late ● On Time

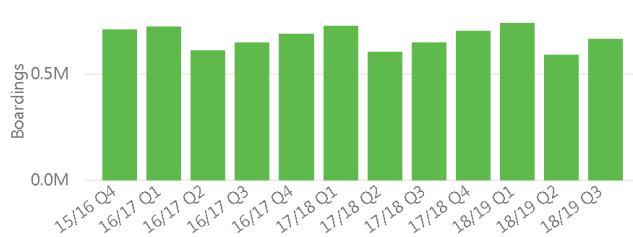


##### Satellite Service Reliability

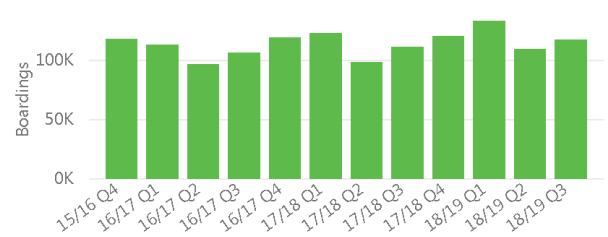
Reliability ● Early ● Late ● On Time



##### Hamilton City Bus Patronage



##### Satellite Bus Patronage



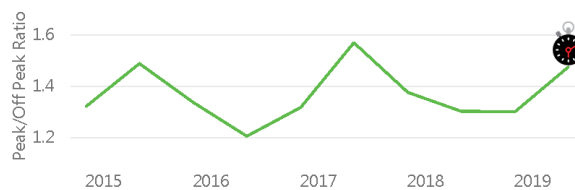
Public Transport data source: Waikato Regional Council

## GROWTH

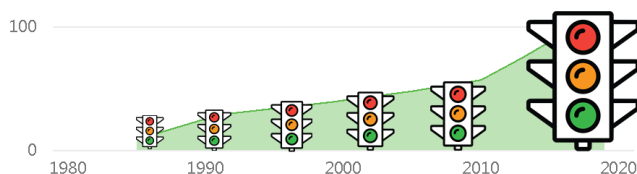
Average Annual Daily Traffic by Year



Peak Congestion Travel Time

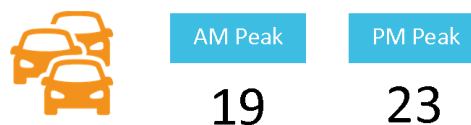


Traffic Signals managed by HCC by Year

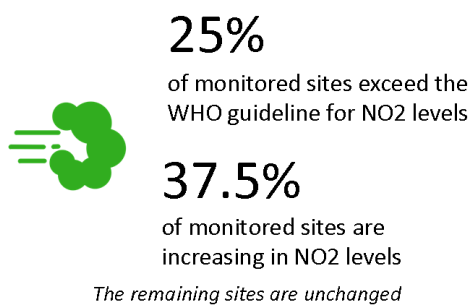


Source: HCC - SCATS & Addinsight

Intersections operating at a poor level of service

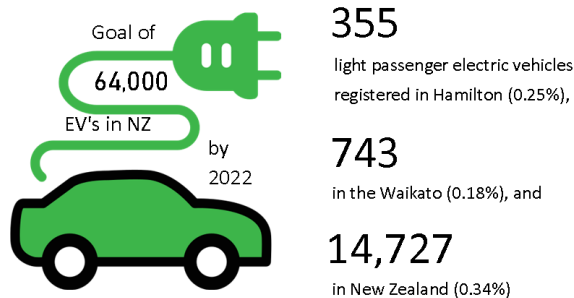


Nitrogen Dioxide (NO<sub>2</sub>) monitoring



Source: Waikato Regional Council

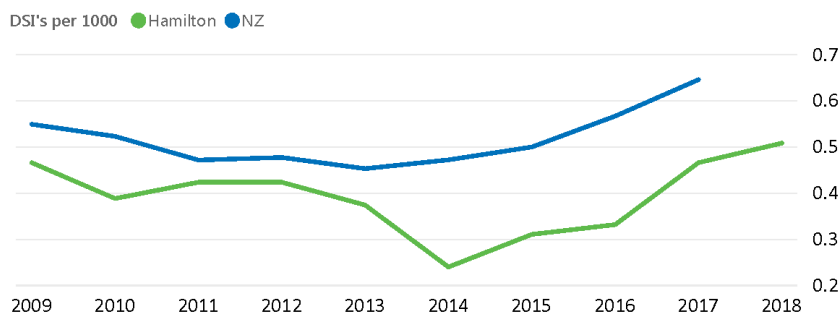
Electric Vehicle (EV) uptake



Source: Ministry of Transport, EV Registrations

## SAFETY

Deaths and Serious injuries decreased until 2014 and have since been trending upwards



Of all crashes involving pedestrians or cyclists,  
**26.8%**  
involved serious or fatal injuries



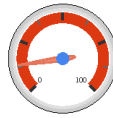
## SAFETY

In Hamilton, in 2018...

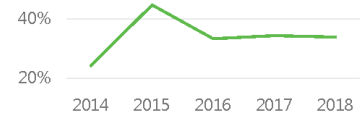
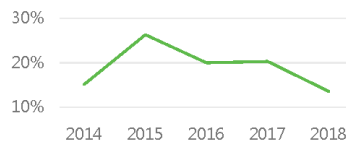
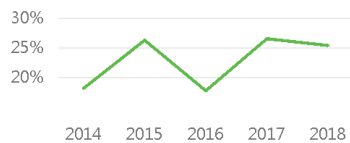
Alcohol contributed to  
**25.4%**  
of all deaths and  
serious injuries



Inappropriate speed contributed to  
**13.6%**  
of all deaths  
and serious injuries



Either alcohol or inappropriate speed  
contributed to  
**33.9%**  
of all deaths and serious injuries



Source: CAS

## STORIES



**27%** reduction in average travel time  
from Mill-Seddon to Mill-Victoria following  
traffic signal optimisation in May

This also resulted in a 25% improvement in travel time reliability, which means that travel times in the PM peak are closer to those in off peak times.



**40%** less vehicles used State  
Highway 1 in Hamilton during the  
Cobham Drive closure on March 30

There was a 7 1/2 min delay along the detour route from 12pm-2pm. A combination of traffic signal optimisation and public communications ensured delays were kept to a minimum.



**23,500** people were counted down  
Victoria Street during the teachers strike from  
11am-1pm on May 29

The average for a typical Wednesday is 800-900. This period is also the busiest time of day for every street in the CBD except Hood St, which is 12am-2am.



**60,611** passengers moved in the  
first two months of operation of the  
Comet bus service

This is a 30% patronage growth from previous services, and a 90% increase for Saturday patronage. There are an average of 45 passengers on peak morning trips.



This One Network report card was created by Hamilton City Council in collaboration with NZTA and Waikato Regional Council.  
For any queries related to data sources, modelling or KPI's, contact [dale.townsend@hcc.govt.nz](mailto:dale.townsend@hcc.govt.nz)

**Working towards a more collaborative  
approach for speed management:  
Draft Regional Speed Management Plan  
for the Waikato Region (Stage 1)**

**July 2019**

**Item 15**

**Attachment 5**

# Foreword

## Our approach to speed management

## 1 A new approach for speed management in the region

---

### 1.1 Introduction and background

This first stage Regional Speed Management Plan (RSMP) for the Waikato Region is the result of the Regional Transport Committee's (RTC) strong desire to progress and improve the efficiency and consistency of speed management across the region.

Road safety, and speed management in particular, has been a long-standing priority for the RTC, which has been actively engaged in national advocacy on this issue. But on the back of consistently grim road safety statistics (both nationally and regionally) and new evidence that is telling us that significant parts of our regional road network are simply not safe at current posted speeds, the RTC is looking for fresh ways of tackling our road safety problem.

The RTC is focussing on speed for a reason – quite simply, speed matters. The risk of a fatal or serious injury rises significantly as speed goes up. Reducing speed reduces the risk of dying or being seriously injured. This is something we can do relatively quickly to help address the wider road safety problem.

The current approach for speed management involves individual Road Controlling Authorities (RCAs) setting and reviewing speed limits via a bylaw process which requires a special consultative process under the Local Government Act. This process is cumbersome and resource heavy and applies equally to whether an RCA is changing the speed limit on just a few roads, or their entire network.

Consequently, only a few of our Territorial Authorities (TAs) are currently actively engaged in speed management work. So progress is being made in some parts of the region but not in others. Different rates of progress and different approaches in applying the NZ Speed Management Guide have resulted in inconsistent speed limits across the region. This is confusing to the road user.

The RTC recognises an opportunity to build on the positive work that has already been done by some TAs and the NZ Transport Agency in the region and to work together to tackle speed management. Agreeing on a regional approach and sharing resources should result in a more consistent speed limit regime.

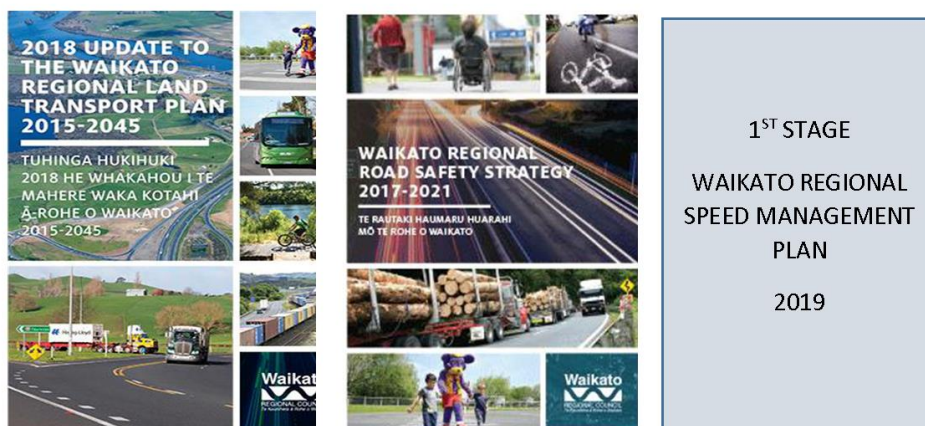
We are not the only ones looking at better ways of delivering positive speed management outcomes. Other TAs around the country are implementing speed management changes and the Ministry of Transport (MoT) is simultaneously reviewing the policy mechanisms and regulatory framework for speed management. Early signals from the MoT suggest a new regional model for speed management. A new National Road Safety Strategy engagement document and accompanying Action Plan is also imminent.

The RTC has already identified the need for a regional speed management plan and this has been embedded as a policy priority in the operative 2018 update to the 2015 Waikato Regional Land Transport Plan. The RTC and key stakeholders have now undertaken the necessary work to arrive at a plan for moving forward with speed management.

The result is this first stage RSMP which represents a first step towards collectively tackling speed management and ensuring safe and appropriate and consistent speeds across the region. The RTC recognises that a pragmatic approach is needed to focus on what we can achieve in the short-term, with a consistent regional policy framework and stakeholder action plan forming a key component of the RSMP.

It is envisaged this document will provide a platform for advancing further conversations around speed management including continuing to explore better ways of working together collaboratively and sharing resources.

A more comprehensive stage two plan is envisaged once the new policy framework for speed management is confirmed by the Government and the NZ Transport Agency's speed component of the Safe Network Programme is further advanced.



# Part A

Item 15

## Setting the scene for the RSMP

Attachment 5



## 2 Purpose of the regional speed management plan

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### 2.1 Purpose of plan

The purpose of this stage one Regional Speed Management Plan (RSMP) is to outline how regional stakeholders will work together collaboratively to advance speed management in the region.

The RSMP:

- provides a consistent policy framework for managing speeds across the region;
- outlines important actions on stakeholders to keep momentum, including identifying next steps towards embedding a more regionally consistent approach to speed management;
- outlines an initial programme for accelerated implementation, rolling out delivery of the first stages of the NZ Transport Agency's speed component of the Safe Network Programme in the region; and
- provides the foundation for further engagement with territorial authorities and stakeholders to advance speed management outcomes across the region.

#### The results we are seeking:

Accelerated speed management implementation across the region to work towards our regional long-term goal of zero deaths and serious injuries on Waikato roads.

### 2.2 Need for a two stage plan process

It is recognised that a two-stage process will be necessary in order to arrive at an effective regional speed management plan for the Waikato region. At the time of preparing this stage 1 RSMP, the national policy and regulatory framework for speed management is under review. The NZ Transport Agency is also in the early stages of the roll-out of the Safe Network Programme. The Regional Transport Committee (RTC) has made it clear that the priority is to make progress in addressing road safety and speed management in particular. We cannot afford to wait for all the elements of speed management to line up – people are dying on our roads. So this first stage RSMP represents the collective regional commitment to move forward and outlines how we mean to make progress in improving the consistency of speed management implementation across the region.

A more comprehensive stage 2 plan is envisaged further down-track once the new national policy framework for speed management is confirmed by the Government. This will enable us to check that our regional policy framework as presented in this stage one RSMP is consistent with any amendments to the speed setting regulations and new national policy direction for road safety.

The stage 2 plan will also be necessary in order to fully implement the NZ Transport Agency's roll-out of their catchment/area based speed management Safe Network Programme. Down-track, a comprehensive One Network speed management approach (both state highways and local roads) will be rolled out for the whole region. It is hoped that by this time there will also be more clarity around the funding for speed management.

The next steps towards embedding a more region wide approach for speed management service delivery and potentially decision-making governance arrangements are currently being discussed with local government in the region. The outcomes of this process may also be able to be integrated into a stage 2 regional speed management plan for the region.

1 <sup>st</sup> stage RSMP (this plan)	2 <sup>nd</sup> stage RSMP (to be developed)
<ul style="list-style-type: none"> <li>providing a regional policy framework for speed management (high-level principles and policies)</li> </ul>	<ul style="list-style-type: none"> <li>updated regional policy framework incorporating new national policy direction for speed management</li> </ul>
<ul style="list-style-type: none"> <li>actions on stakeholders to move forward with speed management:               <ul style="list-style-type: none"> <li>exploring ways of working better together and sharing resources</li> <li>1<sup>st</sup> stage implementation roll-out of Safe Network Programme</li> <li>regional consistency of engagement and communications messaging</li> <li>working with NZ Police to plan accompanying enforcement approach</li> <li>working through funding issues</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>update RSMP to embed new ways of working together</li> <li>include a comprehensive implementation plan across the region (One Network area/catchment based approach)</li> <li>include a comprehensive engagement/communications strategy</li> <li>provide an accompanying enforcement plan</li> <li>provide an accompanying funding plan</li> </ul>

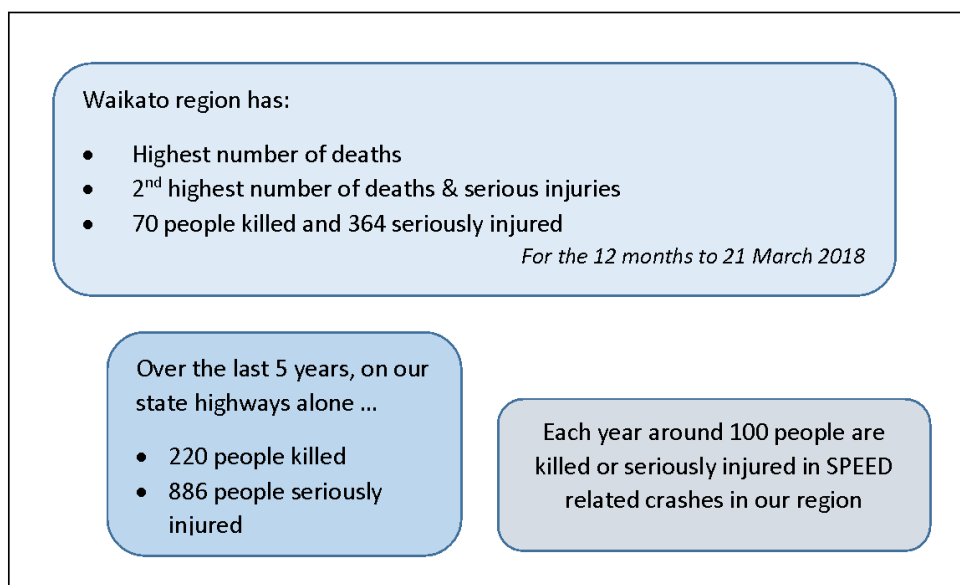
### 3 Why do we need a regional speed management plan?

#### 3.1 We have a serious road safety problem

We all know we have a serious road safety problem in New Zealand. Although road travel has generally got safer in the past four decades, for the past five years we have seen an unprecedented rise in the number of deaths on our roads.



The picture for the Waikato region is grim:



### 3.2 Speed matters

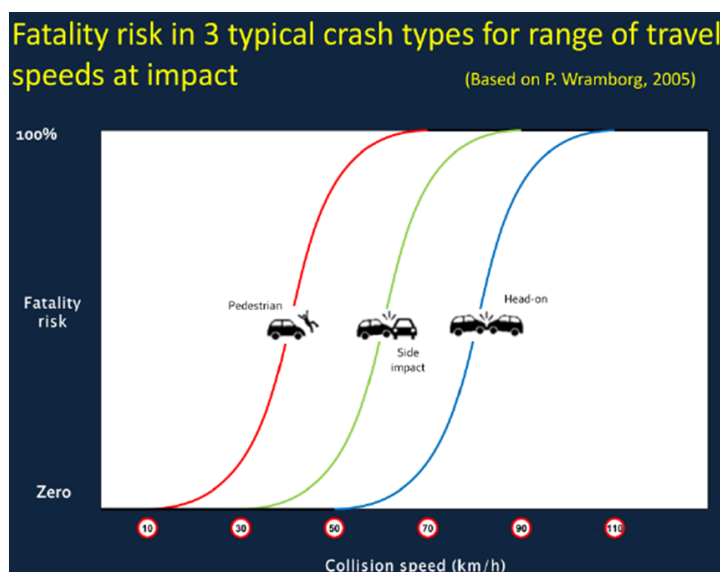
There is a reason we should be focussing on addressing speed. In the event of a crash, regardless of its cause, the speed of impact is the most important determinant of the severity of injuries sustained and the probability of death.

The risk of a fatal or serious injury rises significantly as speed goes up. The kinetic energy involved in a crash is a function of mass multiplied by the velocity squared. Hence, a head on crash at 100 km/h has an almost 100% chance of fatal injury whereas this risk drops by half when the crash occurs at around 75 to 80 km/h.

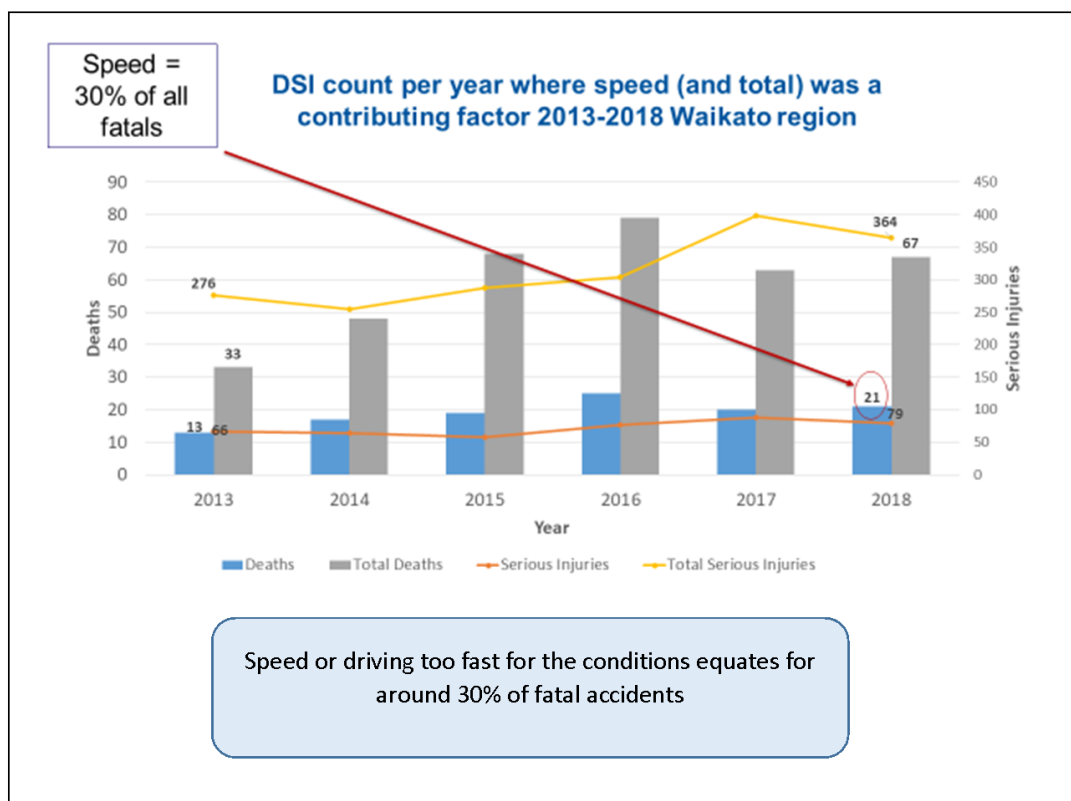
There is also a clear relationship between impact speed and the likelihood of pedestrian death where the risk of pedestrian fatality if struck at 50 km/h is twice that at 40 km/h and five times that at 30 km/h.

Research has shown that a 5% reduction in speed limit results in an approximately 20% reduction in fatal crashes.

Quite simply, if we want to save lives, we need to address speed!



And speed is on a par with drink-driving as our biggest road safety problem.



### 3.3 Our roads are not safe at current speeds

The NZ Transport Agency has developed tools to assess safe and appropriate speeds on state highways and local roads. A key tool is Megamaps, which enables Road Controlling Authorities to map safe and appropriate speeds for all roads in their district (state highways and local roads). Megamaps has identified the top 5% and 10% of the network that will achieve the greatest reduction in deaths and serious injuries. Implementation based on this technical work is discussed in section 7 of the Plan.

The key finding from this work is very sobering:

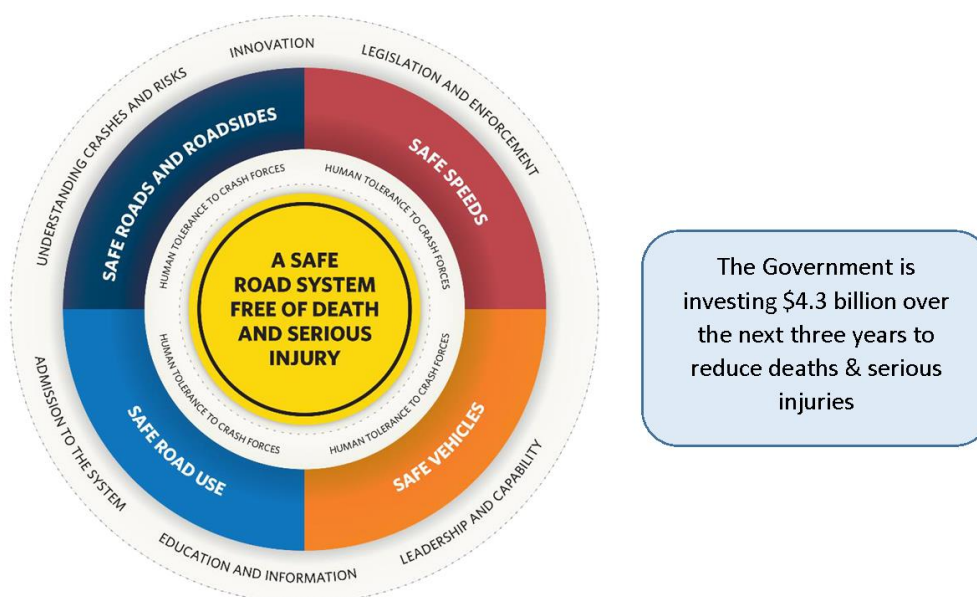
**Over 85% of New Zealand's road network has speed limits higher than the safe and appropriate travel speed.**

We now have the evidence to back up our policy position to prioritise speed management implementation.

## 4 Speed is a policy priority

### 4.1 At the national level

The Safe System approach underpins road safety policy in New Zealand. This approach to road safety accepts that people make mistakes and that people are vulnerable, and in managing the road system we need to share responsibility and strengthen all parts of the system. Safe speeds is one of four pillars of the Safe System, along with safe roads and roadsides, safe road use and safe vehicles.



In response to the national road safety picture, the Government is currently developing a **new road safety strategy for New Zealand** to try and drive substantial improvements in road safety. This is likely to take a more ambitious commitment of 'Vision Zero', which means that nobody should be killed or seriously injured on our roads and that we must continuously work to put safety at the centre of transport decisions.

Speed management, as a core component of the Safe System, is a key priority with the Government sending clear signals that it wishes to address speed. The Government Policy Statement on Land Transport 2018 (GPS) and the National Land Transport Programme 2018 (NLTP) are directing increased investment to accelerate the implementation of the NZ Speed Management Guide 2016, targeting the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible.



In response, the NZ Transport Agency has established the **Safe Network Programme**, the aim of which is to make the country's highest risk roads safer. This three-year programme covers both state highways and local roads and focuses on safe roads and roadsides, safe and appropriate speeds, and safe level crossings. The Waikato region has been identified as a priority region for the Safe Network Programme (along with Auckland and Canterbury regions). Working in partnership with local government, the programme will provide a streamlined investment pathway for standard safety interventions (based on the Standard Safety Intervention Toolkit).

The appropriate speeds component of the Safe Network Programme will be implemented via the Regional Speed Management Plan.

#### 4.1.1 Review of the speed management policy framework

To implement the Government's strong desire to address speed the Ministry of Transport (MoT) is developing a new national approach to speed management, including a review of the Speed Limits Setting Rule 2017 under a 'Tackling Unsafe Speeds' programme of work. Early signals indicate that a regional speed management approach is likely, with regional speed management plans forming an important component of recommendations going to Cabinet in 2019. This is consistent with conversations the Regional Transport Committee (RTC) is having around looking at ways we can work together better, including potentially working towards a more regionalised approach for speed management.

The outcomes from this national policy review may have significant implications for the way in which we undertake speed management policy development and decision-making at local and regional levels. It is possible that the current policy framework, which requires individual Territorial Authorities (TAs) to undertake a cumbersome bylaw process, could be removed. This could pave the way for a more coordinated approach for implementing speed management across the region. This is discussed further in section 5 of this plan.

Speed management is also expected to feature in the pending National Road Safety Strategy (NRSS) engagement document and accompanying Action Plan, which is expected to be released in July/August 2019. It is likely that the speed limit setting rule review work will come through as a "Tackling Unsafe Speeds" action in the NRSS Action Plan.

Once confirmed, the policy outcomes from this national review will need to be picked up as part of the stage 2 regional speed management plan for the region (refer to section 2.2 of the Plan).

## 4.2 At the regional level

The priority to address speed management is also reinforced at the regional level. The 2018 Update to the Waikato Regional Land Transport Plan 2015-2045 (RLTP) prioritises planning and implementation of consistent speed management across the region and sets interim targets to reduce road deaths and serious injuries. It also sets this Regional Speed Management Plan (RSMP) in motion, requiring the road controlling authorities to implement speed management in their districts and the region to develop a regional speed management plan.

The Waikato Regional Road Safety Strategy 2017-2021 (RRSS) outlines in more detail our short-term priorities for speed management and our long term priorities to drive culture change.

### Waikato Regional Road Safety Strategy targets

- By 2040 there will be no more than 39 road related deaths per annum in the region (a 50% reduction in fatalities).
- By 2040 there will be no more than 225 road related serious injuries per annum in the region (a 25% reduction in serious injuries).

The Regional Transport Committee (RTC) is driving the acceleration of speed management work across the region and is demonstrating leadership in this space, with the MoT actively keeping a watching eye on the work we are undertaking.

## **5 What is happening regionally on speed management?**

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### **5.1 At the local level**

Whilst the Regional Transport Committee (RTC) is actively involved with speed management planning, there is acknowledgement that there are differing levels of speed management activity amongst the ten Territorial Authorities (TAs) in the region.

Some TAs are actively engaging with their communities on speed limit changes and enacting bylaw reviews to set new speed limits, founded on the technical work that the NZ Transport Agency is providing. Hamilton City Council (HCC) has recently confirmed through consultation, a speed management plan for the City, whilst Waipa, Waikato and Taupo District Councils have all made speed limit changes on sections of their networks using the bylaw process. Other councils are yet to have speed management conversations with their communities.

As yet, there is not a cohesive coordinated approach across the region. The TAs who have been actively involved have progressed speed management across their local networks, but this has been running ahead of the NZ Transport Agency's work on their state highway network. The NZ Transport Agency is now having conversations with TAs on what this means for their local roading networks (discussed further in section 7.2).

The RTC recognises that there is an opportunity to build on the good work that some of the TAs have done and to use this as a foundation for developing the Stage 1 RSMP. There is also an opportunity to use this knowledge and technical and policy experience to assist other TAs in the region who are yet to initiate their speed management work.

It is clear that a coordinated approach regionally, would help to advance speed management implementation to ensure that safety on the region's roads is improved.

### **5.2 Looking at better ways to work together**

In recognition of the above, the RTC commissioned an investigation to look at how we can work better together as a region to plan for and implement speed management; specifically how we can streamline the work we undertake to support speed limit changes and how we can help to take the 'politics' out of the local process. Morrison Low consultancy firm was commissioned to undertake this work.

Experience has shown that it can be politically difficult to make changes to speed limits due to strong pushback from parts of the community. Changing entrenched attitudes around speed and bringing the community along on the behaviour change process is a key challenge in addressing speed management and road safety.

The current legal process for setting speed limits requires each TA to prepare a register of speeds for all the roads in its district, contained in the TAs Speed Limit Bylaw. Default speeds, as specified in the Setting of Speed Limits Rule 2017, are 100km/h on rural roads and 50km/h on urban roads. If a TA wishes to change speed limits on any roads in its register then it must undertake a bylaw review and consult on these changes using a special consultative process i.e requiring public submissions, hearings and deliberations.

Under this process, each TA reviews speed limits on its own roads and makes its own decisions in line with the NZ Speed Management Guide and the Speed Limit Setting Rule. The NZ Transport Agency runs a separate process for setting speed limits on state highways and consults with TAs to discuss state highway/local road interfaces.

The current process is cumbersome and resource heavy and applies equally to whether a TA is changing the speed limit on just a few roads, or their entire network. It also leads to inconsistent implementation across the region.

The Morrison Low report specifically looked at a number of options whereby we could work better together as a region to undertake and streamline the service delivery side of speed management. A range of decision-making or governance options for changing speed limits was also considered.

### 5.2.1 Institutional arrangement options for working together better

The following shortlisted options identified by Morrison Low for enhancing service delivery of speed management and enhancing decision-making/governance for speed management were recommended for RTC consideration. The table below also outlines the pros and cons of each short listed option.

New Options for Service Delivery			
Option	Description	Pros	Cons
Enhanced Status Quo	This is based on the current system supported by regional resource material and assistance by a regional team of experts.	Enhances existing process by providing for a centralised infohub of documents and a 'flying squad' of experts. Will increase consistency of outcomes.	Not likely to have as great an impact as a formalised regional approach.

Shared service - regional speed management team within RATA (LASS)	This option would create a new regional speed management team within the existing RATA for speed limit setting.	Easily established within existing RATA framework. Project governance and management systems already in place.	Needs to increase capacity and upskill. Allows a simple opt-in/opt-out approach by TAs.
Delivery by another Local Authority - Waikato Regional Council	TAs would contract WRC to provide the technical service delivery support for speed limit setting.	Provides regional consistency. If decision making shifted to WRC, could have whole activity with one entity.	Needs to increase capacity and upskill. No established opt-in/opt-out mechanism and more difficult to include NZ Transport Agency.

New Options for Decision Making (Governance)			
Option	Description	Pros	Cons
Enhanced status quo - Own council via resolution	This option follows the process in place at HCC whereby speed are held in registers to the Speed Limit Bylaw and can be changed by resolution of Council.	Streamlines decision making process. Can be undertaken individually by each TA.	Limited capacity of smaller TAs to undertake. Has limited precedent.
Transfer bylaw making power to WRC	This involves TAS transferring bylaw powers to WRC under LGA	Provides a more consistent speed limit regime. Reduces number of decision making bodies.	Difficult to implement without all TAs participating. Would be subject to legal opinion on validity of approach.
Transfer bylaw making power to WRC and delegate to RTC	Transfer bylaw powers to WRC and delegation to RTC	Provides a more consistent speed limit regime. Reduces number of decision making bodies and	Would be subject to legal opinion on validity of approach. Risk associated with two tiers of

		includes other stakeholders such as NZTA and Police. RTC already a formal Committee and has a RLTP and safety mandate.	decision makers, who could have differing views.
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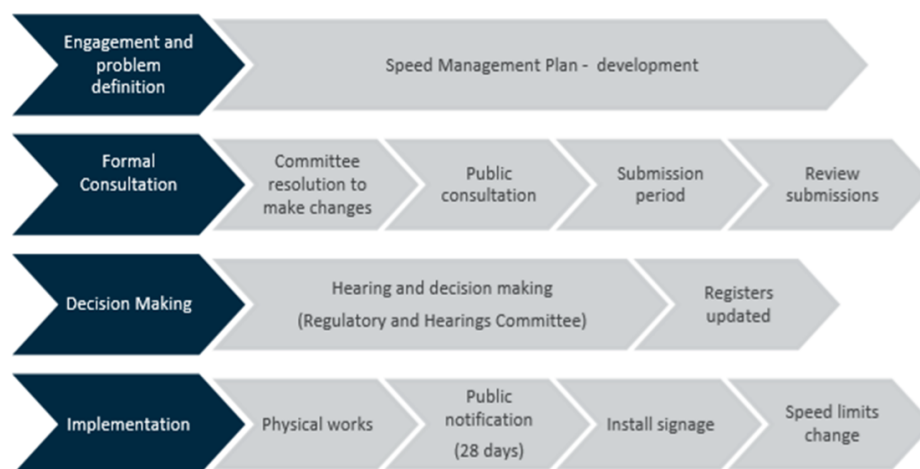
### ***The Hamilton City Council Enhanced Status Quo model for decision making***

The 'Enhanced Status Quo' model for decision making is proposed to follow the HCC approach for speed management decision making. HCC has adopted a new Speed Limit Bylaw (2018) which allows the Council to amend speed limits by resolution without amending its Speed Limit Bylaw. This is achieved by putting individual speed limits in a register to the bylaw, which can then be changed by resolution of Council.

To enable this approach, HCC has developed a Hamilton Speed Management Plan showing the safe and appropriate speed for all local roads in the City and has formally consulted with the community on this Plan. Under this process, a full Special Consultative Procedure is required when the Bylaw is made and the Speed Management Plan is developed, but not when individual speed limits are changed.

This approach does not change the consultation requirements set out under the Setting of Speed Limits Rule, which still needs to be followed. HCC's approach to community consultation at the point of changing an individual speed limit is to notify the affected parts of the community and provide them the opportunity to submit feedback and/or to speak at the Committee meeting.

This approach significantly reduces the lead-time and cost associated with making individual and area-wide speed limit changes. The process is outlined in the diagram below.





### 5.2.2 Benefits of a regionalised approach

A regionalised or more collaborative approach to service delivery would likely have considerable efficiency and effectiveness benefits, particularly for smaller TAs who are currently finding it difficult to appropriately resource speed management work.

A regionally coordinated approach would help to resolve any benefits that could be undermined due to a lack of progress and inconsistency with neighbouring TAs on their speed management work. It could also enable some TAs to set safe and appropriate speed limits in situations where there may be highly localised opposition.

Overall, a coordinated approach would advance speed management implementation around the region, ensuring better consistency of speed limit setting and a more consistent speed limit regime for the road user. It also provides an opportunity to ensure consistent speed management messaging and communications across the region.

### 5.2.3 Regional conversations on options

The RTC considered the Morrison Low recommendations with a majority of members indicating a desire to move towards a more regionalised approach to speed management. In particular, merit was seen in the RATA service delivery option and the RTC decision-making option.

The RTC then directed WRC and NZ Transport Agency staff to undertake a series of roadshows to the TAs in the region to gauge the view of individual councils on the Morrison Low options. This also provided an opportunity to discuss the regional approach to speed management and the development of this draft stage 1 RSMP. The views of the NZ Automobile Association (AA) and freight advocacy groups including the NZ Road Transport Association (RTA) and National Road Carriers (NRC) were also sought.

Overall, there is support from TAs to work more collaboratively on speed management and a desire to accelerate implementation around the region. This support is focussed on enhancing what we have and sharing resources.

#### ***Service Delivery Options***

Of the Morrison Low options to enhance service delivery (the technical side of speed management), the 'enhanced status quo' option was generally favoured. This would see regionally developed material such as model speed management templates being developed to support in-house delivery of speed management bylaws to enact speed limit changes. This option would also see a specialist speed management team established to support TA roading staff around the region.

Some Councils saw merit in moving towards a regional service delivery model using the existing Regional Asset Technical Accord (RATA) to provide technical and policy advice to TAs. A mid-way option of in-house service delivery supplemented with some technical support by RATA was also supported by some Councils.

The option of providing service delivery of speed management via another local authority such as WRC was not supported at this stage in time.

#### ***Decision-making / Governance Options***

Of the Morrison Low options to enhance decision-making and governance around speed management, the majority of Councils supported the 'enhanced status quo' model which would still involve individual decision making by each Council potentially following a 'speed limit setting by resolution' process model.

There was some limited support to move towards a regional decision-making model utilising the RTC as the body to decide on speed limit changes, but the option of transferring the bylaw decision-making power to WRC was not supported.

#### ***Summing up***

Whilst it appears there is not a current appetite to fully regionalise speed management service delivery and decision making, there is clearly support to collaborate better and support consistent speed management work. The outcomes of these conversations have helped to map out stakeholder actions 3. and 4. in section 8.2 of this Plan on how we are going to move towards working together better.

The focus for this first stage RSMP will be on preparing regionally developed material to support TA roading staff to streamline in-house service delivery of speed management, with an eye on how greater use of RATA could provide specialist speed management technical support across the region. We will also examine more closely the 'enhanced status quo' for decision making model to see whether we can drive more benefits out of this approach, including considering how the region can move towards an HCC type resolution model for decision making.

Other matters relating to speed management were also raised in the roadshow conversations including discussions around specific speed limit policy, enforcement, and funding to 'engineer up'. This has been taken into consideration in developing the overall approach and policy framework for this first stage RSMP.

Key messages from regional conversations
<ul style="list-style-type: none"><li>• Support for working collaboratively to advance a more consistent speed management approach across the region.</li><li>• Taking a pragmatic approach to do what we can now under the current framework.</li><li>• Retain ability for in-house service delivery and decision-making.</li><li>• Immediate focus on how we can enhance what we are doing by way of sharing resources and providing regional templates.</li><li>• Continue the conversation on better ways to work together including exploring the RATA option to provide additional technical support for in-house service delivery and exploring moving towards an HCC-type resolution model for in-house decision making.</li></ul>

# **Part B**

## **Implementation of Stage 1 RSMP**

## **6 A new regional policy framework for speed management**

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### **6.1 Introduction**

The first step in moving towards a coordinated or regionalised approach to speed management is to ensure that we are all working towards the same goals under common principles.

The Waikato Regional Transport Committee (RTC) is supported in its' land transport work by the Regional Advisory Group (RAG), and specifically in respect to speed management by the Regional Safe Network Programme Working Group (RSNP WG). This group comprises a range of stakeholders including Waikato Regional Council (WRC), the NZ Transport Agency, Territorial Authorities (TAs) of the region, the NZ Police and health representatives.

Both the RSNP WG and the RAG have come together to agree on a regional policy framework for speed management. This policy framework builds off the policy work some of the TAs have already undertaken in developing guiding principles and policies for their local speed management plans and bylaws. It also builds off the national policy framework, in particular, the NZ Speed Management Guide 2016. The RTC have also had input to development of the principles and policies.

The following speed management principles and policies are designed to guide the development of local speed management policies and implementation to ensure a consistent approach to speed limit setting across the region.

### **6.2 Regional speed management objectives**

The overall objectives of the Regional Speed Management Plan (RSMP) are:

- To plan for and implement speed management on both state highways and local roads, to reduce deaths and serious injuries.
- To work collaboratively to support the Waikato Region to achieve a regionally consistent approach to speed management in the region to reduce the risk of death and serious injury, in line with the Regional Road Safety Strategy targets.
- To bring stakeholders and the community along the speed management journey, using and providing new approaches to change the conversation on speed, and taking a common sense approach so that speed management changes have strong public acceptance and support.
- Plan, programme and implement the highest benefit speed opportunities for the top 10% high risk parts of the regional roading network by 2021.

### 6.3 Regional speed management principles

The following speed management principles are designed to outline at a high level how we will work together as a region, what we will focus on to accelerate implementation, and how we will manage speeds that are safe and appropriate for different urban and rural environments.

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.



#### 6.4 Regional speed management policies

The following speed management policies are designed to direct Road Controlling Authorities and key stakeholders in their speed management work so we are all working under the same framework and towards the same desired outcomes.

P1	Speed management across the Waikato region will be coordinated by Waikato Regional Council and the NZ Transport Agency, in partnership with the Waikato Region Safe Network Programme Working Group, and implemented through 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	The region will move towards a consistent service delivery model for speed management planning in the region, based on a shared resource approach that enhances and streamlines local speed management work.
P6	The region will use a consistent communications and engagement approach.
P7	The approach to speed management in the Waikato region 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> </ul>

	<ul style="list-style-type: none"> <li>An interim 90km/h speed limit on economically important state highways and rural arterial roads where Megamaps recommends a lower safe and appropriate speed, until such time as these roads can be engineered up to appropriate standards.</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 <del>40km/h</del> speed limit <u>of no more than 40km/h</u> for schools in urban residential areas <u>noting the preference for alignment with policy 9 (which recommends a 30km/h speed limit) for CBD/town centres with high concentrations of pedestrians and/or cyclists.</u><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>

### Explanation

Policies P1 to P8 are founded on the principles stakeholders have agreed to in developing a more collaborative approach to speed management implementation in the region.

Policy P5 reflects the outcomes of the stakeholder conversations around options to enhance the way in which we undertake our service delivery speed management work. There is support to move towards a consistent service delivery model (referred to as the 'Enhanced Status Quo' approach) for speed management planning in the region, based on a shared resource approach that enhances and streamlines local speed management work.

Early stakeholder consideration was given to inclusion of a policy that would require roads not to have speeds higher than 80 km/h without physical separation. However, it has been identified through subsequent consultation that requiring a stringent policy of physical separation is not realistic within the current constrained funding environment. Policy P3 however, recognises that speed limit changes need to be supplemented with engineering interventions such as physical separation.

<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).



Policies P9 and P10 set recommended speed limit regimes for different urban and rural environments to ensure consistent speed limit setting application across the region.

Policy P9 is designed to ensure consistency with national policy around speed limits under the Setting of Speed Limits Land Transport Rule and the NZ Speed Management Guide. Policy P9 also represents our regional position on speed limits for urban and rural environments, with a desire to see the region move to a consistent application of speed limits in town centres and urban and residential areas to improve safety of pedestrians, cyclists and all road users.

With respect to the rural environment, 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] is specifically targeted to local roads within rural areas in the region. This recognises the findings of the Megamaps work that over 85% of our roading network is not safe to travel on at current posted speed limits (this is discussed further in section 7.2 of the Plan).

However, from stakeholder conversations, it is recognised that an interim 90 km/h speed limit is seen as more appropriate for economically important state highway and arterial roads in the region, until such time as these roads can be engineered up to appropriate standards.

As the technical work is rolled out and the national policy position on speed limits is confirmed, we will be able to re-visit policy P9 as part of the second stage regional speed management plan.

Policy P10 is designed to achieve a consistent regional speed management approach around schools in the region. This is important so there is consistent messaging and driver education around speed limit behaviour approaching schools to ensure our young pedestrians and cyclists and all road users are safe.

It is acknowledged that Hamilton City Council is wanting to pursue a 30 km/h variable speed limit around schools and has investigated this through their local speed management plan. Under the current rules however, a variable 40 km/h applies. It is noted that a 30 km/h approach around schools is actively being considered by the Ministry of Transport, the outcomes of which can be built into the stage 2 policy framework for the regional speed management plan.

## **7 Implementing the Safe Network Programme**

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### **7.1 Introduction**

A key purpose of this 1<sup>st</sup> stage RSMP is to implement the speed component of the Safe Network Programme. The Safe Network Programme includes state highways, local roads, speed management and some high risk rail level crossings. As introduced in section 4.1, the programme aims to make the country's highest risk roads safer with the Waikato region identified as one of three priority regions to advance implementation. Once fully implemented nationally, it is expected the programme will save 160 deaths and serious injuries per year.

### **7.2 Technical evidence for speed limit changes**

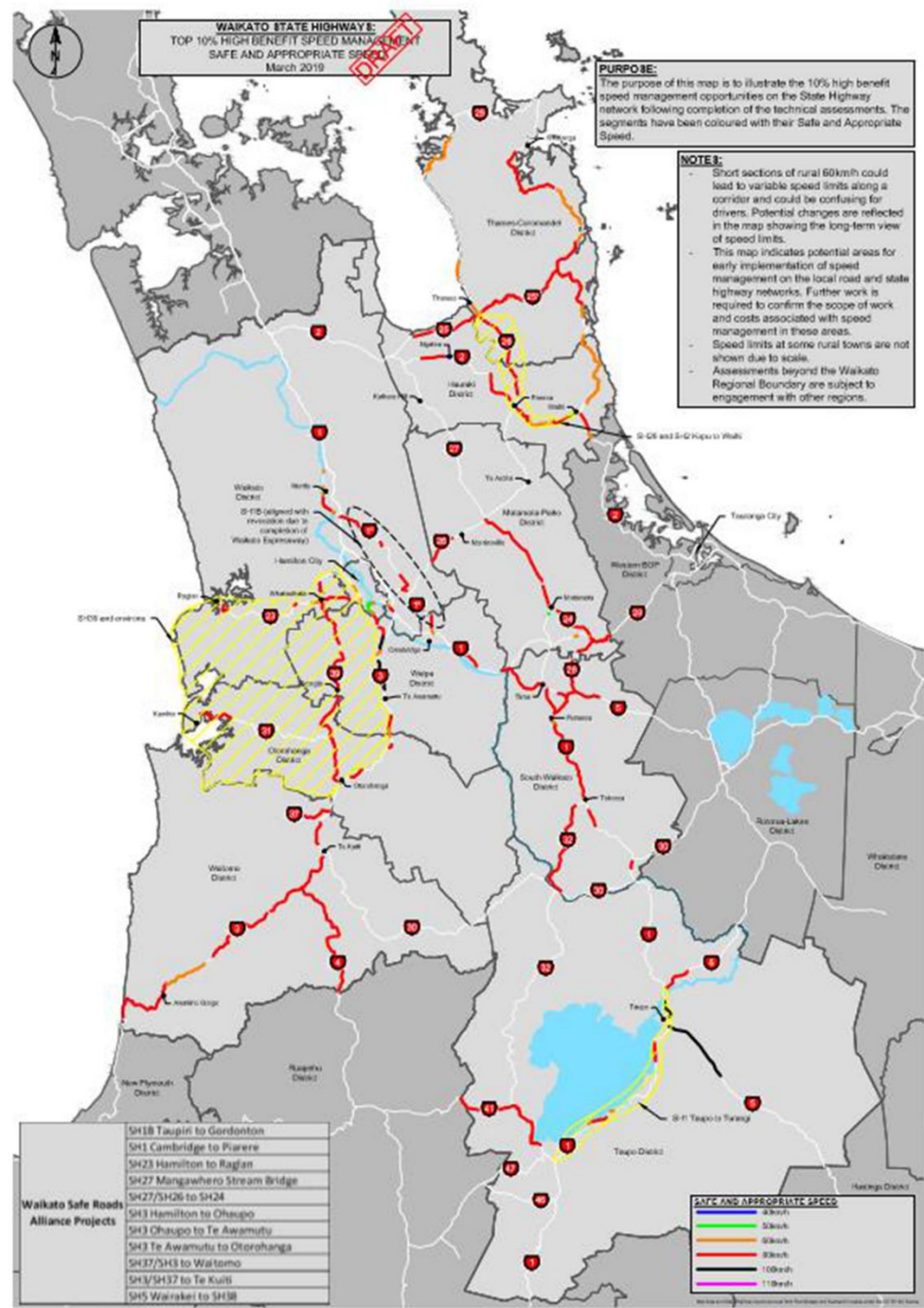
The NZ Transport Agency Safe Network Programme is founded on the technical work being undertaken to assess safe and appropriate speeds on state highways and local roads. The NZ Transport Agency has prepared speed management maps for the regional state highway network using the Megamaps tool. The overall findings of this work to date has shown that over 85% of the current roading network has posted speed limits that are too high when compared to the safe and appropriate speeds identified in Megamaps.

Megamaps has identified the top 10% of the roading network that will achieve the greatest reduction in deaths and serious injuries. This is represented in Figure 1 below. The long term view for safe and appropriate speeds for our regional state highways is also presented in Figure 2.

The NZ Transport Agency is currently engaging with technical officers from Territorial Authorities (TAs) around the region to discuss the implications of proposed state highway speed limit changes for local road speed management work. Technical work is still ongoing. It is anticipated that the state highway speed limit changes will be the catalyst for local road speed management work in areas that have not yet started speed limit reviews.

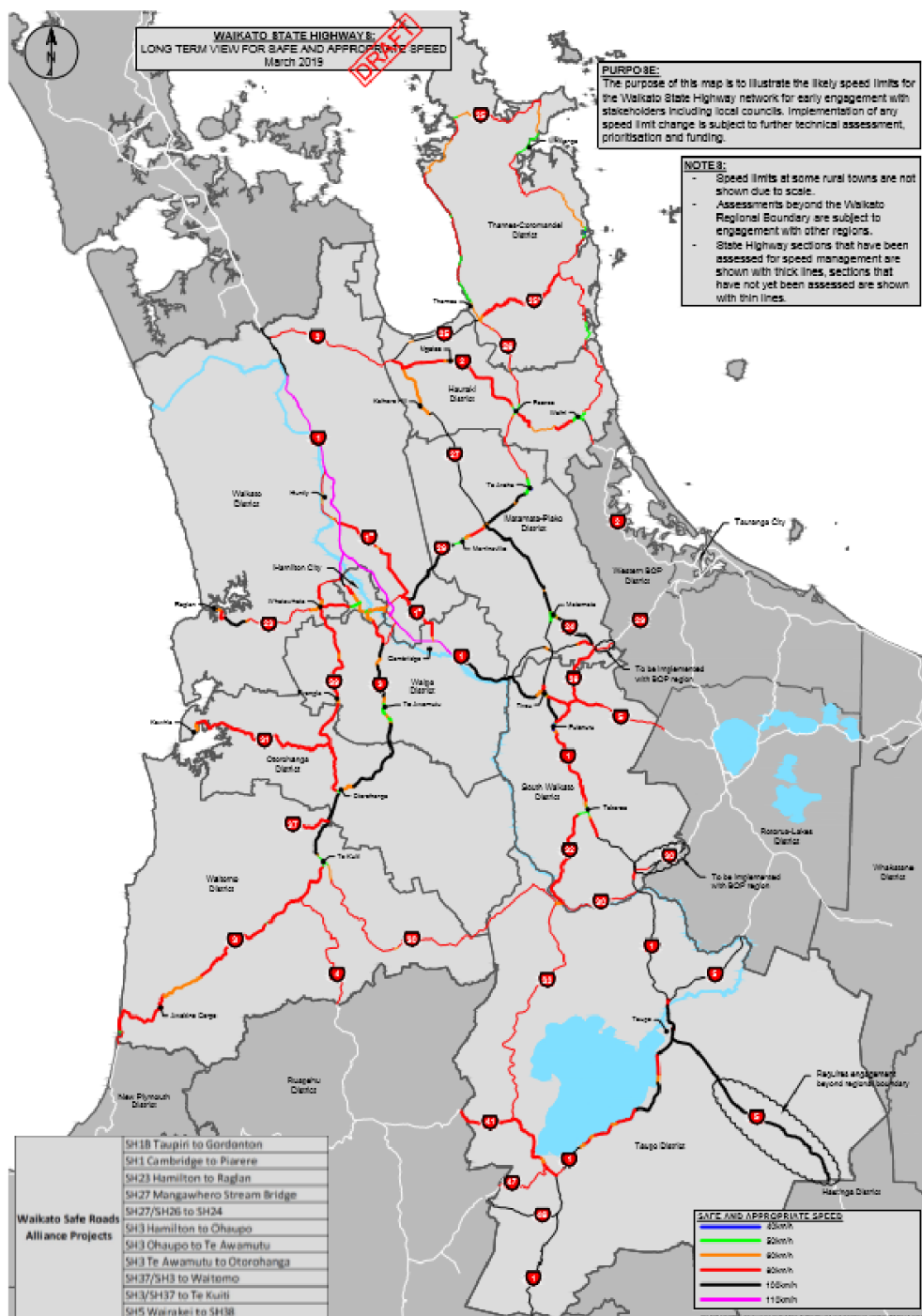
A One Network approach is being taken to address speed on state highways and local roads together, ensuring that the collective focus is on road sections within a network that represent the highest benefit opportunities for speed management intervention.

**Figure 1: Waikato Region Draft State Highways Top 10% High Benefit Safe and Appropriate Speeds Map – March 2019**





**Figure 2: Waikato Region Draft State Highways Long Term View Map for Safe and Appropriate Speeds – March 2019**



### 7.3 Types of intervention

Road Controlling Authorities (RCAs) have a range of intervention responses to unsafe speed limits, guided by the NZ Speed Management Guide 2016 and the recently released Standard Safety Intervention Toolkit 2019. The categories of high benefit intervention that will be applied is outlined below.

Categories of high benefit intervention	
Engineer up	For economically important roads where the safety performance is poor and there is a strong case for investment to bring the corridor up to the required standard to support existing higher travel speeds
Challenging conversations	Where current travel speeds and the speed limit is above the calculated safe speed so speed limits may need lowering either permanently or on an interim basis until investment can be justified
Self-explaining	Where actual travel speeds are already safe and appropriate but below the current speed limit so lowering the speed limit is credible to road users

### 7.4 Implementation roll-out

The NZ Transport Agency is in the early stages of implementation roll-out of the Safe Network Programme. An area wide or catchment based approach is being undertaken.

Currently, there are 41 speed management proposals being considered nationally (most of them in the top 10% where intervention will achieve the most benefits) with a first tranche roll-out of projects to be announced shortly. Of these projects, three are located in the Waikato region as depicted in Figure 1. The Waikato projects include:

Project catchment	Roll-out
SH1 – Taupo to Motuoapa	Potentially part of 1 <sup>st</sup> tranche roll-out: awaiting NZTA confirmation
SH1/SH26/SH3 – Hamilton City	Potentially part of 1 <sup>st</sup> tranche roll-out: awaiting NZTA confirmation
SH39/SH23/SH31 – West Waikato	Awaiting NZTA confirmation

The overall approach is to work with the communities where there is support for speed management, as well as focussing on safety in its broader sense. Broader implementation roll-out will continue once the technical data is available and depending where TAs are in their overall speed management process.

In addition, standard safety intervention work will start to be rolled out under the new process set up to streamline intervention work under \$50 million. Hamilton City Council has an application in with the NZ Transport Agency to undertake a safety project under this framework.

It is expected that the stage 2 regional speed management plan will incorporate a comprehensive implementation plan across the region for roll-out of the Safe Network Programme and accompanying local road speed management work.

## 8 Stakeholder actions to advance speed management

### 8.1 Introduction

A key purpose of this draft Stage 1 Regional Speed Management Plan (RSMP), as outlined in section 2.1 of the Plan, is to identify key actions on stakeholders to drive forward with our speed management work.

These actions have been workshopped with the Regional Advisory Group (RAG) to the Regional Transport Committee (RTC) and input was also sought from the Regional Safe Network Programme Working Group (RSNWG).

These actions are designed to put in place the steps we need to work through to be able to develop a more comprehensive stage 2 regional speed management plan.

### 8.2 Stakeholder action tables

Speed Management Policy Framework		
1.	WRC to work with the Ministry of Transport (MOT) to understand implications of the national speed management policy review (via the National Road Safety Strategy and Action Plan and Speed Limit Setting Rule) to ensure consistency with regional speed management work.	Ongoing in 2019
2.	WRC to confirm policy for Stage 2 of the Regional Speed Management Plan once the MOT position is understood.	By June 2020

How are we going to work together better		
3.	SNPWG to further investigate options for speed management service delivery including the development of regional resources (e.g common templates) to support territorial authority roading staff to undertake in-house speed limit service delivery work. This will include consideration of establishing a specialist team to support local speed management work across the region. The investigation will include how existing expertise held by TAs may be used and if required supplemented by a shared specialist resource via RATA.	<p>Report to regional CEOs by September 2019</p> <p>Templates developed by December 2019</p> <p>RATA investigation by December 2019</p> <p>Report to RTC by March 2020</p>

4.	SNPWG to investigate further the 'enhanced status quo' model for speed management decision making. This will involve confirming the wider applicability of the HCC process of setting speed limits by resolution. Work with HCC to be clear about the role of the HCC Speed Management Plan in this approach.	Confirm applicability by October 2019  Report to RTC by March 2020
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Technical Work and Implementation Rollout		
5.	NZTA and territorial authorities to prepare maps of safe and appropriate speeds for all state highways and local roads in the whole region.	By December 2019
6.	NZTA and RCAs to identify and implement a programme of safe and appropriate speeds and safety interventions for state highways and local roads within specific catchment areas as part of Stage I of the RSMP – (Listed in Schedule 1 in Appendix A of the RSMP)	By June 2020
7.	NZTA and SNWG to provide training to RAG and roading asset managers on the use of Megamaps and associated tools for speed limit setting.	By December 2019 and ongoing
8.	SNPWG to work with RATA to assist with their work with RCAs in the region to register all district speed limits into the National Speed Limit Register.	By June 2020 (noting not all of region will be in register by 2020)

Community Engagement		
9.	SNPWG to prepare a regional speed management engagement plan outlining how the region will engage with stakeholders and communities, including early engagement processes.	By December 2019
10.	SNPWG to develop a regional communication plan containing: <ul style="list-style-type: none"> <li>- consistent regional good practice messaging for communicating speed limit changes to stakeholders and communities; and</li> <li>- visual, mapping and associated tools and material forming part of communications strategy.</li> </ul>	By December 2019

Funding		
11.	Safe Network Programme (SNP) to prepare funding applications to NZTA for SNP safety interventions and projects associated with speed management in accordance with the Safe Network Interventions Toolkit.	Ongoing
12.	SNPWG to work with NZTA to secure targeted enhanced Financial Assistance Rates (TEFAR) for Safe Network Programme activities on local roads.	By December 2019
13.	TAs to secure funding through the 2020/2021 Annual Plan planning processes for speed management activities including speed limit setting and speed management interventions.	By June 2020
14.	TAs to secure funding through the 2021/2024 Long Term Plan planning processes for speed management activities including speed limit setting and speed management interventions.	By June 2021

Enforcement		
15.	Work with NZ Police to ensure good understanding of new speed limit approach and plan for appropriate enforcement strategies.	By December 2019
16.	NZ Police to monitor new speed limit regime on high risk state highways and local roads (as necessary).	Ongoing
17.	NZ Police to report to RTC on a regular basis on speed enforcement.	RTC meetings
18.	WRC to work with NZTA, TAs and NZ Police to roll out an expanded safety camera network across the region (including red light/speed cameras within urban limits).	Ongoing



## 9 Moving forward

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### 9.1 Introduction

The stakeholder actions identified in section 8.2 of this 1<sup>st</sup> stage Regional Speed Management Plan (RSMP) will put in place the next steps we collectively need to take as a region to drive accelerated and more consistent implementation of our speed management work. It is important that we continue momentum and the conversations we are having at looking at better ways of working together.

### 9.1 Next steps

Key next steps in our speed management journey include:

- Regional Transport Committee (RTC) to endorse this strategy for working towards a more collaborative approach for speed management (this first stage regional speed management plan for the Waikato region).
- Stakeholders to use this document as a platform for further conversations around advancing speed management.
- Waikato Regional Safe Network Programme Working Group to commence implementation of actions in the RSMP.
- Collectively working towards a comprehensive stage 2 speed management plan for the region.

# Appendix A

Item 15

## Schedule 1

Attachment 5

## **SCHEDULE 1 - Specific catchment areas for Stage 1 RSMP speed management interventions**

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This schedule supports Action 6 in section 8.2 of the RSMP.

First stage roll-out of Safe Network Programme interventions include:

<b>Project catchment</b>
SH1 – Taupo to Motuoapa
SH1/SH26/SH3 – Hamilton City
SH39/SH23/SH31 – West Waikato

## 019/20 LC/LR Minor Improvement Works – Proposed List

ites	Location	Problem Description	Proposed Treatment
1	Maeroa Intermediate - Matai Street @ Maeroa Road End	Wide road for children to get across, with restricted visibility and inappropriate vehicle behaviour	Raised Pedestrian Platform, kerb tightenir etc
2	Pukete School – On Pukete Road	Speeds at the existing signals and red-light runners.	Raise the existing pedestrian signals – i.e. addition of pedestrian platform
3	Woodstock School - Corner of Woodstock Rd and Anson Ave	School children unable to safety cross the corner in the afternoons	Traffic island or other form of safety improvement at this location.
4	Silverdale School – Masters Ave	Safety for children crossing the road at the zebra crossings	Raised Kea crossing.
5	I) Forest Lake School) II) Hillcrest Normal School)	Students having to carry heavy school crossing equipment long distant (approx. 1km).	Permanent Road Patrol system at the crossing point.
6	Nawton Primary - @ the corner of Holmes and Livingstone Street	Safety concerns at the existing kea crossing and speeds around the corner	Potentially a raised kea crossing and speed management device at the corner.
7	Frankton Primary School - Riffle Range Road	Existing zebra crossing has a high demand for crossing, high approach vehicle speeds and unsafe.	Raised signalised pedestrian crossing, kerb bu outs with provision for future cycle lane.
8	Bankwood/Comries Road intersection improvement	Increasing crash trend at this site, speeds along Comries Road, busy intersection, pedestrian and cyclist safety improvements.	Mini roundabout, with shared path and raise existing zebra crossing on Comries Road.
9	Victoria/Boundary Signals	Speeds on the LT slip lane. Vulnerable road user safety risk.	Raised pedestrian platform at the LT slip lane.
11	Mill Street Between Norton and Ulster Street	Mill St is on the top 10% mega maps speed management route.	Pavement 50km/h marking, speed limit repeaters, flash thermoplastic imprints at the signals along Mill Street other delineation improvements.
10	Heaphy Terrace Shops, Bader Shop, Clarkin/Heaphy Shops, Grey/Te Aroha and 5X Cross Roads.	Safety around shopping precincts	30k speed limit - threshold signage and road marking at shopping precinct.
12	Crosby Road (Full length)	Speeds, walking and pedestrian safety	Speed management devices plus planting, lan narrowing, improved link to bus stops etc
13	45 Halberg Crescent	Regular speeding part 45 Halberg Crescent during school times. Children safety concerns who use the right of way to get to School.	40km/h road making and reinforcing the speed limit already in place.
14	LED Infill Woks city wide	Gaps within the upgraded LED lighting – which need specific design	City wide lighting survey, Lighting infill works
15	ADS/IDS works City Wide	Change to SH1 alignments has resulted into ADS/IDS signage changes. Some existing signs are also in poor condition	Upgrade of the existing blue ADS/IDS signs to green type.

		due to age.	
16	Speed management Citywide	Citywide speed management works	Implementation of the speed management plan - signage and road marking
16.1	Claude Street at the Peachgrove Rd Intersection	Lack of safe pedestrian crossing point at this location. Speeds on approach to the shops.	Raised pedestrian platform on Peachgrove Road outside the medical centre. Traffic throat island on Claude Street at the Peachgrove Rd end.
17	Advanced Transport Management	Rapid population growth and increased congestion across the transport network is demanding a more proactive and smart approach to safely manage the network.	Turning data into useful information. To help improved decision making on the network, optimization and better informed customer.
18	Palmerston Street/Anglesea Street South Corridor	Speeds, through traffic, pedestrian and cyclist safety concerns and accessibility issues	Raised pedestrian platforms, throat islands, intersection improvement.
19	Te Aroha Street O/S # 54	Lack of safe crossing facilities for pedestrians to cross Te Aroha Street and to access the existing bus stops.	Install refuge island outside 54 Te Aroha Street
20	River Road/Clarkin Road Intersection and footpath improvements	Lack of pedestrian crossing facilities and footpath connecting to the bus stop	Install new section of footpath on River Road, intersection minor improvements.
21	River Road/ between Endeavour to Wairere Drive	Provide better linkage to the existing cycle network. Cycle lane southbound is blocked by vehicles as they form two lanes.	Improve/provide new cycle facilities e.g. cycle lanes, shared paths etc.
22	Grey Street outside number 12	Cobham Drive Underpass at Sillary Street is in. Requires improved pedestrian links to this	Install refuge island at Grey Street
23	Grey/Te Aroha Street	Cyclist injury crashes, poor observation, insufficient gaps in traffic, pedestrian safety	Safe pedestrian crossing points, lane narrowing, raised platforms, cyclist safety through the roundabout, etc
24	Victoria St outside Trevellyn Rest Home and Village	Existing Zebra Crossing in need of an upgrade, approach speeds high - vulnerable users	Upgrade zebra crossing to signalised pedestrian crossing
25	Killarney Road and Claudelands pedestrian level crossing	Pedestrian Safety at level crossings. Near misses been recorded	Maze on western side of Killarney Rd LC plus cycle green surfacing. Claudelands LC upgrade maze and lighting
26	Barton Street / London Street	High pedestrian crossing demand and a lack of safe crossing facility	Raised platform at Barton/London plus other improvements including planting
27	Courtney Avenue and Aberdeen Drive Intersection	Difficulty for school children to cross Courtney Avenue during busy times	Throat island with a refuge point on Courtney Avenue
28	Bader Street	Bader Street is used as a through route and also has speed issues. Lack of safe facilities for pedestrian and cycle facilities.	3 X Raised pedestrian platform outside the Bader shops, Refuge island O/S 69 Bader, Raised platform next to Richmond Dairy and Refuge crossing corner of Bader and Norrie Ave Plus shared path on the southern side of Bader from Pine Ave to Norrie Ave park.
29	Grandview Road to Newcastle Road	Lack of safe cycling facilities and connections to key destinations and existing cycle infrastructure. Missing Links.	Onroad protected cycle path both directions.

30	Deanwell to Bader Street cycle path	Lack of safe cycling facilities and connections to key destinations and existing cycle infrastructure. Missing Links.	Shared path from Bader/Norries Street, Pine Ave through to Ulrich Ave (Glenview shops). Onroad protected cycle path from Glenview shops to Catlina Drive on Collins Road.
31	Citywide - site sites as follows: I) Clarkin Road II) Beal Street III) Claudelands Bridge IV) Cycle racks and cycle lane marking	Lack of safe cycling facilities and connections to key destinations and existing cycle infrastructure. Missing Links.	On road, off-road cycle paths and separated cycle facilities.
32	City Wide – bus stop Infrastructure	Lack of bus stop facilities in some places, user demands etc	Bus stop infrastructure works e.g. shelters, kerbs and hard stand areas etc.



### Too many people are dying on our roads, streets, and footpaths

The number of people who die or are seriously injured on our roads has been rising in recent years. New Zealand now lags behind many other developed countries on road safety.

Last year 377 people lost their lives and thousands more suffered life-changing injuries. Deaths and serious injuries are devastating for individuals, families and communities. We shouldn't accept them as the price we pay for getting around.

### We need to do things differently

Traditionally, we focused our road safety efforts on trying to improve driving skills and tackling risk-taking behaviours. This is important, but it won't solve the road safety problem by itself. No one expects to crash, but any of us could make a simple mistake that changes lives in an instant.

We need to build a safe road system that is designed for people. This means doing our best to reduce the number of crashes, but acknowledging that some will happen. When they do, we can prevent serious harm through safer vehicles, safer speeds and more forgiving road design.

### Safe roads benefit us all

A road safety strategy outlines a plan to stop people being killed or injured on our roads.

It also aims to give people more choice about how they get around because they'll feel safer to walk or bike, and won't worry so much about letting their families head out on the roads.

It also makes our country, our towns and our cities better places to live and work because we put the needs of people, rather than vehicles, at the heart of our decisions.

### HAVE YOUR SAY



We welcome your feedback on the proposed new approach to road safety.

Tell us what you think at: [www.transport.govt.nz/zero](http://www.transport.govt.nz/zero)

Submissions close at 5pm on 14 August 2019



## What's in the proposed road safety strategy?

Our strategy includes a new vision, a proposed target, focus areas, initial actions, and a framework for monitoring our progress. Each section is summarised below. More details about these proposals can be found in the full consultation document.

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



### 02 Vision



- Our proposed vision is: a New Zealand where no one is killed or seriously injured in road crashes.
- It is based on the world-leading 'Vision Zero' approach, which says that no death or serious injury while travelling on our roads is acceptable.
- We know we have a long way to go, but we can achieve our vision if we shift the way we think about road safety and what we are prepared to accept.

### 03 Target



- We want to reduce death and serious injuries on our roads by 40 percent over the next decade.
- Steady progress towards this would mean around 750 fewer people would be killed on our roads over the next 10 years, compared to now.

### 04 Principles



- We propose seven guiding principles that will be central to how we design the network and make road safety decisions.
- They include designing for human vulnerability, planning for people's mistakes, and grounding our actions in evidence.

### 05 Focus areas



- We want to focus our efforts in the areas that will have the greatest impact.
- Research tells us that these are infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices and system management.

### 05 Initial actions

- We are proposing initial actions in each of the five focus areas.
- Actions include new spending on infrastructure changes, changing the way we set speed limits, and requiring new motorbikes to be fitted with anti-lock braking systems.
- We will develop new actions through the life of the strategy.

## Next steps

Please take the time to read through *Road to Zero* and tell us what you think. We will use your feedback to refine our approach and aim to deliver a final strategy and initial action plan before the end of 2019.



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13 August 2019

Andrew King  
Mayor Hamilton City Council  
Private Bag 3010,  
Hamilton 3240

Kia ora Andrew

Thank you for your letter of 28 June 2019 responding to the reprioritisation of activities in the 2018-21 National Land Transport Programme (NLTP).

We appreciate your acknowledgement of the current funding constraints and willingness to engage with the Transport Agency as we work through the next two years of the 2018-21 programme. It's important we keep talking and find solutions that work for your community where there is available funding and opportunities.

The work we have done over the last few months is to ensure that we give effect to the Government Policy Statement on land transport (GPS) and deliver a programme of enhancements and improvements to the land transport system that deliver on these new transport priorities.

What we could have done a lot better is to keep local government well-informed throughout the process, as it was not ideal for either local government or ourselves. We acknowledge your frustration and have already signalled that we want to work more closely with local government as we develop the 2021-24 NLTP.

It's important to remember that when any NLTP is launched, it is a snapshot in time and the programme continues to change throughout the three-year period. Projects named in the NLTP are only eligible for funding, most will still need to complete the business case process and then have funding approved. Only then are projects in the position to proceed.

We have considered your request for the following projects to be included in the list of activities that we expect funding to be available in 2018-21:

School Links Project  
Transport Centre Rejuvenation  
Te Awa Cycleway Slip repair

These projects were reviewed against the following criteria:

- priority profile under the Investment Assessment Framework (IAF)
- readiness to deliver in this NLTP period
- urgency to address problem or integrate with development / other projects
- criticality
- giving effect to GPS priorities
- any obligation arising from an agreement, consent or commitment made
- need for a pipeline for implementation in the next NLTP 2021-24.

We also had to consider the amount of funding required and the ability to accommodate this within the programme.

In the absence of additional information about these projects, we have confirmed the following status about these projects in the 2018-21 period as a result of this review:

Project name	Phase	Decision	Reason
School Links Project	Construction	Unlikely	Business case and pre-implementation phases are already likely to have funding available; wait for business case to determine timing of construction.
Transport Centre Rejuvenation	Construction	Unlikely	Business case and pre-implementation phases are already likely to have funding available; wait for business case to determine timing of construction.
Te Awa Cycleway Slip repair	Implementation	Likely Include in LCLR	More information is required; consider inclusion within low cost low risk programme if cost is less than \$1m

Please pass this information on to your team so that they can update records in relation to Te Awa Cycleway Slip repair.

Local government is a critical co-investment partner in New Zealand's land transport system. You have our commitment that our communications will be more transparent; we will have clear messages and work to avoid any ambiguity.

We welcome your feedback and suggestions about what we can do to improve how we partner with you.

If you have any questions or wish to discuss, please contact Ross l'Anson, Director Regional Relationships.

Ngā mihi

p.p.

**Emma Speight**

Director Regional Relationships

Cc Chief Executive Richard Briggs, Hamilton City Council

NZ TRANSPORT AGENCY

Submission by

**Hamilton City Council**

## **ROAD TO ZERO - CONSULTATION ON THE 2020-2030 ROAD SAFETY STRATEGY (CONSULTATION DOCUMENT)**

**16 August 2019**

### **1.0 INTRODUCTION**

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the Ministry of Transport's consultation document 'Road to Zero - Consultation on the 2020-2030 Road Safety Strategy'.

### **2.0 KEY THEMES AND OPPORTUNITIES TO STRENGTHEN THE STRATEGY**

- 2.1 The following provides an overview of the key themes of HCC's submission and some opportunities where we believe the strategy can be strengthened.
- 2.2 **HCC strongly supports the Government in the move towards a Vision Zero approach to road safety.**
- 2.3 HCC adopted Vision Zero in June 2017. Strong leadership at a national level makes it easier for Hamilton, the Waikato Region and other regions to progress on transport safety issues, to save more lives sooner, and reduce costs while doing so.
- 2.4 Vision Zero is a proven approach being applied by many jurisdictions globally, is customer-focused and human centred, and telling this story at a national level will help build trust across New Zealand communities that people's safety is at the heart of what we do.
- 2.5 **HCC strongly supports a focus on leadership, capability and capacity** to deliver a Vision Zero approach. Insufficient leadership and priority for road safety in policy and decision-making was identified through the 2015 independent review of Safer Journeys as a key factor that prevented the full delivery of a safe system. Success in this area will require strong leadership by the Ministry of Transport (MOT) to ensure key partners including the NZ Transport Agency, the NZ Police and local authorities are held accountable to national targets and maintain operational focus on keeping people safe.
- 2.6 **The national target needs to be more ambitious.** Many authorities are publicly committed to a higher level of reduction in road trauma - including Waikato Regional Council, Auckland Transport and HCC. Ambitious targets are a key driver used within Vision Zero strategies around the world to create urgency and drive innovation.
- 2.7 **There is a need for a stronger focus for urban road safety and the role that local authorities play in delivering road safety.** Urban transport safety needs to be given a strong mandate to support the efforts of HCC and those of other metros to eliminate death and serious injury (DSI) for all transport modes.
- 2.8 Urban road safety involves managing multi-modal, complex combinations in busy places and therefore require a different approach to that of rural road safety. Almost half of all New Zealand

DSIs are urban (48% for 2014 -2018).

- 2.9 There is a lack of discussion about the role of land use planning and the mode shift to public transport plays in reducing exposure to risk. As public transport is the safest mode, quality service and access to stations and stops will increase the number of low-risk trips. Both land use planning and public transport reduce exposure for everyone by reducing VKT on the network.
- 2.10 Inclusion of health, well-being and liveable places as a principle does not adequately link to urban road safety. Increasing safe and sustainable trips as a high-level measure links climate change goals to vision zero goals for an integrated policy approach to all harms from transport - thus achieving the well-beings.
- 2.11 To address previous and current gaps the **Road to Zero Strategy needs to make sure that funding is readily available when it is needed, and decision-making is timely**. Changes to funding levels and processes will be required to ensure that there is enough to cover planned safety work. There is also a need to ensure that the safety priority is supported in practice through funding processes (BCR, trading off safety benefits etc.).
- 2.12 Systems and processes need to be reviewed to expedite decision-making where possible, including ensuring consistent decision-making from leaders within approving agencies. This will allow for a plan to be implemented, which will result in actual road safety outcomes physically on the road network, leading to a reduction in harm on our roads. This is a priority as it was identified as one of the key weaknesses of Safer Journeys. This should apply to all transport network programmes, not just road safety.
- This focus will be key to achieving Principle 7: We make safety a critical decision-making priority.
- 2.13 **Building competency and capacity in the transport sector** will be critical to implementing the changes that will be needed (including those already outlined) to achieve the Vision of this strategy. Developing competency and capacity is a long-term investment that will take time to achieve and therefore is something that needs to be included in the initial action plan. As noted in the consultation document, the evaluation of Safer Journeys found that there was insufficient leadership and sector capacity necessary for successful implementation. This was further supported by the work undertaken by the Reference Groups.
- 2.14 **Strong Actions Plans to achieve the step-change needed.** The intermediate actions included in the consultation document are great for keeping things moving while we move from the Safer Journeys Strategy to the Road to Zero strategy. They are all worthy of being completed and contributing to the vision – BUT they will not achieve the step-change that will be needed to achieve the new ‘challenging but achievable’ target. Urgent work following the adoption of the strategy will be needed to get in place the next action plan within the first 6 months of 2020 to ensure that all of the parties with a role to play in the safe system are able to work through funding processes and get actions underway.

### 3.0 SPECIFIC COMMENTS IN RESPONSE TO QUESTIONS ASKED IN THE CONSULTATION DOCUMENT

- 3.1 **To what extent do you support this proposed vision?**
- 3.1.1 HCC strongly supports.
- 3.2 **What was the reason for your rating? Do you have any other comments?**
- 3.2.1 HCC adopted Vision Zero in June 2017.
- 3.2.2 This aligns with the Waikato Regional Land Transport Plan’s safety objective “*Land transport in the Waikato region is a Safe System, working towards zero deaths and serious injuries*”, and the Waikato Regional Road Safety Strategy (WRRSS) vision of “*Working together towards zero deaths and serious injuries on Waikato’s roads*”.
- 3.2.3 HCC is very supportive of the vision being adopted at a national level to achieve a consistent focus across the country for national, regional and local organisations who have a role to play in its



achievement.

**3.3 What do you think of the target?**

3.3.1 The target is not high enough.

**3.4 If you want to write some notes about this target, you can do it here:**

3.4.1 Having a target is strongly supported.

3.4.2 The consultation document indicates that this is a challenging but achievable target based on modelling of a substantial programme of road safety improvements over the next 10 years - but provides no detail of this modelling work.

3.4.3 The 40% target may be ambitious under existing constraints, regulation, funding and resourcing but we note that the Waikato Regional Road Safety Strategy 2017-21 has set ambitious targets of a 50% reduction in fatalities by 2040.

3.4.4 The Waikato Road Safety Strategy set interim targets of 50% reduction in road related fatalities and 25% serious injuries by 2040 compared to a 2004-2008 baseline. When this was reviewed in 2016 it was considered that based on the decreasing trend since that time more ambitious targets could be set. However, the subsequent upswing in fatalities brings this into question, given that road trauma increases reflect the government policies, practices and governance of the past decade alongside economic activity, population growth and changes in technology and social norms.

3.4.5 As road fatalities have increased markedly since 2012, and previous ground gained has been lost, a 40% reduction against 2018 DSIs would take fatality levels back to those of approximately 2008. So essentially in 10 years, no progress would have been made, except to halt the upward swing of recent years, which of course has immense value.

3.4.6 Considering the improved processes, system management, increased focus and funding, improved technology and tools that can be applied to this issue indicated in this strategy, and the government announcements that safety is their top transport priority, HCC believes that a more ambitious target should be proposed.

3.4.7 The consultation document provides very little indication of the role that local government can and do play in road safety. It would be useful to understand the level of investment and work that is being anticipated to be delivered by local authorities in the modelling so that we can plan for this accordingly – especially moving into the development of our 10-Year Plans.

**3.5 PROPOSED PRINCIPLES**

**(1) We plan for people's mistakes**

**3.6 To what extent do you support this principle?**

3.6.1 HCC strongly supports.

**3.7 Do you have further comments on this principle?**

3.7.1 We support the ongoing recognition and inclusion of Safe System principles which are human oriented and are in alignment with a generative safety culture and with the safety management practices of the aviation, shipping, rail transport and occupational health sectors.

3.7.2 In planning for people's mistakes, we need to recognise that as transport modes diversify, that non-dedicated space will become more contested and there is a need to protect the 'innocent' road users that are vulnerable to other's mistakes. Protection is best done by both changing the behaviour of those that are failing to be safe, along with ensuring the regulation and design of the infrastructure in shared spaces on or around roads is sufficient to protect road users from each other.

**(2) We design our roads for human bodies**

**3.8 To what extent do you support this principle?**

3.9 HCC strongly supports.

3.10 **Do you have further comments on this principle?**

3.11 HCC supports the ongoing recognition and inclusion of Safe System principles which are human oriented and are in alignment with a generative safety culture and with the safety management practices of the aviation, shipping, rail transport and occupational health sectors.

3.12 We would also support stronger recognition and support for all vulnerable road users and the fact that there is an expectation that there will be more of these types of road users using our transport networks in the future i.e. people walking, cycling, scootering, using various mobility aids or other modes of transport which are not able to provide 'the wrap around protection' that a vehicle provides.

**(3) We strengthen all parts of the road transport system**

3.13 **To what extent do you support this principle?**

3.14 HCC strongly supports.

3.15 **Do you have further comments on this principle?**

3.16 HCC supports the ongoing recognition and inclusion of Safe System principles which are human oriented and are in alignment with a generative safety culture and with the safety management practices of the aviation, shipping, rail transport and occupational health sectors.

3.17 To strengthen all parts of the road transport system - roads and roadsides, speeds, vehicles, and road use we need strong recognition of all parties involved in the system. The consultation document provides very little recognition of the role that local government and other agencies (e.g. District Health Boards, emergency services, education and justice agencies) contribute to achieving road safety.

Supporting Local Government to undertake an increasing role in the development and delivery of the Road to Zero strategy will be key to achieving the desired (and hopefully extended) targets.

3.18 Initiatives that support additional investment and stronger Government leadership and greater focus to be put on the capacity and capability of agencies to deliver a more robust strategy will be crucial to ensuring all parts of the system are able to be effectively and efficiently strengthened.

3.19 Ensuring that the NZ Police – Road Policing activities are able to be delivered in an effective and efficient manner is also crucial moving forward. The ability to utilise technology to release staff time to the important face to face activities which do have a direct impact on road user behavior needs to be a priority. Changes to legislation to enable point to point speed enforcement is an example of work that has been underway for a while now and is still not in place to ensure that the high speed high quality roads are able to be managed without large impacts on NZ Police resourcing.

**(4) We have a shared responsibility for improving road safety**

3.20 **To what extent do you support this principle?**

3.21 HCC strongly supports.

3.22 **Do you have further comments on this principle?**

3.23 HCC supports the ongoing recognition and inclusion of Safe System principles which are human oriented and are in alignment with a generative safety culture and with the safety management practices of the aviation, shipping, rail transport and occupational health sectors.

3.24 There is a need to investigate and understand how we can engage with and educate all the various parties that are involved in the system. The Safer Journeys Strategy did not deliver on this principle and it is key to ensuring that the people who design (including developers, planners, architects), build and manage the road transport system, as well as the individuals and communities who use it, understand the part they play in making our roads safe.



- 3.25 There needs to be focused and persistent Safe System education to practitioners with influence on any aspects that will impact on road safety outcomes.

**(5) We do the things that will make a difference**

**3.26 To what extent do you support this principle?**

3.27 HCC strongly supports.

**3.28 Do you have further comments on this principle?**

3.29 HCC agrees that there is a need for consistent and accessible data, monitoring, and reporting and access to research and analysis on transport as a Safe System to ensure interventions are evidence driven - but there is a need to be able to break outside of this where it makes sense i.e. where there are intangibles and non-quantifiable outcomes or where it will just take too much time to be able to accurately determine the impact e.g. we know that a more active community will have health benefits. These health benefits may not be able to be quantified for 50+ years in the case of getting children using active modes to get to school.

3.30 Part of the issue with being completely evidence driven is that the range of parameters for which there is good evidence is biased towards engineering interventions, and there may be a range of excellent interventions for which there is insufficient data currently to enable inclusion in a completely evidence-driven strategy - even though anecdotally they are seen as adding benefit. Education and behaviour change are particularly lacking in good recent research and analysis.

3.31 There is also a need to balance the amount of effort (including time and money spent on analysis) when compared to the cost of the intervention/activity and benefits from getting the work done.

3.32 'Paralysis by analysis' is a real risk.

**(6) Our actions improve people's health, wellbeing and our places**

**3.33 To what extent do you support this principle?**

3.34 HCC strongly supports.

**3.35 Do you have further comments on this principle?**

3.36 This fits well with the recent legislative changes to re-introduce the Community Well-beings. It also reflects the wider benefits of achieving Vision Zero i.e. an increased number of people using active modes because they are safe and convenient modes of travel.

3.37 New Zealand currently has a car dominated urban form, dispersed development and inappropriate speeds that contribute to vehicles taking priority in residential and community areas creating severance. There is a lack of infrastructure for safe, comfortable and connected active transport and connections to public transport.

3.38 A much stronger focus on moving people and not vehicles is needed i.e. much stronger support and incentives for safe, connected, active and public transport options. It is hoped that this principle and strategic objective will lead to the building of active healthy communities walking and cycling to catch public transport.

3.39 This approach also has economic benefits as pedestrian-friendly environments promote greater dwell times in retail centres i.e. people spend more time and therefore more money so it's good for business.

**(7) We make safety a critical decision-making priority**

**3.40 To what extent do you support this principle?**

3.41 HCC strongly supports.

**3.42 Do you have further comments on this principle?**

3.43 HCC supports this principle and note that there is need to have clear mechanisms to enact this in a systematic way, which are not clear in the consultation document.

- 3.44 To embed this into decision-making practices, changes will be required in the Land Transport Management Act, relevant regulatory devices, investment methodologies and investment assessment framework, training and education for practitioners, Activity Management Plans and funding instruments such as Regional Land Transport Plans, the National Land Transport Plan and Fund, and the Government Position Statement on Transport, and the Local Government Act Bylaw setting processes etc.
- 3.45 Where is the statutory change to require safety as the key consideration for councils through investment programmes and RLTPs?
- 3.46 This will also need to be embedded into other key central government agency mandates, supporting legislation and management and operational procedures to achieve a 'Whole of Government Approach'.
- 3.47 **Do you have any other comments about any of our principles?**
- 3.48 It is recognised that the principals are not necessarily in any particular order. However, given that the first four principles build largely upon those contained in Safer Journeys, it is suggested that principles 5, 6 and 7 should be promoted as being the first three principles in order to raise their profile.
- 3.49 **FOCUS AREAS**
- (1) Safer roads and footpaths, and safer speeds**
- 3.50 **To what extent do you support this focus area?**
- 3.51 HCC strongly supports.
- 3.52 **Do you have further comments on this focus area?**
- 3.53 Increased investment levels will be necessary to support the achievement of the targets set out in Road to Zero consultation document. This will be particularly critical in providing choice of transport mode, particularly for vulnerable road users and for those with a disability.
- 3.54 Posted speed limits are considered one of the most significant factors in determining a driver's choice of speed. Speed choice is affected by factors such as purpose of trip and travel time, roadway design, forms of traffic regulation etc. Speed enforcement is the mediator between speed limit and speed choice.
- 3.55 Evidence from overseas jurisdictions making good progress against road trauma emphasise the need to improve and make more forgiving all (road) transport infrastructure and to generally lower speeds to safe and appropriate levels for the location, purpose and traffic volumes. This is particularly critical for active modes and ensuring environments are accessible for all mobility needs.
- 3.56 The Speed Management Guide and Mega Maps have already completed the hard work – determining the safe and appropriate speeds for our road network. Streamlining the speed limit setting process is the next key to unlock the benefits. Many Road Controlling Authorities have not changed any speed limits since the updated Speed Limit Setting Rule came out in 2017.
- 3.57 HCC recommend a move away from the bylaw process. This process and the associated Local Government Act consultation requirements that apply to most road controlling authorities make it very time consuming and an onerous process to change speed limits via bylaw change.
- 3.58 We also question the level of repeated consultation required. Given that the speed management guide/rule drive robust technical processes for identifying the appropriate speed limits and there is a desire to achieve national consistency of outcomes, there is very limited scope for 'consultation' to actually change the outcomes of specific speed limit changes. It is appropriate for councils/RCA's to consult widely on their strategic approach to speed management, to take onboard the concerns and requests for changes/improvements from the community and to engage and educate on the benefits of speed management. However, we would like to see a reduction the consultation on the detail of specific speed limits changes.

- 3.59 HCC has successfully developed a Speed Management Plan which sets out the long-term aspirations for speed management in the city, including safe and appropriate speeds. We undertook a high degree of engagement and consultation in the development of this plan. HCC does not believe that there is an ongoing need to have a high level of consultation when we implement the speed limit changes. We are happy to continue to engage and education on speed management at the higher level and to consult on specific engineering measures that we propose to implement to support the change in speed limit.

**(2) Vehicle safety**

**3.60 To what extent do you support this focus area?**

3.61 HCC strongly supports.

**3.62 Do you have further comments on this focus area?**

3.63 We can't wait for the technology to improve as this will be a 'slow burn' - there is a need to act immediately.

3.64 HCC supports lifting minimum standards and retrofitting safety technology, scrapping unsafe vehicles and increasing their removal from the fleet, and the need to keep up with technology in the WOF, COF and regulatory system.

3.65 We agree that the public needs to be educated about safety and the need to build public demand for safer vehicles. However, the existing methods such as RightCar and Used Car Safety Rating programme are largely invisible. There will need to be regulation to make it happen.

3.66 While there is little that can be influenced directly by local authorities in this area, as managers of a vehicle fleet, HCC (along with many other large organisations) should have clearer guidance/direction on the role that we play as purchasers of new vehicles and therefore the second-hand vehicles that are introduced into the fleet. Purchases should all be 5 Star as a minimum requirement.

**(3) Work-related road safety**

**3.67 To what extent do you support this focus area?**

3.68 HCC strongly supports.

**3.69 Do you have further comments on this focus area?**

3.70 HCC supports a work-related approach and Worksafe having a critical role in supporting road safety within organisations and the result of having businesses and other organisations to treat road safety as a critical health and safety issue.

3.71 In addressing the role of commerce and the supply-chain on freight movements, there is an opportunity to set up a partnership programme with the private sector to champion better safety outcomes and to provide that sector the opportunity to lead.

3.72 There is a need to consider wider than just freight activities - there are a large number of organisations that have staff driving for a large percentage of their working day. Fatigue is a known risk factor and contributes significantly to our road toll. However, this is not well understood or managed by those who are not required to comply with the Work Time Rule.

3.73 HCC particularly supports the need to address the whole supply chain - this is a real systemic fix. When businesses (including local government) take on responsibility in this area, it could change the face of the transport and freight industry, attract people to that industry, and reduce many of the negative aspects which currently fall on them.

**(4) Road user choices**

**3.74 To what extent do you support this focus area?**

3.75 HCC strongly supports.

- 3.76 **Do you have further comments on this focus area?**
- 3.77 Stronger regulation and enforcement is supported to catch up with leading overseas jurisdictions, as this has dropped off in recent years and has not kept up with changing social trends.
- 3.78 We note that although this focus area indicates the need to shift public attitudes, behaviour and understanding of road safety - the immediate actions largely reflect this from a punitive perspective.
- 3.79 A key action for this focus area will be 'how do we get hearts and minds commitment to this strategy'?
- 3.80 There seems to be a lack of awareness about the role and value of local Road Safety Coordinator skills development, education and behaviour change activities and the need to enable and support stronger community engagement in risk-targeted interventions through stronger partnerships.
- 3.81 The first step is to define groups at risk (the 'Who') then determine the psychological, social, environment, emotional and physical factors that lead to decision-making failure (the 'Why').
- 3.82 Next, design-focussed intervention strategies around changing perceptions and behaviours. This is significantly more complex than simply providing 'education' but is essential if the education is to be efficient and effective.
- 3.83 Shifting public perception is critical to making the conversation about safety real, relevant and giving political and organisational mandate to act. This needs a strong local partnership approach to align with national activities, and to extend the reach of national directives. Utilising all of the channels and the various organisations that have been involved in the development of the strategy to date is strongly supported. People choosing active transport need to have the option of using safe infrastructure or services to reduce their risk of injury.
- 3.84 Finally, further investigation into the value that additional and compulsory driver training is also requested. While this is focused at 'new drivers' in the first instance, consideration of regular reviews throughout a driver's lifetime is also suggested. Those returning to motorcycling after long periods of not riding should be a focus – building upon the Ride Forever programme.

#### **(5) System management**

- 3.85 **To what extent do you support this focus area?**
- 3.86 HCC strongly supports.
- 3.87 **Do you have further comments on this focus area?**
- 3.88 HCC agrees with the need to embed Safe System thinking, accountability and alignment - this was very poorly implemented with Safer Journeys. However, we see a need to embed Safe System thinking more broadly than those 'working in road safety', as a whole-of-system response is required i.e. central and local government, those in transport, land use planning, developers, and the commercial, agricultural, education and health sectors in particular.
- 3.89 The consultation document refers several times for the need to improve capacity and capability, but there is no immediate action proposed to address this issue. The NZ Transport Agency working with local government is good, but probably not enough as the Agency has its own capacity and capability issues and, in many cases, don't actually have the capability to deal with issues outside the state highway environment.
- 3.90 HCC also support strengthening the National Road Safety Committee and have advocated for this via submissions to the Waikato Regional Council and Trafanz. Monitoring and reporting to hold agencies to account for outcomes and making the agendas, minutes and activities available from the NRSC will all be key to ensure that this group are an effective mechanism for driving the Road to Zero Strategy. Consideration should also be given to widening the scope of this committee to include key partners such as Fire and Emergency and Health to reflect the role that post-crash response plays in achieving the Road to Zero.
- 3.91 We strongly recommend that this focus area is spilt into two and a **sixth focus area be created to**

**focus on post-crash response.**

- 3.92 While HCC is pleased to see this is picked up in system management, the detail and scope is unclear. We are concerned that it will not get the focus that it needs, noting that it is promoted by the World Health Organisation and United Nations as the fifth pillar of the safe system approach to road safety and of the Global Plan for the Decade of Action for Road Safety 2011-2020.
- 3.93 This requires a new way of thinking that considers the injured road user as requiring appropriate levels of support and service through all phases of their use of roads (pre-and post-injury).
- 3.94 The responsibility of road safety agencies does not stop at the point of injury but continues, in some form, until that patient has reached definitive care. This requires conversations and partnerships with care providers in the pre-hospital and in-hospital settings to maximise patient journeys when prevention has failed.
- 3.95 Facilitating the journey from crash site to hospital door will significantly improve outcomes for crash victims. The post-crash response needs to be embedded into transport policy, road safety strategies and action plans as well as improvements around travel and crash site information/accessibility needs (cellular networks and heli-landing pads for example).
- 3.96 It also requires an increased focus into how the post-crash response is organised and funded. Currently a large component of this care is provided by volunteers via ambulance and Fire and Emergency Services. Road Policing is also expected to provide response to activities that are not 'road related'. Consideration of a Department of Emergency Services to coordinate and facilitate responses to ensure optimal post-crash response is suggested.
- 3.97 **DO YOU HAVE ANY OTHER COMMENTS ABOUT THESE FOCUS AREAS?**
- 3.98 HCC supports having focus areas and not having a huge list and scatter gun approach being taken. In the absence of the evaluation work that has been completed, it would appear that these are appropriate focus areas and will achieve the desired target.
- 3.99 **ACTIONS**
- 3.100 Please select three you think are the most important:
- a. **Invest more in road safety infrastructure**
  - b. Introduce a new approach to help people drive at safe speeds.
  - c. Improve the rules for how roads are made and looked after.
  - d. **Make footpaths, bike lanes and cycleways safer for users.**
  - e. Raise safety standards for vehicles coming in to New Zealand.
  - f. Help people to understand the safety of different cars.
  - g. Make all motorbikes have anti-lock braking systems.
  - h. Make it safer for people who drive for work.
  - i. Strengthen regulation of commercial transport services.
  - j. Prioritise road policing.
  - k. Enhance drug-driver testing.
  - l. Support motorcycling safety.
  - m. Review financial penalties and remedies.
  - n. **Stronger leadership, support and working together.**
- 3.101 **Do you have any comments about these priority actions?**
- 3.102 It is understood that the immediate actions indicated in the consultation document will form the initial action plan that will be released with the strategy and that a large majority of these actions

already have work underway. It is therefore not clear why we are being asked to indicate which three we believe to be the most important.

- 3.103 The key priority should be to ensure that these actions are being progressed and that work has commenced on the development of the next action plan that will provide the step-change needed to achieve the 'challenging but achievable' target that has been proposed in the consultation document.
- 3.104 **ADDITIONAL ACTIONS**
- 3.105 **What else do you think we should do to make the roads safer?**
- 3.106 Accountability needs to be clarified for all agencies that are part of the Safe System.
- 3.107 The aim should be to have an across Party agreement to at least the strategy (and desirably the actions - but we appreciate that each party may want to have a slightly different approach to achieving the strategy).
- 3.108 We support motorcycling safety but think that with the increasing opportunities in micro-mobility and there needs to be a wider look to include all two-wheeled devices.

#### 4.0 MEASURING SUCCESS

- 4.1 **Do you have any comments about the way we intend to monitor our performance?**
- 4.2 Use of the National Road Safety Committee should be made to ensure regular updates and reports are given by all agencies who have a role to play in the safe system and that this information is readily available to a wide audience.
- 4.3 There needs to be a common set of evidence presented at a national level for this strategy and for the tackling unsafe speeds workstream.
- 4.4 Additional indicators for monitoring performance that could be included:
- Data on post-crash response in order to understand the opportunities for improvement from a **system management** perspective.
  - Number of deaths and serious injuries where fatigue was a factor in travelling to and from a **workplace**.
  - Purchasing of new safer vehicles into the fleet by **workplaces** (businesses, local and central government agencies) and the role this plays in improving the second-hand fleet.
  - Understanding impact of legalising marijuana (if and when this legislation is passed) to ensure that it is not lost in a more generic 'drugs' category and to understand **Road User Choices**.
  - Both technical and attitudinal data to enable a greater focus on what people say versus what people do. This will also assist in the targeting of educational activities to influence **Road User Choices**.

#### 5.0 A BIT ABOUT YOU

- 5.1 Your name:
- Hamilton City Council - Robyn Denton, Network Operations and Use Leader, City Transport
- 5.2 Your email (if you have one)
- Robyn.Denton@hcc.govt.nz
- 5.3 Organisation (if submitting on behalf of a group)
- Hamilton City Council
- 5.4 What region do you live in?
- Waikato
- 5.5 This submission does NOT represent a Māori perspective.

**6.0 USE OF INFORMATION**

- 6.1 No - we do not wish to have our submission to be anonymous and your name or organisation's name to be withheld from any information that the Ministry of Transport publishes.
- 6.2 We understand that this submission will be classified as Official Information and may be subject to public release under the Official Information Act 1982 if requested.

Yours faithfully



**Richard Briggs**  
**CHIEF EXECUTIVE**



## Introduction

Hamilton City Council is committed to providing safe, high quality drinking-water. Hamilton's multi-barrier water treatment, distribution and management systems ensure that when water reaches consumers it is free from harmful contaminants.

Water quality and safety is monitored at the Waiora Treatment Plant and in each of the seven supply zones in accordance with the Drinking-water Standards for New Zealand 2005 (Revised 2018) (DWSNZ). The DWSNZ specify the Maximum Acceptable Values (MAVs) of microorganisms, organic and inorganic chemicals that are of health significance and specify requirements that must be met during treatment and in the distribution. Hamilton City Council reports to the Waikato District Health Board Drinking-water Assessor who reviews and audits compliance data and information. The Ministry of Health gathers this information on a national basis to produce the Annual Report on Drinking-water Quality.

Hamilton City Council undertakes additional testing for chemicals of health significance or for those that can affect the aesthetic quality of water (taste, odour and appearance) in water leaving the plant and the reticulation. These results are not used for compliance purposes but provide additional assurance that Hamilton's water quality remains high. Comprehensive chemical monitoring results are included in this report, along with DWSNZ compliance summaries.

Hamilton City Council complied with the requirements of the DWSNZ and met duties under part 2A (Drinking water) of the Health Act 1956 for the latest annual compliance period (1<sup>st</sup> July 2018-30<sup>th</sup> June 2019).

## Waiora Treatment Plant Compliance Monitoring

Continuous online monitoring is undertaken at the Waiora Treatment Plant to ensure the plant is operating effectively and within the requirements of the DWSNZ. This data also provides valuable information required to make operational decisions and to optimise the treatment process. Continuously monitored parameters include turbidity of water leaving filters and disinfection criteria like UV dose, chlorine concentration and pH.

### Microbiological Compliance

Under the DWSNZ, bacterial disinfection compliance at Waiora Treatment Plant is achieved through the addition of chlorine. Protozoa removal (Giardia and Cryptosporidium) is based on the ability of different treatment barriers to reduce protozoa numbers. The Waiora Treatment Plant is required to achieve at least 3.0 log credit removal of protozoa from the source water. The treatment barriers that are in place at Waiora Treatment Plant are capable of providing 7.0 log credit removal.

Process	Possible protozoa log credits
Coagulation, Sedimentation and Filtration	3.0
Enhanced Individual Filtration	1.0
UV Disinfection	3.0

## Waiora Treatment Plant Annual Compliance 2018/2019

### Chemical Compliance (P2a - Fluoride)

Hamilton City Council adds fluoride to drinking-water for dental health purposes. While online monitoring controls the process, samples are required to be taken under the DWSNZ to verify that concentrations of fluoride in water leaving the plant are well below the MAV.

### Summary of Waiora Treatment Plant Annual Compliance Results

	Protozoa	Bacterial	Chemical (P2a)
	Achieved	Achieved	Achieved
2018 Q3 (July – Sept)	✓	✓	✓
2018 Q4 (Oct – Dec)	✓	✓	✓
2019 Q1 (Jan – Mar)	✓	✓	✓
2019 Q2 (Apr – June)	✓	✓	✓

## Distribution Supply Zone Annual Compliance 2018/2019

### Zone Compliance Monitoring

Under the DWSNZ, E. coli is used as the indicator for microbiological contamination in the distribution. This means that while E. coli itself will not generally cause illness, it provides an indication that water is contaminated with faecal material that could contain other illness causing microorganisms.

E. coli monitoring occurs at sites throughout the Hamilton supply network, including reservoirs. This routine testing also includes total coliforms and heterotrophic plate counts which are useful indicators of general microbiological quality of the water, as well as chlorine, pH and turbidity which are all important in understanding the demands on the chlorine disinfection residual in the network. Only E. coli data is used for compliance and the frequency of monitoring in each supply zone depends on the population size. The table below summarises the guideline or MAV values specified in the DWSNZ for these parameters (not available for Total coliforms of HPC).

#### Maximum Acceptable Values (MAVs) and Guideline Values (GV) from the DWSNZ

Determinand	Guideline Value	Maximum Acceptable Value	Unit
Chlorine Residual	0.6-1.2	5	mg/L
Turbidity	<2.5	-	NTU
pH	7.0-8.5	-	pH Units
E. coli	-	<1	MPN/100mL

The results for the key parameters measured during monitoring for bacterial compliance in each of the Hamilton City Council supply zones is summarised in the tables below.

Please note, the Claudelands Grandstand drinking-water fountain is registered as its own supply as the water from the Hamilton City Supply zone undergoes further treatment to reduce fluoride levels back to those found in the Waikato River (around 0.2mg/L). Chlorine is also added back into the water.

Hamilton City Council also provides a UV-treated drinking-water supply tap at Taitua Arboretum from a bore located at the Arboretum. As a specified self-supply, the monitoring data for Taitua Arboretum is not currently required to be submitted for DWSNZ compliance.

## Distribution Supply Zone Annual Compliance 2018/2019

### Hamilton City Supply Zone (includes Reservoirs)

**Registered Population: 167,635**

637 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH	E. coli (MPN/100mL)
Minimum	0.30	0.12	6.80	<1
Maximum	0.92	0.99	8.30	<1
Average	0.61	0.38	7.60	no transgressions

### Temple View Supply Zone

**Registered Population: 1,430**

81 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH	E. coli (MPN/100mL)
Minimum	0.43	0.14	7.00	<1
Maximum	0.84	0.65	7.80	<1
Average	0.64	0.34	7.54	no transgressions

### Ruakura/Ryburn Road Supply Zone

**Registered Population: 151**

15 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH	E. coli (MPN/100mL)
Minimum	0.30	0.25	7.15	<1
Maximum	0.82	0.79	7.70	<1
Average	0.59	0.36	7.50	no transgressions

### SH26, Morrinsville Road Supply Zone

**Registered Population: 57**

15 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH	E. coli (MPN/100mL)
Minimum	0.48	0.21	7.00	<1
Maximum	0.78	0.47	7.80	<1
Average	0.70	0.31	7.49	no transgressions

### Powells Road Supply Zone

**Registered Population: 20**

18 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH	E. coli (MPN/100mL)
Minimum	0.52	0.21	7.00	<1
Maximum	0.70	0.65	7.90	<1
Average	0.63	0.35	7.61	no transgressions

## Distribution Supply Zone Annual Compliance 2018/2019

### Greenhill Road Supply Zone

Registered Population: 17

16 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH	E. coli (MPN/100mL)
Minimum	0.42	0.24	7.40	<1
Maximum	0.71	0.63	8.10	<1
Average	0.60	0.38	7.79	no transgressions

### Claudeland's Grandstand Drinking Water Fountain

60 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH	E. coli (MPN/100mL)
Minimum	0.02	0.06	6.50	<1
Maximum	1.00	0.47	7.80	<1
Average	0.57	0.17	6.97	no transgressions

### Taitua Arboretum (no chlorine residual)

72 samples	Chlorine Residual (mg/L)	Turbidity(NTU)	pH
Minimum	0.25	6.10	<1
Maximum	0.97	7.70	<1
Average	0.46	6.52	no transgressions

## Comprehensive Chemical Analysis of Hamilton Drinking Water 2018/2019

The following reports are not used for DWNZ compliance but are used to monitor for potential changes in our water supply and provide useful data to assurance consumers that the Hamilton drinking-water supply is safe to drink.

## Comprehensive Chemical Analysis of Water Leaving Waiora Treatment Plant 2018/2019

The Guideline Values (GVs) and Maximum Acceptable Values (MAVs) are defined in the Ministry of Health Drinking-water Standards for New Zealand 2005 (Revised 2008). MAVs relate to parameters of health significance and should not be exceeded. GV is the limits for aesthetic determinands that, if exceeded, may render the water unattractive to consumers.

BDL = Below Detection Limit

Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
<b>Individual Tests</b>											
True Hazen Colour	Hazen units	10	2	1	BDL	10.0	≤10			10	✓
pH	pH units	0.1	2	2	6.8	7.3	7.1			7.0-8.5	✓
Total Alkalinity	g/m <sup>3</sup> as CaCO <sub>3</sub>	1.0	1	1	30.4	30.4	30.4				
Total Hardness	g/m <sup>3</sup> as CaCO <sub>3</sub>	1.0	2	2	27	41	34			100-300	✓
Electrical Conductivity (EC)	mS/m	0.1	2	2	16.4	17.5	17.0				
Total Dissolved Solids (TDS)	g/m <sup>3</sup>	10	2	2	120	129	125			1000	✓
Dissolved Calcium	g/m <sup>3</sup>	0.05	2	2	6.3	12.1	9.2				
Total Iodine	g/m <sup>3</sup>	0.001	2	2	0.0010	0.0016	0.0013				
Dissolved Iron	g/m <sup>3</sup>	0.02	4	0	BDL	BDL	BDL				
Dissolved Magnesium	g/m <sup>3</sup>	0.02	2	2	2.7	2.7	2.7				
Dissolved Manganese	g/m <sup>3</sup>	0.0005	4	0	BDL	BDL	BDL				
Dissolved Potassium	g/m <sup>3</sup>	0.05	4	4	2.9	3.6	3.2				
Dissolved Sodium	g/m <sup>3</sup>	0.02	2	2	13.9	18.7	16.3				
Bromide	g/m <sup>3</sup>	0.05	2	0	BDL	BDL	BDL				
Bromate	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL	0.01	✓		
Total Cyanide	g/m <sup>3</sup>	0.001	2	0	BDL	BDL	BDL	0.6	✓		
Chloride	g/m <sup>3</sup>	0.5	2	2	13.5	15.7	14.6			250	✓
Chlorite	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL	0.8	✓		
Chlorate	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL	0.8	✓		
Total Ammoniacal-N	g/m <sup>3</sup>	0.01	2	0	BDL	BDL	BDL				
Nitrite-N	g/m <sup>3</sup>	0.002	2	0	BDL	BDL	BDL	0.2	✓		
Nitrate-N	g/m <sup>3</sup>	0.001	2	2	0.37	0.56	0.47	50	✓		
Nitrate-N + Nitrite-N	g/m <sup>3</sup>	0.002	2	2	0.37	0.56	0.47				

## Comprehensive Chemical Analysis of Water Leaving Waiora Treatment Plant 2018/2019

Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
Reactive Silica	g/m <sup>3</sup> as SiO <sub>2</sub>	0.1	2	2	31.0	35.0	33.0				
Un-ionised hydrogen sulphide	g/m <sup>3</sup>	0.002	2	0	BDL	BDL	BDL				
Total Sulphide	g/m <sup>3</sup>	0.002	2	0	BDL	BDL	BDL				
Sulphate	g/m <sup>3</sup>	0.5	2	2	21.0	26.0	23.5			250	✓
Dissolved Organic Carbon (DOC)	g/m <sup>3</sup>	0.5	1	1	BDL	1.0	1.0				
Total Organic Carbon (TOC)	g/m <sup>3</sup>	0.5	4	2	BDL	1.1	1.0				
<b>Trace Metals</b>											
Total Aluminium	g/m <sup>3</sup>	0.0032	4	4	0.006	0.022	0.017			0.1	✓
Total Antimony	g/m <sup>3</sup>	0.00021	4	4	0.00043	0.00072	0.00055	0.02	✓		
Total Arsenic	g/m <sup>3</sup>	0.0011	13	10	BDL	0.0035	≤0.0021	0.01	✓		
Total Barium	g/m <sup>3</sup>	0.0053	2	2	0.0154	0.0169	0.0162	0.7	✓		
Total Beryllium	g/m <sup>3</sup>	0.00011	2	0	BDL	BDL	BDL				
Total Boron	g/m <sup>3</sup>	0.0053	2	2	0.189	0.200	0.195	1.4	✓		
Total Cadmium	g/m <sup>3</sup>	0.000053	2	0	BDL	BDL	BDL	0.004	✓		
Total Calcium	g/m <sup>3</sup>	0.053	4	4	6.0	12.5	10.7				
Total Chromium	g/m <sup>3</sup>	0.00053	2	0	BDL	BDL	BDL	0.05	✓		
Total Copper	g/m <sup>3</sup>	0.00053	4	2	BDL	0.00118	≤0.000875	2.0	✓	1	✓
Total Iron	g/m <sup>3</sup>	0.021	4	0	BDL	BDL	BDL			0.2	✓
Total Lead	g/m <sup>3</sup>	0.00011	4	0	BDL	BDL	BDL	0.01	✓		
Total Lithium	g/m <sup>3</sup>	0.00021	2	2	0.054	0.065	0.060				
Total Magnesium	g/m <sup>3</sup>	0.021	2	2	2.6	2.8	2.7				
Total Manganese	g/m <sup>3</sup>	0.00053	4	3	BDL	0.00103	≤0.00092	0.4	✓	0.04	✓
Total Mercury	g/m <sup>3</sup>	0.00008	2	0	BDL	BDL	BDL	0.007	✓		
Total Molybdenum	g/m <sup>3</sup>	0.00021	2	2	0.00023	0.00058	0.00041	0.07	✓		
Total Nickel	g/m <sup>3</sup>	0.00053	2	0	BDL	BDL	BDL	0.08	✓		
Total Potassium	g/m <sup>3</sup>	0.053	2	2	2.9	3.4	3.2				
Total Selenium	g/m <sup>3</sup>	0.0011	2	0	BDL	BDL	BDL				
Total Silver	g/m <sup>3</sup>	0.00011	2	0	BDL	BDL	BDL				
Total Sodium	g/m <sup>3</sup>	0.021	2	2	13.8	17.9	15.9			200	✓
Total Tin	g/m <sup>3</sup>	0.00053	2	0	BDL	BDL	BDL				



## Comprehensive Chemical Analysis of Water Leaving Waiora Treatment Plant 2018/2019

Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
Total Uranium	g/m <sup>3</sup>	0.000021	2	0	BDL	BDL	BDL				
Total Zinc	g/m <sup>3</sup>	0.0011	4	4	0.0019	0.0047	0.0034			1.5	✓
<b>Halogenated Acetic Acids</b>											
Bromochloroacetic acid	g/m <sup>3</sup>	0.004	2	1	BDL	0.0008	≤0.0008				
Dibromoacetic acid	g/m <sup>3</sup>	0.004	2	0	BDL	BDL	BDL				
Dichloroacetic acid	g/m <sup>3</sup>	0.004	2	0	BDL	BDL	BDL	0.05	✓		
Monobromoacetic acid	g/m <sup>3</sup>	0.004	2	0	BDL	BDL	BDL				
Monochloroacetic acid	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL	0.02	✓		
Trichloroacetic acid	g/m <sup>3</sup>	0.004	2	0	BDL	BDL	BDL	0.2	✓		
Total HAA	g/m <sup>3</sup>	0.03	2	0	BDL	BDL	BDL				
Sum of HAA DWSNZ MAV ratios			2	0	BDL	BDL	BDL				
<b>Halogenated Volatile Disinfection By-Products</b>											
Sum of Haloacetonitriles DWSNZ MAV ratios			2	1	BDL	0.018	≤0.018				
Bromochloroacetonitrile	g/m <sup>3</sup>	0.0002	2	2	0.0003	0.0005	0.0004				
Bromodichloromethane	g/m <sup>3</sup>	0.00004	2	2	0.00163	0.00280	0.00222	0.06	✓		
Bromoform (tribromomethane)	g/m <sup>3</sup>	0.00004	2	2	0.00060	0.00085	0.00073	0.1	✓		
Carbon tetrachloride	g/m <sup>3</sup>	0.0007	2	0	BDL	BDL	BDL	0.005	✓		
Chloroform (Trichloromethane)	g/m <sup>3</sup>	0.007	2	0	BDL	BDL	BDL	0.4	✓		
Chloropicrin	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,2-Dibromo-3-chloropropane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.001	✓		
Dibromoacetonitrile	g/m <sup>3</sup>	0.0003	2	1	BDL	0.0005	≤0.0005	0.08	✓		
Dibromochloromethane	g/m <sup>3</sup>	0.00007	2	2	0.00177	0.00330	0.00254	0.15	✓		
1,2-Dibromoethane (ethylene dibromide, EDB)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.0004	✓		
1,1-Dichloro-2-propanone	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Dichloroacetonitrile	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.02	✓		
Tetrachloroethene (tetrachloroethylene)	g/m <sup>3</sup>	0.0002	2	0	BDL	BDL	BDL	0.05	✓		
1,1,1-Trichloro-2-propanone	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Trichloroacetonitrile	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				

## Comprehensive Chemical Analysis of Water Leaving Waiora Treatment Plant 2018/2019

Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
1,1,1-Trichloroethane	g/m <sup>3</sup>	0.0002	2	0	BDL	BDL	BDL				
Trichloroethene (trichloroethylene)	g/m <sup>3</sup>	0.00007	2	0	BDL	BDL	BDL	0.02	✓		
Total Trihalomethanes (THM)	g/m <sup>3</sup>	0.007	2	1	BDL	0.007	≤0.007				
Chloroform MAV ratio	g/m <sup>3</sup>	0.018	2	0	BDL	BDL	BDL				
Bromodichloromethane MAV ratio		0.002	2	2	0.027	0.047	0.037				
Dibromochloromethane MAV ratio		0.001	2	2	0.012	0.022	0.017				
Bromoform MAV ratio			2	2	0.006	0.009	0.008				
Sum of THM DWSNZ MAV ratios			2	2	0.045	0.078	0.062	1	✓		
<b>Pesticides</b>											
Alachlor	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.02	✓		
Aldrin	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL				
Atrazine	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.002	✓		
Atrazine-desethyl	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL				
Atrazine-desisopropyl	g/m <sup>3</sup>	0.00008	2	0	BDL	BDL	BDL				
Azinphos-methyl	g/m <sup>3</sup>	0.00008	2	0	BDL	BDL	BDL	0.004	✓		
gamma-BHC (Lindane)	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL	0.002	✓		
Bromacil	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.4	✓		
Carbofuran	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.008	✓		
cis-Chlordane	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL				
trans-Chlordane	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL				
Chlorpyrifos	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.04	✓		
Chlorpyrifos-methyl	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL				
Chlortoluron	g/m <sup>3</sup>	0.00008	2	0	BDL	BDL	BDL	0.04	✓		
Cyanazine	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.0007	✓		
2,4'-DDD	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL				
4,4'-DDD	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL				
2,4'-DDE	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL				
4,4'-DDE	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL				

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Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
2,4'-DDT	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL				
4,4'-DDT	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL				
Diazinon	g/m <sup>3</sup>	0.00002	2	0	BDL	BDL	BDL				
Dieldrin	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL				
Dimethoate	g/m <sup>3</sup>	0.00008	2	0	BDL	BDL	BDL	0.008	✓		
Diuron	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.02	✓		
Endrin	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL	0.001	✓		
Endrin aldehyde	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL				
Endrin ketone	g/m <sup>3</sup>	0.00001	2	0	BDL	BDL	BDL				
Heptachlor	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL				
Heptachlor epoxide	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL				
Hexachlorobenzene	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL				
Hexazinone	g/m <sup>3</sup>	0.00002	2	0	BDL	BDL	BDL	0.4	✓		
Malathion	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL				
Metalaxyl	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.1	✓		
Methoxychlor	g/m <sup>3</sup>	0.000005	2	0	BDL	BDL	BDL	0.02	✓		
Metolachlor	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.01	✓		
Metribuzin	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.07	✓		
Molinate	g/m <sup>3</sup>	0.00008	2	0	BDL	BDL	BDL	0.007	✓		
Oxadiazon	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.2	✓		
Parathion-methyl	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL				
Pendimethalin	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.02	✓		
Permethrin	g/m <sup>3</sup>	0.00002	2	0	BDL	BDL	BDL				
Pirimiphos-methyl	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.1	✓		
Procymidone	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.7	✓		
Prometryn	g/m <sup>3</sup>	0.00002	2	0	BDL	BDL	BDL				
Propanil	g/m <sup>3</sup>	0.0002	2	0	BDL	BDL	BDL				
Propazine	g/m <sup>3</sup>	0.00002	2	0	BDL	BDL	BDL	0.07	✓		

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Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
Pyriproxyfen	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.4	✓		
Simazine	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.002	✓		
Terbacil	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.04	✓		
Terbuthylazine	g/m <sup>3</sup>	0.00002	2	0	BDL	BDL	BDL	0.008	✓		
Terbuthylazine-desethyl	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL				
Thiabendazole	g/m <sup>3</sup>	0.0002	2	0	BDL	BDL	BDL	0.4	✓		
Total Chlordane [(cis+trans)*100/42]	g/m <sup>3</sup>	0.00002	2	0	BDL	BDL	BDL				
Trifluralin	g/m <sup>3</sup>	0.00004	2	0	BDL	BDL	BDL	0.03	✓		
<b>Volatile Organic Compounds - BTEX</b>											
Benzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.01	✓		
Toluene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.8	✓	0.03	✓
Ethylbenzene	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL	0.3	✓	0.002	✓
m&p-Xylene	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
o-Xylene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
<b>Volatile Organic Compounds - Halogenated Aliphatics</b>											
Bromomethane (Methyl Bromide)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Carbon tetrachloride	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.005	✓		
Chloroethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Chloromethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,2-Dibromo-3-chloropropane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.001	✓		
1,2-Dibromoethane (ethylene dibromide, EDB)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.0004	✓		
Dibromomethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Dichlorodifluoromethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,1-Dichloroethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,2-Dichloroethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.03	✓		
1,1-Dichloroethene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
cis-1,2-Dichloroethene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
trans-1,2-Dichloroethene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				

## Comprehensive Chemical Analysis of Water Leaving Waiora Treatment Plant 2018/2019

Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
Dichloromethane (methylene chloride)	g/m <sup>3</sup>	0.010	2	0	BDL	BDL	BDL	0.02	✓		
1,2-Dichloropropane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.05	✓		
1,3-Dichloropropane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,1-Dichloropropene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
cis-1,3-Dichloropropene	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
trans-1,3-Dichloropropene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Hexachlorobutadiene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.0007	✓		
1,1,1,2-Tetrachloroethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,1,2,2-Tetrachloroethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Tetrachloroethene (tetrachloroethylene)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.05	✓		
1,1,1-Trichloroethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,1,2-Trichloroethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Trichloroethene (trichloroethylene)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.02	✓		
Trichlorofluoromethane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,2,3-Trichloropropane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,1,2-Trichlorotrifluoroethane (Freon113)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Vinyl chloride	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.0003	✓		
<b>Volatile Organic Compounds - Halogenated Aromatics</b>											
Bromobenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Chlorobenzene (monochlorobenzene)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
2-Chlorotoluene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
4-Chlorotoluene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,2-Dichlorobenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	1.5	✓	0.001	✓
1,3-Dichlorobenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,4-Dichlorobenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.4	✓	0.0003	✓
1,2,3-Trichlorobenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL			0.01	✓
1,2,4-Trichlorobenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL			0.005	✓
1,3,5-Trichlorobenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL			0.05	✓

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Test	Unit	Detection Limit	No. Samples	No. of Detectable results	Min.	Max.	Average	MAV	Complies	GV	Meets
<b>Volatile Organic Compounds - Monoaromatic Hydrocarbons</b>											
n-Butylbenzene	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
tert-Butylbenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Isopropylbenzene (Cumene)	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
4-Isopropyltoluene (p-Cymene)	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
n-Propylbenzene	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
sec-Butylbenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Styrene	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL	0.03	✓	0.004	✓
1,2,4-Trimethylbenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,3,5-Trimethylbenzene	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
<b>Volatile Organic Compounds - Ketones</b>											
Acetone	g/m <sup>3</sup>	0.05	2	0	BDL	BDL	BDL				
2-Butanone (MEK)	g/m <sup>3</sup>	0.05	2	0	BDL	BDL	BDL				
Methyl tert-butylether (MTBE)	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
4-Methylpentan-2-one (MIBK)	g/m <sup>3</sup>	0.010	2	0	BDL	BDL	BDL				
<b>Volatile Organic Compounds - Trihalomethanes</b>											
Bromodichloromethane	g/m <sup>3</sup>	0.0003	2	2	0.0016	0.0028	0.0022	0.06	✓		
Bromoform (tribromomethane)	g/m <sup>3</sup>	0.0003	2	2	0.0004	0.0008	0.0006	0.1	✓		
Chloroform (Trichloromethane)	g/m <sup>3</sup>	0.0003	2	2	0.0012	0.0018	0.0015	0.4	✓		
Dibromochloromethane	g/m <sup>3</sup>	0.0003	2	2	0.0016	0.0034	0.0025				
<b>Other Volatile Organic Compounds</b>											
Carbon disulphide	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				
Naphthalene	g/m <sup>3</sup>	0.0005	2	0	BDL	BDL	BDL				

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The Guideline Values (GVs) and Maximum Acceptable Values (MAVs) are defined in the Ministry of Health Drinking-water Standards for New Zealand 2005 (Revised 2008). MAVs relate to parameters of health significance and should not be exceeded. GV is the limits for aesthetic determinands that, if exceeded, may make the water unattractive to consumers.

BDL = Below Detection Limit

Test	Unit	Detection Limit	No. of Samples	No. of Detectable Results	Min.	Max.	Average	MAV	Complies	GV	Meets
<b>Individual Tests</b>											
Total Hardness	g/m <sup>3</sup> as CaCO <sub>3</sub>	1	2	2	35	41	38			200	✓
Dissolved Calcium	g/m <sup>3</sup>	0.05	2	2	10.0	12.5	11.3				
Dissolved Magnesium	g/m <sup>3</sup>	0.02	2	2	2.3	2.5	2.4				
Nitrite-N	g/m <sup>3</sup>	0.002	2	0	BDL	BDL	BDL	0.2	✓		
Nitrate-N	g/m <sup>3</sup>	0.001	2	2	0.30	0.57	0.44	50	✓		
Nitrate-N + Nitrite-N	g/m <sup>3</sup>	0.002	2	2	0.30	0.57	0.44				
Reactive Silica	g/m <sup>3</sup> as SiO <sub>2</sub>	0.1	2	2	35	38	36.50				
<b>Trace Metals</b>											
Total Aluminium	g/m <sup>3</sup>	0.0032	2	2	0.0140	0.0166	0.0153			0.1	✓
Total Antimony	g/m <sup>3</sup>	0.00021	2	2	0.00047	0.00069	0.00058	0.02	✓		
Total Arsenic	g/m <sup>3</sup>	0.0011	2	1	BDL	0.0029	≤0.0029	0.01	✓		
Total Barium	g/m <sup>3</sup>	0.0053	2	2	0.0150	0.0179	0.0165	0.7	✓		
Total Beryllium	g/m <sup>3</sup>	0.00011	2	0	BDL	BDL	BDL				
Total Boron	g/m <sup>3</sup>	0.0053	2	2	0.20	0.28	0.24	1.4	✓		
Total Cadmium	g/m <sup>3</sup>	0.000053	2	0	BDL	BDL	BDL	0.004	✓		
Total Calcium	g/m <sup>3</sup>	0.053	2	2	10.40	12.50	11.45				
Total Chromium	g/m <sup>3</sup>	0.00053	2	0	BDL	BDL	BDL	0.05	✓		
Total Copper	g/m <sup>3</sup>	0.00053	2	2	0.0031	0.0039	0.0035	2	✓	1	✓
Total Iron	g/m <sup>3</sup>	0.021	2	0	BDL	BDL	BDL			0.2	✓
Total Lead	g/m <sup>3</sup>	0.00011	2	2	0.00011	0.00083	0.00047	0.01	✓		
Total Lithium	g/m <sup>3</sup>	0.00021	2	2	0.066	0.096	0.081				
Total Magnesium	g/m <sup>3</sup>	0.021	2	2	2.3	2.7	2.5				
Total Manganese	g/m <sup>3</sup>	0.00053	2	1	0.0007	0.0007	0.0007	0.4	✓	0.04	✓
Total Mercury	g/m <sup>3</sup>	0.00008	2	0	BDL	BDL	BDL	0.007	✓		
Total Molybdenum	g/m <sup>3</sup>	0.00021	2	2	BDL	0.0004	≤0.0004	0.07	✓		
Total Nickel	g/m <sup>3</sup>	0.00053	2	0	BDL	BDL	BDL	0.08	✓		



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Test	Unit	Detection Limit	No. of Samples	No. of Detectable Results	Min.	Max.	Average	MAV	Complies	GV	Meets
Total Potassium	g/m <sup>3</sup>	0.053	2	2	3.0	3.7	3.4				
Total Selenium	g/m <sup>3</sup>	0.0011	2	0	BDL	BDL	BDL	0.01	✓		
Total Silver	g/m <sup>3</sup>	0.00011	2	0	BDL	BDL	BDL				
Total Sodium	g/m <sup>3</sup>	0.021	2	2	14.9	22.0	18.5			200	✓
Total Tin	g/m <sup>3</sup>	0.00053	2	0	BDL	BDL	BDL				
Total Uranium	g/m <sup>3</sup>	0.000021	2	0	BDL	BDL	BDL	0.02	✓		
Total Zinc	g/m <sup>3</sup>	0.0011	2	2	0.0037	0.0070	0.0054			1.5	✓
<b>Halogenated Volatile Disinfection By-Products</b>											
Sum of Haloacetonitriles MAV ratios	ratio		2	2	0.016	0.027	0.022				
Bromochloroacetonitrile	g/m <sup>3</sup>	0.00014	2	2	0.0005	0.0008	0.0007				
Bromodichloromethane	g/m <sup>3</sup>	0.00007	2	2	0.0039	0.0045	0.0042	0.06	✓		
Bromoform (tribromomethane)	g/m <sup>3</sup>	0.00007	2	2	0.00111	0.00119	0.00115	0.1	✓		
Carbon tetrachloride	g/m <sup>3</sup>	0.0007	2	0	BDL	BDL	BDL	0.005	✓		
Chloroform (Trichloromethane)	g/m <sup>3</sup>	0.007	2	0	BDL	BDL	BDL	0.4	✓		
Chloropicrin	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,2-Dibromo-3-chloropropane	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.001	✓		
Dibromoacetonitrile	g/m <sup>3</sup>	0.0003	2	2	0.0005	0.0007	0.0006	0.02	✓		
Dibromochloromethane	g/m <sup>3</sup>	0.00007	2	2	0.0045	0.0051	0.0048	0.15	✓		
1,2-Dibromoethane (ethylene dibromide, EDB)	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL	0.0004	✓		
1,1-Dichloro-2-propanone	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
Dichloroacetonitrile	g/m <sup>3</sup>	0.0003	2	1	BDL	0.0004	≤0.0004	0.02	✓		
Tetrachloroethene (tetrachloroethylene)	g/m <sup>3</sup>	0.0002	2	0	BDL	BDL	BDL	0.05	✓		
1,1,1-Trichloro-2-propanone	g/m <sup>3</sup>	0.0003	2	1	BDL	BDL	BDL				
Trichloroacetonitrile	g/m <sup>3</sup>	0.0003	2	0	BDL	BDL	BDL				
1,1,1-Trichloroethane	g/m <sup>3</sup>	0.0002	2	0	BDL	BDL	BDL				
Trichloroethene (trichloroethylene)	g/m <sup>3</sup>	0.00007	2	0	BDL	BDL	BDL	0.02	✓		
Total Trihalomethanes (THM)	g/m <sup>3</sup>	0.007	2	2	0.009	0.012	0.011				
Chloroform MAV ratio	ratio	0.018	2	0	<0.018	<0.018	<0.018				
Bromodichloromethane MAV ratio	ratio	0.002	2	2	0.064	0.076	0.070				
Dibromochloromethane MAV ratio	ratio	0.001	2	2	0.030	0.034	0.032				

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Test	Unit	Detection Limit	No. of Samples	No. of Detectable Results	Min.	Max.	Average	MAV	Complies	GV	Meets
Bromoform MAV ratio	ratio		2	2	0.011	0.012	0.012				
Sum of THM MAV ratios (DWSNZ)	ratio		2	2	0.105	0.124	0.115	1	✓		
<b>Volatile Organic Compounds - BTEX</b>											
Benzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.01	✓		
Toluene	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL	0.8	✓	0.03	✓
Ethylbenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.3	✓	0.002	✓
m&p-Xylene	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL				
o-Xylene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
<b>Volatile Organic Compounds - Halogenated Aliphatics</b>											
Bromomethane (Methyl Bromide)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Carbon tetrachloride	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.005	✓		
Chloroethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Chloromethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,2-Dibromo-3-chloropropane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.001	✓		
1,2-Dibromoethane (ethylene dibromide, EDB)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.0004	✓		
Dibromomethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Dichlorodifluoromethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,1-Dichloroethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,2-Dichloroethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.03	✓		
1,1-Dichloroethene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
cis-1,2-Dichloroethene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
trans-1,2-Dichloroethene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Dichloromethane (methylene chloride)	g/m <sup>3</sup>	0.01	2	0	BDL	BDL	BDL	0.02	✓		
1,2-Dichloropropane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.05	✓		
1,3-Dichloropropane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,1-Dichloropropene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
cis-1,3-Dichloropropene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
trans-1,3-Dichloropropene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Hexachlorobutadiene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.0007	✓		

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Test	Unit	Detection Limit	No. of Samples	No. of Detectable Results	Min.	Max.	Average	MAV	Complies	GV	Meets
1,1,1,2-Tetrachloroethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,1,2,2-Tetrachloroethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Tetrachloroethene (tetrachloroethylene)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.05	✓		
1,1,1-Trichloroethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,1,2-Trichloroethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Trichloroethene (trichloroethylene)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.02	✓		
Trichlorofluoromethane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,2,3-Trichloropropane	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,1,2-Trichlorotrifluoroethane (Freon 113)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Vinyl chloride	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.0003	✓		
<b>Volatile Organic Compounds - Halogenated Aromatics</b>											
Bromobenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Chlorobenzene (monochlorobenzene)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL			0.01	✓
2-Chlorotoluene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
4-Chlorotoluene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,2-Dichlorobenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	1.5	✓	0.001	✓
1,3-Dichlorobenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,4-Dichlorobenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.4	✓	0.0003	✓
1,2,3-Trichlorobenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL			0.01	✓
1,2,4-Trichlorobenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL			0.005	✓
1,3,5-Trichlorobenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL			0.05	✓
<b>Volatile Organic Compounds - Monoaromatic Hydrocarbons</b>											
n-Butylbenzene	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL				
tert-Butylbenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Isopropylbenzene (Cumene)	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL				
4-Isopropyltoluene (p-Cymene)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
n-Propylbenzene	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL				
sec-Butylbenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Styrene	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL	0.03	✓	0.004	✓

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Test	Unit	Detection Limit	No. of Samples	No. of Detectable Results	Min.	Max.	Average	MAV	Complies	GV	Meets
1,2,4-Trimethylbenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
1,3,5-Trimethylbenzene	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
Volatile Organic Compounds - Ketones											
Acetone	g/m <sup>3</sup>	0.5	2	0	BDL	BDL	BDL				
2-Butanone (MEK)	g/m <sup>3</sup>	0.5	2	0	BDL	BDL	BDL				
Methyl tert-butylether (MTBE)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL				
4-Methylpentan-2-one (MIBK)	g/m <sup>3</sup>	0.10	2	0	BDL	BDL	BDL				
Volatile Organic Compounds - Trihalomethanes											
Bromodichloromethane	g/m <sup>3</sup>	0.005	2	2	0.005	0.005	0.005	0.06	✓		
Bromoform (tribromomethane)	g/m <sup>3</sup>	0.003	2	0	BDL	BDL	BDL	0.1	✓		
Chloroform (trichloromethane)	g/m <sup>3</sup>	0.003	2	1	BDL	BDL	BDL	0.4	✓		
Dibromochloromethane	g/m <sup>3</sup>	0.005	2	2	0.006	0.006	0.006	0.15	✓		
Other Volatile Organic Compounds											
Carbon disulphide	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL				
Naphthalene	g/m <sup>3</sup>	0.005	2	0	BDL	BDL	BDL				

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The Guideline Values (GVs) and Maximum Acceptable Values (MAVs) are defined in the Ministry of Health Drinking-water Standards for New Zealand 2005 (Revised 2008). MAVs relate to parameters of health significance and should not be exceeded. GV is the limits for aesthetic determinands that, if exceeded, may make the water unattractive to consumers.

BDL = Below Detection Limit

Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
<b>Individual Tests</b>							
True Hazen Colour	Hazen units	10	10			10	✓
pH	pH units	0.1	6.7			7.0-8.5	✓
Total Alkalinity	g/m <sup>3</sup> as CaCO <sub>3</sub>	1.0	24				
Total Hardness	g/m <sup>3</sup> as CaCO <sub>3</sub>	1.0	10.5			100-300	✓
Electrical Conductivity (EC)	mS/m	0.1	10.4				
Total Dissolved Solids (TDS)	g/m <sup>3</sup>	10	152			1000	✓
Dissolved Calcium	g/m <sup>3</sup>	0.05	2.4				
Total Iodine	g/m <sup>3</sup>	0.001	0.0033				
Dissolved Iron	g/m <sup>3</sup>	0.02	BDL				
Dissolved Magnesium	g/m <sup>3</sup>	0.02	1.07				
Dissolved Manganese	g/m <sup>3</sup>	0.0005	0.0015				
Dissolved Potassium	g/m <sup>3</sup>	0.05	3.3				
Dissolved Sodium	g/m <sup>3</sup>	0.02	15.0				
Bromide	g/m <sup>3</sup>	0.05	0.07				
Bromate	g/m <sup>3</sup>	0.005	BDL	0.01	✓		
Total Cyanide	g/m <sup>3</sup>	0.002	BDL	0.6	✓		
Chloride	g/m <sup>3</sup>	0.5	13.8			250	✓
Chlorite	g/m <sup>3</sup>	0.005	BDL	0.8	✓		
Chlorate	g/m <sup>3</sup>	0.005	BDL	0.8	✓		
Total Ammoniacal-N	g/m <sup>3</sup>	0.01	BDL				
Nitrite-N	g/m <sup>3</sup>	0.002	BDL	0.2	✓		
Nitrate-N	g/m <sup>3</sup>	0.001	0.117	50	✓		
Nitrate-N + Nitrite-N	g/m <sup>3</sup>	0.002	0.118				

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Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
Reactive Silica	g/m <sup>3</sup> as SiO <sub>2</sub>	0.1	92				
Un-ionised hydrogen sulphide	g/m <sup>3</sup>	0.002	BDL				
Total Sulphide	g/m <sup>3</sup>	0.05	BDL				
Sulphate	g/m <sup>3</sup>	0.5	3.1			250	✓
Dissolved Organic Carbon (DOC)	g/m <sup>3</sup>	0.5	0.7				
Total Organic Carbon (TOC)	g/m <sup>3</sup>	0.5	BDL				
Fluoride	g/m <sup>3</sup>	0.05	0.05	1.5	✓		
<b>Trace Metals</b>							
Total Aluminium	g/m <sup>3</sup>	0.0032	0.0040			0.1	✓
Total Antimony	g/m <sup>3</sup>	0.00021	BDL	0.02	✓		
Total Arsenic	g/m <sup>3</sup>	0.0011	0.0022	0.01	✓		
Total Barium	g/m <sup>3</sup>	0.0053	0.080	0.7	✓		
Total Beryllium	g/m <sup>3</sup>	0.00011	BDL				
Total Boron	g/m <sup>3</sup>	0.0053	0.0123	1.4	✓		
Total Cadmium	g/m <sup>3</sup>	0.000053	BDL	0.004	✓		
Total Calcium	g/m <sup>3</sup>	0.053	2.3				
Total Chromium	g/m <sup>3</sup>	0.00053	BDL	0.05	✓		
Total Copper	g/m <sup>3</sup>	0.00053	0.0084	2.0	✓	1	✓
Total Iron	g/m <sup>3</sup>	0.021	BDL			0.2	✓
Total Lead	g/m <sup>3</sup>	0.00011	0.00027	0.01	✓		
Total Lithium	g/m <sup>3</sup>	0.00021	0.0049				
Total Magnesium	g/m <sup>3</sup>	0.021	0.98				
Total Manganese	g/m <sup>3</sup>	0.00053	0.00139	0.4	✓	0.04	✓
Total Mercury	g/m <sup>3</sup>	0.00008	BDL	0.007	✓		
Total Molybdenum	g/m <sup>3</sup>	0.00021	BDL	0.07	✓		
Total Nickel	g/m <sup>3</sup>	0.00053	BDL	0.08	✓		
Total Potassium	g/m <sup>3</sup>	0.053	3.3				
Total Selenium	g/m <sup>3</sup>	0.0011	BDL				
Total Silver	g/m <sup>3</sup>	0.00011	BDL				
Total Sodium	g/m <sup>3</sup>	0.021	14.6			200	✓

# Comprehensive Chemical Analysis of Taitua Arboretum Water Supply 2018/2019

Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
Total Tin	g/m <sup>3</sup>	0.00053	BDL				
Total Uranium	g/m <sup>3</sup>	0.000021	0.000032				
Total Zinc	g/m <sup>3</sup>	0.0011	0.031			1.5	✓
<b>Halogenated Acetic Acids</b>							
Bromochloroacetic acid	g/m <sup>3</sup>	0.004	BDL				
Dibromoacetic acid	g/m <sup>3</sup>	0.004	BDL				
Dichloroacetic acid	g/m <sup>3</sup>	0.004	BDL	0.05	✓		
Monobromoacetic acid	g/m <sup>3</sup>	0.004	BDL				
Monochloroacetic acid	g/m <sup>3</sup>	0.005	BDL	0.02	✓		
Trichloroacetic acid	g/m <sup>3</sup>	0.004	BDL	0.2	✓		
Total HAA	g/m <sup>3</sup>	0.03	BDL				
Sum of HAA DWSNZ MAV ratios			<0.3				
<b>Halogenated Volatile Disinfection By-Products</b>							
Bromochloroacetonitrile	g/m <sup>3</sup>	0.0004	BDL				
Bromodichloromethane	g/m <sup>3</sup>	0.0004	BDL	0.06	✓		
Bromoform (tribromomethane)	g/m <sup>3</sup>	0.0004	BDL	0.1	✓		
Carbon tetrachloride	g/m <sup>3</sup>	0.0007	BDL	0.005	✓		
Chloroform (Trichloromethane)	g/m <sup>3</sup>	0.007	BDL	0.4	✓		
Chloropicrin	g/m <sup>3</sup>	0.0004	BDL				
1,2-Dibromo-3-chloropropane	g/m <sup>3</sup>	0.0004	BDL	0.001	✓		
Dibromoacetonitrile	g/m <sup>3</sup>	0.0004	BDL	0.08	✓		
Dibromochloromethane	g/m <sup>3</sup>	0.0004	BDL	0.15	✓		
1,2-Dibromoethane (ethylene dibromide, EDB)	g/m <sup>3</sup>	0.0003	BDL	0.0004	✓		
1,1-Dichloro-2-propanone	g/m <sup>3</sup>	0.0004	BDL				
Dichloroacetonitrile	g/m <sup>3</sup>	0.0004	BDL	0.02	✓		
Tetrachloroethene (tetrachloroethylene)	g/m <sup>3</sup>	0.0004	BDL	0.05	✓		
1,1,1-Trichloro-2-propanone	g/m <sup>3</sup>	0.0004	BDL				
Trichloroacetonitrile	g/m <sup>3</sup>	0.0004	BDL				
1,1,1-Trichloroethane	g/m <sup>3</sup>	0.0004	BDL				



## Comprehensive Chemical Analysis of Taitua Arboretum Water Supply 2018/2019

Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
Trichloroethene (trichloroethylene)	g/m <sup>3</sup>	0.0004	BDL	0.02	✓		
Total Trihalomethanes (THM)	g/m <sup>3</sup>	0.007	BDL				
Chloroform MAV ratio	g/m <sup>3</sup>	0.018	BDL				
Bromodichloromethane MAV ratio			<0.007				
Dibromochloromethane MAV ratio			<0.003				
Bromoform MAV ratio			<0.004				
Sum of THM DWSNZ MAV ratios			<0.02	1	✓		
Sum of Haloacetonitriles DWSNZ MAV ratios			<0.03				
<b>Pesticides</b>							
Alachlor	g/m <sup>3</sup>	0.00004	BDL	0.02	✓		
Aldrin	g/m <sup>3</sup>	0.000005	BDL				
Atrazine	g/m <sup>3</sup>	0.00004	BDL	0.002	✓		
Atrazine-desethyl	g/m <sup>3</sup>	0.00004	BDL				
Atrazine-desisopropyl	g/m <sup>3</sup>	0.00008	BDL				
Azinphos-methyl	g/m <sup>3</sup>	0.00008	BDL	0.004	✓		
gamma-BHC (Lindane)	g/m <sup>3</sup>	0.00001	BDL	0.002	✓		
Bromacil	g/m <sup>3</sup>	0.00004	BDL	0.4	✓		
Carbofuran	g/m <sup>3</sup>	0.00004	BDL	0.008	✓		
cis-Chlordane	g/m <sup>3</sup>	0.000005	BDL				
trans-Chlordane	g/m <sup>3</sup>	0.000005	BDL				
Chlorpyrifos	g/m <sup>3</sup>	0.00004	BDL	0.04	✓		
Chlorpyrifos-methyl	g/m <sup>3</sup>	0.00004	BDL				
Chlortoluron	g/m <sup>3</sup>	0.00008	BDL	0.04	✓		
Cyanazine	g/m <sup>3</sup>	0.00004	BDL	0.0007	✓		
2,4'-DDD	g/m <sup>3</sup>	0.00001	BDL				
4,4'-DDD	g/m <sup>3</sup>	0.00001	BDL				
2,4'-DDE	g/m <sup>3</sup>	0.00001	BDL				
4,4'-DDE	g/m <sup>3</sup>	0.00001	BDL				

# Comprehensive Chemical Analysis of Taitua Arboretum Water Supply 2018/2019

Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
2,4'-DDT	g/m <sup>3</sup>	0.00001	BDL				
4,4'-DDT	g/m <sup>3</sup>	0.00001	BDL				
Diazinon	g/m <sup>3</sup>	0.00002	BDL				
Dieldrin	g/m <sup>3</sup>	0.000005	BDL				
Dimethoate	g/m <sup>3</sup>	0.00008	BDL	0.008	✓		
Diuron	g/m <sup>3</sup>	0.00004	BDL	0.02	✓		
Endrin	g/m <sup>3</sup>	0.000005	BDL	0.001	✓		
Endrin aldehyde	g/m <sup>3</sup>	0.000005	BDL				
Endrin ketone	g/m <sup>3</sup>	0.00001	BDL				
Heptachlor	g/m <sup>3</sup>	0.000005	BDL				
Heptachlor epoxide	g/m <sup>3</sup>	0.000005	BDL				
Hexachlorobenzene	g/m <sup>3</sup>	0.00004	BDL				
Hexazinone	g/m <sup>3</sup>	0.00002	BDL	0.4	✓		
Malathion	g/m <sup>3</sup>	0.00004	BDL				
Metalaxyl	g/m <sup>3</sup>	0.00004	BDL	0.1	✓		
Methoxychlor	g/m <sup>3</sup>	0.000005	BDL	0.02	✓		
Metolachlor	g/m <sup>3</sup>	0.00004	BDL	0.01	✓		
Metribuzin	g/m <sup>3</sup>	0.00004	BDL	0.07	✓		
Molinate	g/m <sup>3</sup>	0.00008	BDL	0.007	✓		
Oxadiazon	g/m <sup>3</sup>	0.00004	BDL	0.2	✓		
Parathion-methyl	g/m <sup>3</sup>	0.00004	BDL				
Pendimethalin	g/m <sup>3</sup>	0.00004	BDL	0.02	✓		
Permethrin	g/m <sup>3</sup>	0.00002	BDL				
Pirimiphos-methyl	g/m <sup>3</sup>	0.00004	BDL	0.1	✓		
Procymidone	g/m <sup>3</sup>	0.00004	BDL	0.7	✓		
Prometryn	g/m <sup>3</sup>	0.00002	BDL				
Propanil	g/m <sup>3</sup>	0.00002	BDL				
Propazine	g/m <sup>3</sup>	0.00002	BDL	0.07	✓		

## Comprehensive Chemical Analysis of Taitua Arboretum Water Supply 2018/2019

Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
Pyriproxyfen	g/m <sup>3</sup>	0.00004	BDL	0.4	✓		
Simazine	g/m <sup>3</sup>	0.00004	BDL	0.002	✓		
Terbacil	g/m <sup>3</sup>	0.00004	BDL	0.04	✓		
Terbuthylazine	g/m <sup>3</sup>	0.00002	BDL	0.008	✓		
Terbuthylazine-desethyl	g/m <sup>3</sup>	0.00004	BDL				
Thiabendazole	g/m <sup>3</sup>	0.0002	BDL	0.4	✓		
Total Chlordane [(cis+trans)*100/42]	g/m <sup>3</sup>	0.00002	BDL				
Trifluralin	g/m <sup>3</sup>	0.00004	BDL	0.03	✓		
<b>Volatile Organic Compounds - BTEX</b>							
Benzene	g/m <sup>3</sup>	0.0003	BDL	0.01	✓		
Toluene	g/m <sup>3</sup>	0.0003	BDL	0.8	✓	0.03	✓
Ethylbenzene	g/m <sup>3</sup>	0.0005	BDL	0.3	✓	0.002	✓
m&p-Xylene	g/m <sup>3</sup>	0.0005	BDL				
o-Xylene	g/m <sup>3</sup>	0.0003	BDL				
<b>Volatile Organic Compounds - Halogenated Aliphatics</b>							
Bromomethane (Methyl Bromide)	g/m <sup>3</sup>	0.0003	BDL				
Carbon tetrachloride	g/m <sup>3</sup>	0.0003	BDL	0.005	✓		
Chloroethane	g/m <sup>3</sup>	0.0003	BDL				
Chloromethane	g/m <sup>3</sup>	0.0003	BDL				
1,2-Dibromo-3-chloropropane	g/m <sup>3</sup>	0.0003	BDL	0.001	✓		
1,2-Dibromoethane (ethylene dibromide, EDB)	g/m <sup>3</sup>	0.0003	BDL	0.0004	✓		
Dibromomethane	g/m <sup>3</sup>	0.0003	BDL				
Dichlorodifluoromethane	g/m <sup>3</sup>	0.0003	BDL				
1,1-Dichloroethane	g/m <sup>3</sup>	0.0003	BDL				
1,2-Dichloroethane	g/m <sup>3</sup>	0.0003	BDL	0.03	✓		
1,1-Dichloroethene	g/m <sup>3</sup>	0.0003	BDL				
cis-1,2-Dichloroethene	g/m <sup>3</sup>	0.0003	BDL				
trans-1,2-Dichloroethene	g/m <sup>3</sup>	0.0003	BDL				

## Comprehensive Chemical Analysis of Taitua Arboretum Water Supply 2018/2019

Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
Dichloromethane (methylene chloride)	g/m <sup>3</sup>	0.010	BDL	0.02	✓		
1,2-Dichloropropane	g/m <sup>3</sup>	0.0003	BDL	0.05	✓		
1,3-Dichloropropane	g/m <sup>3</sup>	0.0003	BDL				
1,1-Dichloropropene	g/m <sup>3</sup>	0.0003	BDL				
cis-1,3-Dichloropropene	g/m <sup>3</sup>	0.0005	BDL				
trans-1,3-Dichloropropene	g/m <sup>3</sup>	0.0005	BDL				
Hexachlorobutadiene	g/m <sup>3</sup>	0.0003	BDL	0.0007	✓		
1,1,1,2-Tetrachloroethane	g/m <sup>3</sup>	0.0003	BDL				
1,1,2,2-Tetrachloroethane	g/m <sup>3</sup>	0.0003	BDL				
Tetrachloroethene (tetrachloroethylene)	g/m <sup>3</sup>	0.0003	BDL	0.05	✓		
1,1,1-Trichloroethane	g/m <sup>3</sup>	0.0003	BDL				
1,1,2-Trichloroethane	g/m <sup>3</sup>	0.0003	BDL				
Trichloroethene (trichloroethylene)	g/m <sup>3</sup>	0.0003	BDL	0.02	✓		
Trichlorofluoromethane	g/m <sup>3</sup>	0.0003	BDL				
1,2,3-Trichloropropane	g/m <sup>3</sup>	0.0003	BDL				
1,1,2-Trichlorotrifluoroethane (Freon113)	g/m <sup>3</sup>	0.0003	BDL				
Vinyl chloride	g/m <sup>3</sup>	0.0003	BDL	0.0003	✓		
<b>Volatile Organic Compounds - Halogenated Aromatics</b>							
Bromobenzene	g/m <sup>3</sup>	0.0003	BDL				
Chlorobenzene (monochlorobenzene)	g/m <sup>3</sup>	0.0003	BDL				
2-Chlorotoluene	g/m <sup>3</sup>	0.0003	BDL				
4-Chlorotoluene	g/m <sup>3</sup>	0.0003	BDL				
1,2-Dichlorobenzene	g/m <sup>3</sup>	0.0003	BDL	1.5	✓	0.001	✓
1,3-Dichlorobenzene	g/m <sup>3</sup>	0.0003	BDL				
1,4-Dichlorobenzene	g/m <sup>3</sup>	0.0003	BDL	0.4	✓	0.0003	✓
1,2,3-Trichlorobenzene	g/m <sup>3</sup>	0.0003	BDL			0.01	✓
1,2,4-Trichlorobenzene	g/m <sup>3</sup>	0.0003	BDL			0.005	✓
1,3,5-Trichlorobenzene	g/m <sup>3</sup>	0.0003	BDL			0.05	✓

## Comprehensive Chemical Analysis of Taitua Arboretum Water Supply 2018/2019

Test	Unit	Detection Limit	Result	MAV	Complies	GV	Meets
<b>Volatile Organic Compounds - Monoaromatic Hydrocarbons</b>							
n-Butylbenzene	g/m <sup>3</sup>	0.0005	BDL				
tert-Butylbenzene	g/m <sup>3</sup>	0.0003	BDL				
Isopropylbenzene (Cumene)	g/m <sup>3</sup>	0.0003	BDL				
4-Isopropyltoluene (p-Cymene)	g/m <sup>3</sup>	0.0005	BDL				
n-Propylbenzene	g/m <sup>3</sup>	0.0005	BDL				
sec-Butylbenzene	g/m <sup>3</sup>	0.0003	BDL				
Styrene	g/m <sup>3</sup>	0.0005	BDL	0.03	✓	0.004	✓
1,2,4-Trimethylbenzene	g/m <sup>3</sup>	0.0003	BDL				
1,3,5-Trimethylbenzene	g/m <sup>3</sup>	0.0003	BDL				
<b>Volatile Organic Compounds - Ketones</b>							
Acetone	g/m <sup>3</sup>	0.05	BDL				
2-Butanone (MEK)	g/m <sup>3</sup>	0.05	BDL				
Methyl tert-butylether (MTBE)	g/m <sup>3</sup>	0.0003	BDL				
4-Methylpentan-2-one (MIBK)	g/m <sup>3</sup>	0.010	BDL				
<b>Volatile Organic Compounds - Trihalomethanes</b>							
Bromodichloromethane	g/m <sup>3</sup>	0.0003	BDL	0.06	✓		
Bromoform (tribromomethane)	g/m <sup>3</sup>	0.0003	BDL	0.1	✓		
Chloroform (Trichloromethane)	g/m <sup>3</sup>	0.0003	BDL	0.4	✓		
Dibromochloromethane	g/m <sup>3</sup>	0.0003	BDL				
<b>Other Volatile Organic Compounds</b>							
Carbon disulphide	g/m <sup>3</sup>	0.0005	BDL				
Naphthalene	g/m <sup>3</sup>	0.0005	BDL				

# Council Report

Item 16

**Committee:** Growth and Infrastructure Committee

**Date:** 27 August 2019

**Author:** Chris Allen

**Authoriser:** Chris Allen

**Position:** General Manager Development

**Position:** General Manager Development

**Report Name:** Verbal Report - Passenger Rail Project Update

<b>Report Status</b>	<i>Open</i>
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1. The General Manager Development will present a verbal update on the Passenger Rail Project.

## Staff Recommendation

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

## Attachments

There are no attachments for this report.

## 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 18 June 2019	) Good reason to withhold ) information exists under ) Section 7 Local Government ) Official Information and ) Meetings Act 1987 )	Section 48(1)(a)
C2. Passenger Rail Project Update		

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

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