

Notice of Meeting:

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

Date: Friday 29 March 2019
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Growth and Infrastructure Committee OPEN AGENDA

Membership

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Lee-Ann Jordan
Governance Manager

22 March 2019

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Purpose

The Growth and Infrastructure Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

The Committee is delegated the following recommendatory powers:

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

Oversight of Policies

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

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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:** 29 March 2019

Author: Amy Viggers **Authoriser:** Becca Brooke

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

Report Name: Confirmation of the Growth and Infrastructure Open Minutes - 12 February 2019

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

That the Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 12 February 2019 as a true and correct record.

Attachments

Attachment 1 - Growth and Infrastructure Open Unconfirmed Minutes - 12 February 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 12 February 2019 at 9.30am.

PRESENT

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

In Attendance:	Richard Briggs – Chief Executive
	Chris Allen – General Manager Development
	Jen Baird – General Manager City Growth
	Eeva-Liisa Wright – General Manager Infrastructure Operations
	Blair Bowcott – Executive Director Special Projects
	Maire Porter – City Waters Manager
	Karen Saunders – Peacocke Programme Manager
	Kelvin Powell – City Safety Unit Manager
	Andy Mannering – Manager Social Development
	Robyn Denton – City Transportation Operations Team Leader
	Shaun Petersen - Senior Workforce Manager
	Trent Fowles – Compliance Manager
	Kirsty Quickfall – Waste Minimisation Advisor
	Nigel Ward – Communications Team Leader
	Jamie Sirl – Senior Planner
	Muna Wharawhara – Amorangi Maaori
	John Kinghorn – Transport Systems Engineer
	Nicolas Wells – Strategic Property Manager
	Stafford Hodgson – Senior Strategic Policy Analyst

1. Apologies

Resolved: (Cr O’Leary/Cr Tooman)
The apology for partial absence from Cr O’Leary be accepted.

2. Confirmation of Agenda

Resolved: (Cr Macpherson/Cr Casson)
That the agenda is confirmed noting the following

- a) that item 8 (Hamilton Central Business Association – Six Monthly Update) is to be taken at 11.00am to accommodate external presenters; and
- b) that the item C4 (WRAL – Airport Extension Funding) be accepted as a late item in the public excluded section of the agenda. This report is late as the information in relation to the matter was only made available on 9 February 2019. The item is public excluded to enable Council to carry out commercial activities without disadvantage.

3. Declarations of Interest

Mayor King declared a conflict of interest in relation to item 6 (Chair’s Report) and item 7 (General Managers Report), specifically relating to the ‘Road Reserve Fencing’ issue. He would not take part in the discussion or vote on the matters.

Maangai Hill declared a conflict of interest in relation to item 7 (General Manager’s Report) specifically relating to the Amberfield Development Agreement (PDA) and item 9 (Peacocke Programme Quarterly Update). He would not partake in the discussion or vote for these items.

Cr Mallett declared a conflict of interest during the public excluded session in relation to item C3 (Arthur Porter Drive). He did not take part in the discussion or vote on the matters.

4. Public Forum

Roger Stratford – Mr Stratford spoke to item 8 (Hamilton Central Business Association – 6 Monthly Update) – specifically the events being held in Embassy Park. He noted that the movie screening were being well attended. He requested Council consider allowing alcohol to be sold during to movie showings. He responded to questions from Committee Members regarding the Alcohol Bylaw.

5. Confirmation of the Growth and Infrastructure Committee - Open Minutes - 6 December 2018

Resolved: (Cr Macpherson/Cr Taylor)

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

6. Chair's Report

The Chair introduced his report, noting that information only reports previously received by the Growth and Infrastructure Committee would now be discussed separately from the meeting and that drop in sessions had been arranged to discuss the information. Along with staff, he responded to questions from Committee Members concerning the structure of drop in sessions.

In response to questions from Committee Members concerning the meaning of ‘receiving the

report' the Governance Advisor provided the following clarification: "By receiving a report a committee is agreeing the report appropriately should form part of the official record of a Council meeting. As with all decisions, Elected Members must feel that the matter is consistent with the terms of reference for the committee and that they have sufficient information to make an informed decision, even if that decision is only to receive a report. Elected Members have the option to vote against the motion, or if their concern is to do with process or the need for more information to make an informed decision, they have the option to move a procedural motion."

Staff Action: *Staff undertook to provide Committee Members with an update on the information only reports process, specifically concerning the structure of drop in sessions and the follow up actions from these sessions.*

Resolved: (Cr Macpherson/Cr Pascoe)
That the Growth and Infrastructure Committee receives the report.

7. General Managers' Report

Hamilton Housing Accord

The General Manager City Growth introduced this section of the report noting that the Housing Accord Legislation was to expire in September 2019. Staff responded to questions from Committee Members concerning potential new applications and the time constraints to process new applications due to the expiring legislation.

Maangai Hill declared a conflict of interest in relation to the Amberfield Development Agreement (PDA) section of the report. He did not partake in the discussion of the matter.

Amberfield Development Agreement (PDA)

The General Manager City Growth introduced this section of the report noting that discussions were continuing and Committee Members would be kept informed. She responded to questions from Committee Members concerning the development agreement details.

Strategic Regional Collaboration

The Executive Director Special Projects took this section of the report as read. He responded to questions from Committee Members concerning the future of Future Proof, the Healthy River Plan change to the Regional Policy Statement, and the active role that Waikato Tainui has as a partner in the Hamilton to Auckland Corridor Plan.

Paxster Operation and Monitoring Update

The City Transportation Operations Team Leader introduced this section of the report noting, that the Paxster Vehicle 12 month review period had concluded and was largely successful with minimal effect to pedestrians. Staff responded to questions from Committee Members concerning any incidents that had occurred.

Access Hamilton Taskforce Update

The Chair of the Access Hamilton Taskforce provided a verbal update on the recent taskforce meeting noting that the Gordonton/Thomas Road project was expected to be completed in March 2019.

Vision Zero Update

The City Transportation Operations Team Leader introduced this section of the report noting that the types of crashes causing death or serious injury were largely reflective of the high number of intersections in Hamilton. Staff responded to questions from Committee Members concerning the funding of infrastructure and education programmes to reduce the number of deaths on roads. It was noted that the Mayor and Chief Executive would write to New Zealand Police concerning the

use of red light cameras, and also to NZTA concerning their 2020 strategy plan and the introduction of compulsory driver training.

The meeting adjourned 10.57am to 11.10am.

Following the above adjournment the meeting continued with item 8 (Hamilton Central Business Association – Six Monthly Update) prior to continuing with the remainder of the General Managers’ Report.

Footpath Renewals Programme Update

The City Transportation Operations Team Leader introduced this section of the report. She responded to questions from Committee Members concerning the survey operator, the faults identified during the survey of footpaths and the potential cost of footpath renewals.

***Staff Action:** Staff undertook to provide further information regarding the financials/depreciation for footpath renewal/maintenance programmes to the Finance Committee.*

LED Streetlight Upgrade Programme Update

The City Transportation Operations Team Leader introduced this section of the report and responded to questions from Committee Members concerning scope of the LED Streetlight Upgrade Programme.

Waste Taskforce Update

The Chair of the Waste Taskforce introduced the section of the report. She and staff responded to questions from Committee Members concerning national ‘Keep New Zealand Beautiful’ branding and potential options to minimise waste at future events such as the HCBA Sevens.

Policy and Bylaw Review Update

The General Manager Infrastructure Operations introduced the report noting a request to defer the Encroachment Licence Policy review. Staff responded to questions from Committee Members concerning the Encroachment Licence Policy.

Gordonton Road Corridor

The General Manager Development introduced this section of the report noting that the expected completion date for the Thomas-Gordonton road intersection was March 2019. He responded to questions from Committee Members concerning the installation of raised safety platforms on intersection approaches to help manage vehicle speeds.

Passenger Rail Update

The General Manager Development introduced this section of the report and provided an update on the process. He responded to questions from Committee Members concerning funding and scope of the start-up service.

Mayor King, having previously declared a conflict of interest in relation to the Road Reserve Fencing – Liverpool Street section of the General Managers report, left the meeting prior to the discussion on the matter below.

Road Reserve Fencing – Liverpool Street

The General Manager Development introduced this section of the report noting whilst this matter was within his delegation to approve he felt the Committee should be appropriately informed on the process followed for this encroachment licence given the recent media interest on the matter. He responded to questions from Committee Members concerning the location of the fencing and the encroachment licence process.

Resolved: (Cr Macpherson/Cr Taylor)

That the Growth and Infrastructure Committee:

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

Cr O'Leary left the meeting (12.45pm) during the discussion on the Policy and Bylaw Review Update section of the above item. She was not present when the matters were voted on.

Mayor King left the meeting (1.07pm) prior to the discussion on the Road Reserve Fencing – Liverpool Street section of the above item. He was not present when the matters were voted on.

7. Hamilton Central Business Association (HCBA) - Six-Monthly Update

Vanessa Williams (General Manager HCBA) and Mike Neale (HCBA Executive Committee Member) introduced the report. They provided a presentation on the activities of HCBA. They and staff responded to questions from Committee Members concerning their recent events, the proposal for an upgrade to Garden Place, types of spaces available in the CBD, and CBD development concerns. They responded to the request from Mr Stratford made during the public forum section of the meeting, concerning the sale of alcohol during movie events in Embassy Park. They noted that they had made applications in the past to sell alcohol at similar events in public spaces and that those applications were declined.

Staff Action: *Staff undertook to provide information to Committee Members concerning timing around assisting HCBA with auditing vacant space in the CBD.*

Resolved: (Cr O'Leary/Cr Macpherson)

That the Growth and Infrastructure Committee receives the report.

Following the conclusion of the above item, the meeting continued with the discussion on item 7 (General Managers Report).

The meeting adjourned (1.44pm – 2.25pm)

Mayor King and Cr O'Leary re-joined the meeting at the conclusion of the above adjournment.

8. Peacocke Programme Quarterly Update

The Peacocke Project Manager spoke to the report, noting that there was to be a report to the Finance Committee Meeting on 21 February 2019 on the financial components of the project. Staff responded to questions from Committee Members concerning the land acquisition process including rights of first refusal, specific projects contained within the Peacocke Programme and future reporting on the Peacocke Programme.

Staff Action: *Staff undertook to consider how best to report on the Peacocke Programme at the next meeting of Council.*

Resolved: (Cr Macpherson/Cr Hamilton)

That the Growth and Infrastructure Committee:

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

9. Waikato Region Cycle Trails Network - Programme Business Case 2018

The City Transportation Operations Team Leader introduced the report and responded to questions from Committee Members concerning funding and alignment with Council's vision/plans such as the Hamilton Biking Plan.

Resolved: (Cr Macpherson/Cr Southgate)

That the Growth and Infrastructure Committee:

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

Cr Mallett dissenting.

10. Personal use transport vehicles for hire

The City Transportation Operations Team Leader introduced the item noting that there is a number of operators of personal use transport vehicles. A code of practice was to be created to accompany a permit to trade under the Public Places Bylaw. Staff responded to questions from Committee Members concerning the scope of the potential code of practice.

Resolved: (Cr O'Leary/Cr Bunting)

That the Growth and Infrastructure Committee recommends that the Council:

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

Cr Tooman, Pascoe and Mallett dissenting.

Cr Taylor retired from the meeting (4.18pm) during the discussion of the above item. He was not present when the matter was voted on.

11. Policy Review - Sale and Disposal of Council Land

The Strategic Property Manager took the report as read. He responded to questions from Committee Members concerning the clauses within the policy.

Resolved: (Mayor King/Cr Mallett)

That the Growth and Infrastructure Committee:

- a) receives the report; and
- b) recommends that the Council approves the Sale and Disposal of Council Land Policy.

12. Development Contributions Remissions Quarter 2 2019

The report was taken as read. Staff responded to questions from Committee Members concerning the previously approved remissions.

Resolved: (Cr Macpherson/Cr Mallett)

That the Growth and Infrastructure Committee receives the report.

Cr Hamilton retired from the meeting (4.43pm) during the discussion of the above item. He was not present when the matter was voted on.

13. Draft 2019 Growth and Infrastructure Committee Schedule of Reports

The report was taken as read.

Resolved: (Cr Bunting/Mayor King)

That the Growth and Infrastructure Committee:

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

15. Resolution to Exclude the Public**Section 48, Local Government Official Information and Meetings Act 1987**

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Growth and Infrastructure Committee) Good reason to withhold) information exists under) Section 7 Local Government	Section 48(1)(a)

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- Public Excluded Minutes) Official Information and
 - 6 December 2018) Meetings Act 1987
 - C2. Biosolids Collection and)
Disposal Services
 - Contract Extension
 - C3. Arthur Porter Drive
 - C4. WRAL – Airport Extension
Funding

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

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

The meeting went into a public excluded session at 4.47pm.

The meeting was declared closed at 6.08pm.

Council Report

Item 6

Committee: Growth and Infrastructure Committee

Date: 29 March 2019

Author: Amy Viggers

Authoriser: Becca Brooke

Position: Committee Advisor

Position: Governance Team Leader

Report Name: Chair's Report

Report Status	<i>Open</i>
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Recommendation

That the Growth and Infrastructure Committee receives the report.

Attachments

Attachment 1 - Chair's Report



Chair's Report

Trafinz Conference 2019

This popular conference is happening again this year - this time in Hamilton, at Claudelands, from 10-13 November. Although the timing is impeccably bad from the point of view of the elections only being 4 week's earlier, I would still encourage those who plan to be back on Council to book in for it - it may be that we can strike a deal that we book some places for Councillors, and confirm names after the election.

The Mayor, whoever it may be on that date, should also have the opening ceremony in their diary, as they will need to give a welcoming speech!

Please see Amy or Laura if you are interested, and we will take it from there.

NZTA funding & organisational difficulties

Councillors will recall that the Government and NZTA announced in 2018 an 'Enhanced Financial Assistance Rate' being available to subsidise approved transport projects in areas of transport priority such as safety, public transport and walking and cycling.

The standard rate available to Councils has been 51%, which would still be available for approved reading projects, but we were told 75.5% was likely to be available for projects in these areas of Govt priority.

We have received this Targeted Enhanced FAR rate (TEFAR) for a couple of projects (Thomas/Gordonton intersection, and Rotokauri transport (Rail & bus) interchange), but last week all Mayors received a letter from the Interim CEO of NZTA outlining what we regard as significant problems with not only this TEFAR rate, but also, we believe even with funding approval for standard transport projects that we could expect only 51% subsidy for (this letter is an attachment to the GM's report).

GM Chris Allen will discuss this letter in more depth at the meeting, but it seems clear that other projects we approved in our Long Term Plan in 2018, that were proposed after full consultation with NZTA, and even in areas of Government transport priority - now have some risk attached to their funding.

In addition, staff have reported, and I've mentioned it before, a slow and tortuous process at times in getting NZTA approval for transport project subsidies - without which we can rarely go ahead with cost-effective work.

I note that Tauranga City Council has this month suspended 3 major transport safety-related projects in their city as a result of the uncertainty over NZTA's share of the funding needed. Hamilton City Council shares their frustration and, looking forward, their uncertainty about the future funding available.

NZTA has suffered significant staff upheaval over the last 2 years, which has made it really difficult for Councils to build relationships with NZTA funding officials; the Regional Directors we used to have strong strategic relationships with (and who used to go into bat for regional transport projects) have gone, key local staff we used to work closely with have gone -

generally-speaking the organisation is in a mess, and it is impacting transport projects across the country, from all accounts.

Of particular problem for our Access Hamilton transport improvements programme is that the Government's flagship transport priorities are at risk with the NZTA funding 'slowdown'. Hamilton City Council supports their priorities, but won't be able to progress them without timely NZTA partnerships in place.

Cr Dave Macpherson

Item 6

Attachment 1

Council Report

Item 7

Committee: Growth and Infrastructure Committee
Date: 29 March 2019

Author: Vaughan Henry
Authoriser: Kelvin Powell

Position: Key Account Manager
Position: Acting General Manager City Growth

Report Name: Te Waka Six-Monthly Update

Report Status	<i>Open</i>
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Purpose

1. To present the first six-monthly Te Waka report to the Growth & Infrastructure Committee for the period from 1 July to 1 December 2018.
2. Michael Bassett-Foss, Te Waka's Chief Executive, will attend the meeting and speak to the report.

Staff Recommendation

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

Executive Summary

4. The report is provided in line with the Partnership Agreement between Te Waka and Hamilton City Council, which was signed in September 2018 and back-dated to 1 July 2018. It requires Te Waka to report to the Growth and Infrastructure Committee on a six-monthly basis. This is the first report.
5. Te Waka presented its six-monthly performance report (Attachment 1), together with its presentation to the Waikato Mayoral Forum in February (Attachment 2) at an Elected Member Briefing on 28 February 2019.
6. Elected Members were asked to provide feedback to Te Waka's Chief Executive, Michael Bassett-Foss around what additional information they would like to see included in future reporting.
7. The next update will be provided to the Growth and Infrastructure meeting on 27 August 2019, which will also cover the financial reporting to the end of the financial year.

Financial Considerations

8. The Council's financial considerations are outlined in its Partnership Agreement with Te Waka with Hamilton City Council providing \$140,000 per annum for each financial year ending 30 June 2021.

Attachments

Attachment 1 - Te Waka Performance Report to December 2018

Attachment 2 - Presentation to Waikato Mayoral Forum

Six Monthly Performance Report for the Period 1 July- 1 December 2018

1. Executive Summary

This report provides a summary of the performance of Te Waka in the six months from July to December 2018. These have been set out against the provisions of the Partnership Agreements Te Waka has with ten of the region's local authorities in September 2018. These agreements require Te Waka to report back to the Councils every six months in terms of its performance against the schedule of functions and services which was attached to each of the Partnership Agreements.

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. Clause 4.1(f) of the agreements require Te Waka to report to the Local Authorities in writing every 6 months in respect to:

- A. Waikato REDA's performance of the Regional Economic Development Functions and Services;
- B. Waikato REDA's achievement of KPIs;
- C. The general state of the Waikato economy; and
- D. Current or anticipated issues.

2. Analysis

This report summarises Te Waka's performance in its first 6 months against these requirements.

A. Waikato REDA's Performance of the Regional Economic Development Functions and Services

i. Overall governance and organisational design

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

A trust deed, company constitution and establishment business plan were developed in June 2018 and formed the foundation documents for the entity. The business plan included an operating budget, which drive decisions on funding and sponsorship, and also an interim organisational structure which allowed for some early decisions on recruitment priorities.

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

Waikato Regional Economic Development Ltd was officially created as a trust and limited liability company on 6 July 2018. 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)

The company operated under the interim name of Waikato REDA while work was undertaken on a final trading name. The Waikato REDA Establishment Board transitioned to the Waikato REDA Board as part of the process, and the non-council members of the Board were confirmed and recorded in the constitution as directors of the company. The two local government executives have remained as ex-officio members of the Board and their advice and contribution to the board has been invaluable. Dallas Fisher was confirmed as the Chair and Kiri Goulter was subsequently confirmed as Deputy Chair.

ii. Funding and Finance

Securing the necessary funding for Te Waka had commenced early in 2018 with a series of roadshows by the Establishment Board chair to all local authorities in the region. The target funding envelope followed that set out in the 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 Taupo and Rotorua. All funding requests were approved. Following this, Partnership Agreements were developed with all local authorities except Rotorua. The agreements set out the nature of the partnership, how the Waikato REDA would work with each council and the performance indicators to be reported against.

Core Operational Budget -Revenue		Annual Amount Sought	Confirmed as at 01/12/18	Unconfirmed	Success (%) as at 01/12/18
Local Government	Regional	\$300,000	\$300,000		100%
	Local	\$370,000	\$370,000		100%
Business sponsorship		\$465,000+	\$295,000		63%
Regional trusts and other regional funds		\$250,000	\$75,000		30% ¹
Existing WIP business support programmes		\$660,000	\$660,000		100%
Provincial Growth Unit (MBIE)		\$200,000		\$200,000	TBC
Total		\$2,245,000	\$1,700,000	\$200,000	83%

Table 1. Te Waka Funding Sources

Funding for the Regional Business Partner Programme was novated, along with the relevant staff in September 2018. Work on business sponsorship commenced in February 2018 and has seen a family of six sponsors on board in support of the agency. These in total contribute some \$295,000 per annum to the organisational budget. Further sponsorship discussions are underway to reach our target.

In terms of Trust, the WEL Energy Trust was a major partner of Waikato Means Business, supporting the Waikato Story and the regional economic development review work. In December 2018 confirmed a further \$75,000 towards the ongoing implementation and development of the Waikato Story. A full funding bid will be made to the next WEL Trust funding round in March 2019. Discussions with other trusts and philanthropic organisations are also underway.

iii. People and Talent

In June 2018 the Board approved the selection of Greg Tims & Associates as its executive search and recruitment advisor. A positions description for the CEO role was developed and the positions was advertised in July 2018. In September the Board announced that the inaugural Chief Executive of the Waikato REDA would be **Michael Bassett-Foss**. Michael came from being the Project Director of the multimillion-dollar Water Wairarapa Project, was a former Chair of Economic Development Associations of New Zealand (EDANZ) and Manager of Economic Development at Hawkes Bay Regional Council. Michael commenced in the role later that month. (<https://www.tewaka.nz/blog/post/33196/Collaboration-and-partnership-to-underpin-Te-Waka/>)

We have been extremely fortunate to have the opportunity to partner with **Tame Pokaia** as our kaumatua and tikanga advisor. Tame is from Ngāti Mahuta and Ngāti Hikairo descent and was born and raised at Ngāruawāhia. He comes from one of the papakāinga families that lived on Tūrangawaewae marae.

In October the search commenced for a communications and marketing manager and in late November **Amy van Garderen** was appointed to the role. Amy came from the Ebbett group and before then had worked for both Hamilton City and H3, the region's event company. Amy will commence in early January 2019 and will have responsibility for Te Waka's communication and marketing operations, including the ongoing rollout and development of the Waikato Story.

¹ There is a further WEL Trust funding round in March 2019.

(<https://www.tewaka.nz/blog/post/36004/Perception-changeattraction-and-storytelling-on-the-agenda-for-new-Te-Waka-hire/>)

In November a new member of the business growth team, **Ashleigh Turner** joined Te Waka as part of the Business Growth Team. Ashleigh came from Waikato Tainui where she had a major role in economic development for the iwi. A qualified lawyer with a further degree in business management, Ashleigh is of Maniapoto and Ngati Awa descent and was born in Otorohanga.

Te Waka has also worked to leverage its resources by working in close partnership with other agencies. We have invited **Michelle Paki**, the MBIE Senior Regional Advisor, Waikato from the Provincial Development Unit to co-locate in our offices. This has created a much closer and more aligned operational and strategic relationship between the PDU/PGF and Te Waka.

In addition to our existing relationships with tertiary organisations, Smart Waikato, Immigration New Zealand and the Ministry of Education, we have worked with the Ministry of Social Development to ensure a joined-up approach towards the employment and skills development priorities in our programme. **Tuahu Sonny Watene**, MSD's Waikato Regional Labour Market Manager, has been seconded to Te Waka for two days/week to assist with the development and implementation of that programme. We are also further strengthening our relationships with Te Puni Kokiri to ensure both Te Waka and Te Puni Kokiri support the ongoing development and implementation of the Maori Economic Development Agenda and Action Plan.

As with all EDAs, we have been working closely with the Provincial Growth Unit regarding the resources needed to support the Provincial Growth Fund. The PGF process is creating additional demand for resources to support, evaluate and help implement development proposals. This demand is increasingly falling on EDAs such as Te Waka as they are the front of house organisations for regional economic development. In July the Waikato REDA joined with Economic Development New Zealand (EDNZ) and all other EDAs in a PGF application for resources to assist with capacity in two main areas:

- PGF proposal development and support (2) - a Programme Manager and an Analyst
- Maori Economic development advisor (1)

The PDU has recommended that each region receive between \$150,000 and \$200,000 per year for the next three years to assist with PGF proposals and projects. Te Waka has requested \$200,000 per year. We expect to hear the result of this request in early 2019.

In early 2019 decisions will also be made regarding further recruitment, primarily in the areas of sector strategy & implementation and investment facilitation. The exact nature of these roles will be developed in accordance with the 2018-2022 programme of action.

iv. Waikato Economic Summit and Programme

In March 2018 the Waikato Means Business Steering Group agreed to investigate holding a regional economic summit in mid-late 2018, as part of the process of setting up and building the mandate for the Waikato REDA. The concept was adopted by the Establishment Board and a Summit Steering Group was set up with

representatives from business, the philanthropic sector, Maori and local government. Discussions were held with experts in strategic facilitation and planning, and in April PWC were confirmed as the delivery partners for the event. Late August was confirmed as the date for the event. Discussions were held with potential funders and the following partners came on board as sponsors.

Sponsor	Annual Amount Sought
WEL Energy Trust	\$100,000
Provincial Growth Fund	\$ 50,000
Waikato Regional Council	\$ 20,000
Ministry of Social Development	\$ 20,000
Total	\$ 190,000

The summit was held at the Don Rowlands Centre 30-31 August. The summit was designed to serve two functions:

- To build a pipeline of major/high impact economic development projects which the Waikato region could deliver over the next 1-2 years
- To introduce Te Waka to the region's business, government, local government and community leaders and to build a mandate to lead economic development for the region

Approximately 240 people attended the summit on day 1 with at least 200 of them returning for the second day. Participants were welcomed into the summit by Ngati Koroki Kahukura. As part of the event, all participants contributed towards the carving of a waka which, when completed, will take pride of place at Te Waka's office. The first cuts in the Totara were led by Te Waka Chair Dallas Fisher and the Minister for Regional Economic Development Hon Shane Jones. The summit resulted in 19 general priority areas which were presented/pitched by attendees at the final session on the 31st. As well as the process to generate ideas and gain consensus the event was significant in that the trading name for the Waikato REDA was unveiled- "Te Waka".

The outputs from the summit were then analysed and used as the key input into the development of the region's first multi-year economic development programme. The programme was developed and drafted in a war room at the Te Waka offices at the Innovation Park. Representatives from all key sectors were invited to come to the war room, review the emerging programme, provide critique, feedback and proposals for support. Approximately 50 individuals and groups took up the offer, and this considerably improved the final result.

The 2018-2022 Waikato Economic Programme was launched on 14 November. About 200 people from across the region attended the event. The programme draws on the results of the summit and presents a way forward for the region in two dimensions:

- A narrative of 11 major themes which arose from the summit and in our discussion with various stakeholders. These provide the foundation for our work going forward and help us to assess new ideas and projects as they arise

- A series of 53 discrete projects and programmes of work².

v. Support of Major Projects

Attachment 2 illustrates a snapshot of the Provincial Growth fund across New Zealand. This shows that approximately 2% of the total PGF proposals by value and 8% by number have been allocated within the Waikato region. This would indicate that the region, at 10% of NZ's population, is submitting roughly the right number of applications, but is not yet fully gaining a proportionate slice of the PGF funds. MBIE have advised that as at December 2018 in the Waikato:

- 8 Applications approved
- 1 EoI proceeding to application
- 9 Applications declined
- 6 EoIs not proceeding to application (declined)
- 4 applications and EoIs withdrawn by applicant
- 6 on hold
- 2 awaiting on further information
- 10 in various stages of assessment

The approved Waikato PGF applications are:

- Programme Manager – Waikato Means Business
- Waikato Economic Summit
- Waharoa Industrial Hub
- Te Aroha Tourism Precinct
- Sugarloaf Wharf
- Coromandel Marine Gateway
- Kopu Marine Precinct
- Waitomo Hotel

vi. Regional Business Partner Programme

The Regional Business Partner Programme in the Waikato region had been managed under contract from NZTE and Callaghan Innovation by Waikato Innovation Park. Te Waka has been fortunate that through its excellent relationship with the park's Chief Executive Stuart Gordon, there has been a seamless transition of these functions to Te Waka. Key highlights of the past 6 months include the following:

Regional Business Partner Annual Conference

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 whilst demonstrating our capability and centrality for the country. The conference and Waikato location received very positive feedback from participants.

² https://www.tewaka.nz/site_files/18710/upload_files/TeWakaWaikatoRegionalEconomicProgramme2018-2020.pdf?dl=1

The CEO discussed with senior RBP Officials at the conference the emerging vision for expansion of the RBP team to better align with needs/priorities for the region and integration with Te Waka's regional economic development programme. The vision was well received with an invitation for further discussions with relevant government officials in Wellington.

Key Regional Business Partner Programme to November 2018

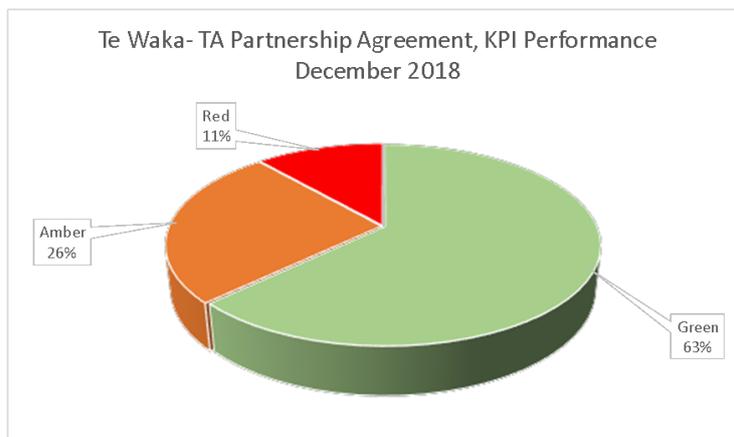
- **Client Engagements** are the key KPI around the Regional Business Partner contract. These are tracking ahead of budget (249 actual YTD, 230 Target YTD) and show a continued adoption of our services across the region. New hubs that were established in Cambridge and Te Awamutu in this quarter are attracting high levels of use.
- **Capability Voucher** scheme funding streams are now in line with expected spend to date after previously being a little over spent.
- **Net Promoter Score** (NPS <https://www.medallia.com/net-promoter-score/>) sits at +67, a continued excellent result. Up dated 16/11/18
- **Callaghan Innovation** activity continues to grow, we have 14 projects (totalling \$5.6 of project costs) in 'submission' status (being reviewed/approved formally) which compares to 19 projects for the whole of last financial year. The pipeline of upcoming projects remains full with an additional \$6.9m of projects). Approved projects are \$1.2m for this YTD.
- **Business Mentors** have over 60 current, year to date matches is 59 out of a full year target of 180. This is a combination of higher quality mentors and higher levels of referral from the team.

B. Achievement of KPIs

The Partnership Agreements set out 40 actions and anticipated results. The relevant KPIs are set out in Attachment 1 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 either fully or partially met more than 80% of the objectives set down in the agreements. Once actions which are not scheduled to be completed until early in 2019 are removed, this increases to an overall performance rate of 89%.



Some 63% of the actions being fully completed and/or on track (green) and another 26% of actions are yet to be fully complete have had some slippage (amber), although this mainly relates to two areas:

- the development of the next Te Waka Business Plan, which has been deferred until after the regional economic development programme had been completed, so that there was full alignment between the two.
- Further development of the Te Waka communications and engagement programme, which has been deferred until after a communications advisor was recruited

As at 4 December, 11% of actions (4/37 actions) have been noted as not having been achieved and/or having significant slippage (red). These are all related to two 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 first meeting of the Local Authority Partnership Committee, which 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.

A further four actions are scheduled to be completed in early 2019 and hence no progress can be reported at this stage. These relate to several of the Waikato Means Business projects, a summary of the performance of the Waikato Story by the end of February and a February meeting of the Local Authority Partnership Committee.

Details on each project are set out in **Attachment 1**.

C. 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 Keenan³ will provide econometric analysis, insight and advice to Te Waka, and will also produce for publication a quarterly update on the state of the Waikato economy. Each issue will also delve into a specific matter of relevance to economic growth in the region a little

³ <https://www.tewaka.nz/blog/post/35620/Interpreting-data-key-to-Waikato-s-economic-growth/>

more deeply. The article will be published on our web site, LinkedIn page and the Waikato Story platforms. The first article has now been published this month on the Te Waka website and LinkedIn page (<https://www.tewaka.nz/blog/post/35821/Quarterly-regional-economic-update-December-2018/>).

D. 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, all 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 we see 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 will all create demand for Te Waka resource and support, which at present is relatively limited. Access further funding via commercial sponsorship and funding from trusts and philanthropic funds will be essential for us to continue to add value.

Attachment 1. Schedule of Function and Services - Summary			
Key Priority Areas 1 July 2018-30 June 2019		Status (RAG)	Comments
REDA 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, \$295,000 per year (65%) has so far been secured as a combination of direct sponsorship, 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 agreed in late 2018 to defer this until early 2019 once the economic programme was developed and launched and operational priorities were agreed.
	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		On track
	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		The current providers have worked with Te Waka on options for future delivery, and this will be reviewed by the Communications and Engagement Manager

			once she commences in January 2019, with advice to the Board in February/March
Waikato REDA Brand and Communications	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
	Develop and launch full Waikato REDA web site and social media channels		Advice from HMC was to focus on web and LinkedIn as our main channels, with media releases as required for major events. These have now been launched and are maintained in alignment with the Waikato Story.
	Build and deploy a REDA communications and stakeholder management programme based off the agreed communications strategy		An interim communications strategy was developed by HMC communications to cover the period up to the Economic Summit. A new strategy has been deferred until the new communications and engagement manager commences in early 2019.
	Fully align and coordinate REDA, Waikato Story and Waikato economic summit communications and engagement programmes		Te Waka and Waikato Story advisors and staff meet weekly to ensure alignment and integration.
Medium Term Macro Key Performance Indicators 2018-2021		Status (RAG)	
	The Waikato REDA, with the support of the Waikato Regional Council, will report and report, via its communication channels, economic development measures for the Waikato region.		The first economic update for the Waikato region has been drafted by the WRC Principal Economist and will be published on Te Waka and Waikato Story channels in early December.
Short Term Key Performance Targets July 2018- June 2019		Status (RAG)	
REDA Establishment Operations	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 on 1 October 2018

	At least two additional board members appointed in accordance with the constitution, including reference to the Waikato Mayoral Forum, by 1 December 2018		The Board has held off decisions on any future Board appointments until the Waikato Economic Programme was agreed and launched. Advice to the Mayoral Forum will be provided in early 2019.
	Waikato REDA Funding envelope 2018-21 at least 80% of target by 1 December 2018		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%) has so far been secured as a combination of direct sponsorship, event funding and in-kind sponsorship.
Waikato Economic Summit	Waikato Economic Summit held 30-31 August 2018 , with at least 250 participants		Fully achieved
	At least 80% 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 by 30 September 2018		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 by 1 November 2018		The programme was confirmed by the Board on 17 October and was launched on 14 November
Waikato REDA Business Plan	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 by 1 December 2018		The Te Waka Board decided in late 2018 to defer this until early 2019 once the economic programme was developed and launched

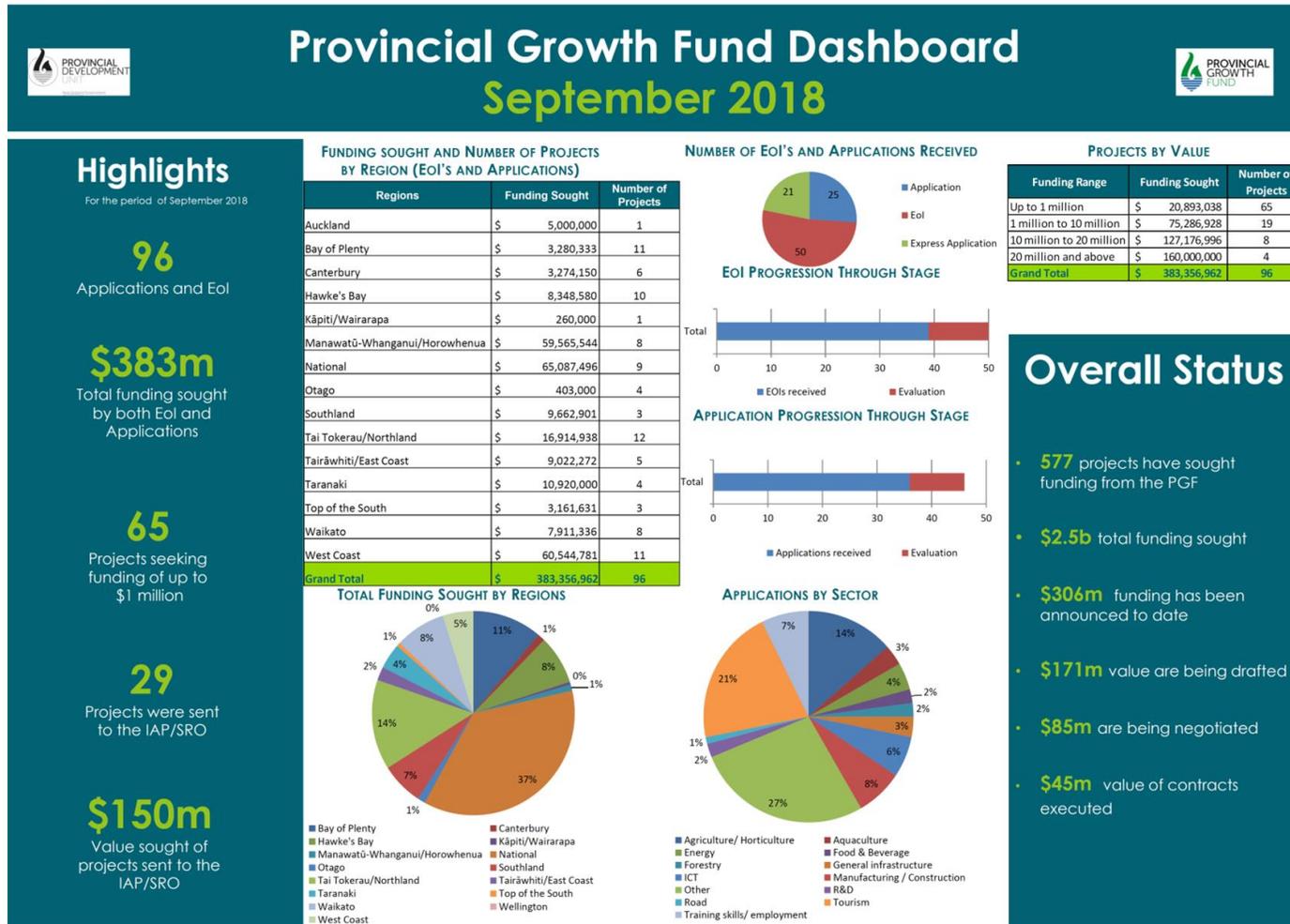
Waikato REDA Initial Business Operations	Delivery of at least 250 NZTE and Callaghan Innovation funded business growth interactions across the Waikato region in the period 1 July- 28 February 2019 ⁴	N/A	Programme is fully on track and result will be reported in March 2019.
	Continued delivery of the Waikato Story including the following targets by 28 February 2019 : 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	N/A	This will be reported at the conclusion of the current contract period (28 February)
	Completion of the following existing Waikato Means Business projects by 1 September 2018 : 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		Key results include: <ul style="list-style-type: none"> The Regional cycle trail business case was completed and approved by the Waikato Regional Cycle Trail Network for consultation with all local authorities. Approximately half of all Waikato TAs have now received and considered the report. The regional digital stock-take and action plan was completed in mid-2018 and was handed to a Digital Action Group led by Te Waka and Cultivate IT. Key actions were summarised in the 2018-22 Programme and further work on actions is underway and progressing well Both the Sheep and goat milk and the waste sheep cream feasibility studies were completed in mid-2018 and are available for

⁴ Note: these services are funded and delivered under contract to New Zealand Trade & Enterprise and Callaghan Innovation directly to Waikato businesses. The Waikato REDA's service levels for this function is determined by the funding envelope available under contract.

			<p>industry participants to use in their commercial decisions</p> <ul style="list-style-type: none"> • SSEP continues to progress very positively. SSEP won the Best Practice in Collaboration Award at the EDNZ Annual Awards event in October 2018. The SSEP Annual Report⁵ showed the following results for the year 9 and 10 students who participate in the programme: <ul style="list-style-type: none"> ○ Students' intention to stay in school longer have been enhanced by 30% ○ Students' interest in the subject involved in SSEP enhanced by 50% ○ Students' qualification aspirations increased by 30% • The Kopu marine and service precinct concept has been further developed by Thames Coromandel District Council in conjunction with the aquaculture industry. A PGF funding application to proceed to the next stage- detailed design and development has been approved and will be announced shortly as part of a package of aquaculture developments. • The Hamilton & Waikato brand strategy was launched in December 2018. A video on the new brand can be seen at https://youtu.be/9_E9Re-pdQI
	<p>Completion of the following existing Waikato Means Business projects by 1 March 2019:</p> <p>h. Feasibility study for a new food event at Fieldays</p> <p>i. Completion of the Southern Waikato Economic Action Plan</p>	N/A	<p>This will be reported at the conclusion of the project timeframes</p>

⁵ <https://www.smartwaikato.co.nz/assets/Uploads/SSEP-Info-and-Research-Aug18.pdf>

	Engagement with Local Authority Partnership Committee on the results and recommended actions from these projects by 31 October 2018		This was not undertaken as several of the projects are yet to be completed. All results will be reported to the next Local Authority Partnership Committee meeting in February 2019.
Waikato REDA Communications and Engagement	Launch interim website by 15 July 2018		Fully achieved
	Develop and launch final Waikato REDA brand and trading name by 30 August 2018		Fully achieved
	Convening of the first meeting of the Local Authority Partnership Committee by 30 September 2018		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 by 28 February 2019	N/A	This meeting is currently being scheduled.
	From September 2018 , publication of a monthly stakeholder newsletter, sent to key stakeholders and published on the Waikato REDA website		Fully achieved
	By 1 December 2018 , 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		This has been delayed until our communications and marketing manager is on board in early January 2019.



Attachment 2. PGF Dashboard (September 2018)



Te Waka

Anga Whakamua Waikato

Update for the Mayoral Forum
25 February 2019

Waikato Regional Economic
Development Agency

tewaka.nz

Item 7

Attachment 2

Presentation to Minister Robertson (18 January)

Progress since last meeting ~8 months ago

Attachment 2

We have delivered



- ▶ Establish the agency
- ▶ Get it funded – resource it
- ▶ Consult and prepare a plan with regional buy-in



- ▶ Minister had previously asked Te Waka to bring forward projects
 - ▶ Scale
 - ▶ Wellbeing impact in key areas
 - ▶ Partnerships – not just with Central Government
 - ▶ Create action and cut through

Item 7

25 February 20

Limited Short-term Opportunity from Traditional Sectors

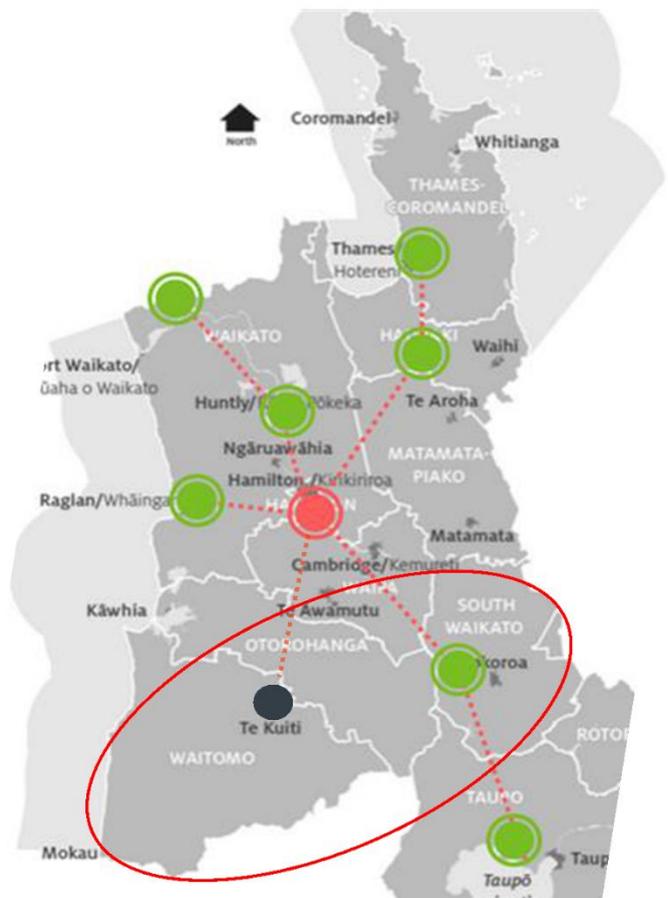


- ▶ Limited immediate opportunity for a step change in growth from traditional sectors
- ▶ Growth potential in jobs from traditional sectors is not linked to the locations that require assistance
- ▶ Land use change, innovation, new product and market development will take time to mature
- ▶ Environmental boundaries constrain primary industry intensification, Waikato Regional Plan review
- ▶ Changing from peak cow numbers to new ag/hort jobs takes time

25 February 20

South Waikato Economic Action Plan

Attachment 2



Item 7

- ▶ Te Waka led with extensive stakeholder engagement
- ▶ Funded by MBIE, Te Waka, Councils
- ▶ Considerable untapped economic potential
- ▶ Mix of sectors, foundations, locations of initiatives
- ▶ Regional Governance Group sign-off to Plan
- ▶ Requires a local/regional/national partnership
 - ▶ \$1.4M to progress validation and planning of projects
 - ▶ \$1M to progress implementation ready projects
 - ▶ \$1M over 3 yrs for capability implementation resource
 - ▶ Total \$3.4M
- ▶ PGF application by Te Waka by end of March
- ▶ **This is a key enabler**

25 February 20

Authentic tourism infrastructure development



#1 Priority Project
Waikato Economic Summit

Te Waka o Waikato
Improved tourism infrastructure capability/capacity and
authentic experiences for visitors

25 February 20

Item 7

Attachment 2

Tourism cluster leverages Waikato opportunity

Attachment 2



- ▶ Waikato region's biggest opportunity is linked tourism infrastructure, industry and operator development
- ▶ Provides jobs in the locations and of the type required in the region
- ▶ Integrates walking/cycle trails and river linkages
- ▶ Fills out the existing Waikato offering of Hobbiton and Waitomo Caves
- ▶ Utilises Waikato's distinctive natural environment and heritage
- ▶ Key links to Kingitanga

Item 7

25 February 20

Combining authentic tourism and cultural education



- ▶ **He tangata ...**
- ▶ Leverages the Māori economic powerhouse to incorporate the cultural offering
- ▶ Tells the authentic New Zealand cultural story of Kingitanga, land wars, Tainui waka landing
- ▶ Basis to develop and deliver education curriculum on New Zealand culture and history filling the current void of content and significant demand
- ▶ Close to the large population base that will benefit from educational offering

25 February 20

Framing paper for Government

Principles for selection of projects:

- ▶ Customer experience and journey within the network
- ▶ Commercially viable and sustainable
- ▶ Local/regional economic benefits
- ▶ Strongly relate to Waikato rivers, their cultural and historic stories and environmental sustainability

Includes SWEAP opportunities

**Circa \$80 - \$100M
of Government funding**

plus private and iwi partnerships

The paper provides the framework and acts as a gateway to assess individual projects within the context of an approved strategy

Working Group comprising

Te Waka	Hamilton Waikato Tourism
Waikato Tainui	Tainui Group Holdings
Tainui Waka Tourism	Momentum Waikato
Waipa, Hamilton and Waikato Councils	Hamilton Airport

25 February 20

Provincial Growth Fund - update

Pipeline of applications:

- ▶ 37 applications received, 20 EOIs
- ▶ 26 applications/EOIs declined
- ▶ 9 projects approved
- ▶ 11 waiting on further info
- ▶ 8 being assessed

Te Waka asked for guidance about regional priorities and being resourced to support the project pipeline

- ▶ 12 Tourism
- ▶ 8 Food and Beverage, Agriculture
- ▶ 4 Manufacturing
- ▶ 4 Training, Skills and Employment
- ▶ 2 Aviation
- ▶ 1 ICT/Digital
- ▶ 3 Aquaculture

	Total applied	Total approved
	\$m	\$m
▶ 12 Tourism	4.3	1.0
▶ 8 Food and Beverage, Agriculture	9.1	0
▶ 4 Manufacturing	32	0
▶ 4 Training, Skills and Employment	9.1	0.45
▶ 2 Aviation	1.5	0
▶ 1 ICT/Digital	0.5	0
▶ 3 Aquaculture	1.8	0.92

25 February 20

Item 7

Attachment 2

Next Six Months

Attachment 2



Item 7

- ▶ Central Government Key Meetings
 - ▶ Minister Jones this week
 - ▶ Mid March meeting in Wellington with Ministers – led by Under Secretary Tabuteau
 - ▶ Key Officials in Wellington
- ▶ Present, drive through and resource Cultural Tourism paper
- ▶ Launch refreshed Maori Economic Action Plan and set up Maori Economic Development Taskforce to support the growth of Maori enterprises
- ▶ Fund and implement SWEAP
- ▶ Complete staff resourcing
- ▶ Support major PGF applications

25 February 20



Te Waka

Anga Whakamua Waikato

Update for the Mayoral Forum
25 February 2019

Waikato Regional Economic
Development Agency

tewaka.nz

Item 7

Attachment 2

Council Report

Item 8

Committee: Growth and Infrastructure Committee

Date: 29 March 2019

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Unit Manager City Transportation

Position: General Manager Infrastructure Operations

Report Name: Waikato Regional Council - Passenger Transport Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee regarding an update from the Waikato Regional Council on public transport services in Hamilton City and in particular the new Comet service (running from the Waikato Hospital to The Base), integrated ticketing system and the CBD City Shuttle.
2. Andrew Wilson, Waikato Regional Council Public Transport Manager will speak to the report presented to the Joint Public Transport Committee on 15 March 2019.
<https://www.waikatoregion.govt.nz/assets/Agenda-Package-Hamilton-Public-Transport-Joint-Committee-15-March-2019.pdf>

Staff Recommendation

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

Attachments

There are no attachments for this report.

Council Report

Item 9

Committee: Growth and Infrastructure Committee
Date: 29 March 2019

Author: Chris Allen
Authoriser: Chris Allen

Position: General Manager Development
Position: General Manager Development

Report Name: Hamilton to Auckland Start-up Passenger Rail Service

Report Status	<i>Open</i>
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Purpose

1. To seek approval of the political and technical governance structure to support the implementation of the Hamilton to Auckland Start-up Passenger Rail Service.
2. To seek macro-scope approval for the development of the Rotokauri Public Transport Facility.

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) receives the report;
 - b) approves the proposed Governance Structure and the Terms of Reference for the Project Governance Working Group included as Attachment 1 to this report;
 - c) approves the Chair of Growth and Infrastructure Committee to be the Hamilton City Council representative on the Project Governance Working Group with the Deputy Chair of Growth and Infrastructure Committee being the Hamilton City Council alternate member;
 - d) approves the macroscope of the Rotokauri Public Transport Facility as set out in Attachment 3 to this report;
 - e) approves bringing forward the overhead structures connecting the Rail Platform to the Base and the PT Facility site subject to reaching a suitable funding arrangement with NZ Transport Agency to complete the works within the existing funding approvals including the re-investment of additional enhanced financial subsidy received for the Rotokauri Public Transport Facility development; and
 - f) request staff to commence a local engagement process to establish special vehicle lanes on Tasman Road between Hamilton City Councils Park and Ride site and the railway line and to report back to the Regulatory and Hearings Committee prior to 15 August 2019.

Executive Summary

4. All of the partners have now endorsed the Single Stage Business Case (SSBC) for the Hamilton to Auckland Start-up Passenger rail service and the pre-implementation work is underway.

5. Following the NZ Transport Agency Board endorsement in December 2018 there were three further matters of funding clarity required. This clarity has now been received for 2 of the matters and Committee will be verbally updated on the third at the meeting.
6. The rolling stock has been bought from Auckland Transport and the carriages relocated from Taumaranui to Upper Hutt where they are in the process of being refurbished.
7. A Governance Structure and Terms of Reference for a Rail Governance Working Group has been developed and is recommended for Committee approval.
8. Waikato Regional Council (WRC) are taking the programme lead to co-ordinate all the individual projects required to deliver the start-up service, including the Rotokauri Public Transport (PT) Facility which is being project managed by Hamilton City Council (HCC).
9. The Rotokauri PT Facility initial concept has been refined and macroscope approval is sought from Committee.
10. Part of the concept is to restrict vehicle types on Tasman Road between the Park and Ride and the rail and approval is sought to commence a Bylaw process to give effect to proposed vehicle restrictions.
11. Staff are investigating the bringing forward of overhead connections from the Rotokauri PT Facility to the BASE.
12. The matters in this report have a significantly positive impact on the Council's Financial Strategy.
13. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have medium significance.

Background

14. A detailed report was provided to the Growth and Infrastructure Committee on 6 December 2018 relating to the Business Case for the Hamilton to Auckland Passenger Rail Start-up Service. Council resolved on 13 December 2018 to;
 - a) *receive the report;*
 - b) *endorse the Single Stage Business Case for the Hamilton to Auckland Start-up Passenger Rail Service for submission to the New Zealand Transport Agency for decision;*
 - c) *note that funding is allocated in the 2018-28 10-Year Plan to develop the Rail Station and Park and Ride at Rotokauri subject to;*
 - i. *the New Zealand Transport Agency approving the Single Stage Business Case and confirming the release of funding for the start-up passenger rail service at their meeting on 14 December 2018; and*
 - ii. *the New Zealand Transport Agency providing an enhanced Financial Assistance Rate of 75.5% for the public transport infrastructure and 100% for the Transitional Rail activities;*
 - d) *request staff report back prior to June 2019 on the appropriate political and technical governance structure to support the implementation of the start-up service, including their terms of reference and delegations.*
15. Since this time NZ Transport Agency have endorsed the Hamilton to Auckland Start-up Passenger Rail Service Single Stage Business Case subject to conditions.

16. Most notably the NZ Transport Agency Board largely confirmed funding for all the necessary pre-implementation work, at the expected Financial Assistance Rates, but required that the programme be brought back for a full Board decision to confirm implementation funding if the costs are likely to exceed the Business Case estimates.
17. The Growth and Infrastructure Committee were advised in the General Managers Report for the 12 February 2018 meeting that there were three points of clarity being sought about the Board decision. These points were:
 - % NZTA Financial Assistance Rate available during the start-up period for maintenance of the rolling stock
 - % NZTA Financial Assistance Rate available to HCC and Waikato District Council for above ground station work (noting that 100% has been confirmed for below ground work-track relocations and platform)
 - Availability of funding to keep progressing rolling stock refurbishment which is a critical path activity.
18. The NZ Transport Agency Board met on 18 March 2019 to provide clarity on two of these three points which are now considered addressed and in particular:
 - NZTA have confirmed 75.5% Financial Assistance Rate for rolling stock maintenance (subject to implementation decision)
 - NZTA have confirmed 75.5% Financial Assistance Rate for HCC above ground work (subject to implementation decision)
19. Committee will be verbally updated on the third point regarding continuous development of the refurbishment programme.
20. The first meeting of the Rail Governance Working Group was held on 18 February 2019. At this meeting the Governance Structure and Terms of Reference for the Rail Governance Working Group were discussed and recommended to each of the partners for formal approval.
21. Waikato Regional Council (WRC) is taking the programme lead to coordinate all the individual projects required to be delivered to commence the start-up service. WRC received a detailed programme report to its 28 February 2019 meeting. Click [here](#) to view the report.
22. A summary of the key issues outlined in this report follow:
 - NZ Transport Agency have provided funding support for the pre-implementation phase of the start-up service
 - Kiwirail, WRC and NZ Transport Agency have signed an Interim Capital Funding Agreement which has enabled WRC to purchase the rolling stock from Auckland Transport and KiwiRail are currently carrying out preparatory work for their refurbishment at its Upper Hutt workshop



- The Financial Assistance Rate available for light maintenance costs for carriages was an issue for WRC and that its endorsement of the Single Stage Business Case was dependant on receiving 75.5%
- Mike Garrett from WRC has been appointed Special Projects Manager to oversee the work and Alan Gregory from Tonkin and Taylor has been appointed as the Programme Management Lead following a procurement process
- A proposed Governance Structure and the Terms of Reference of the Rail Governance Working Group were approved by WRC.

Governance Structure and Terms of Reference

23. The proposed Governance Structure and Terms of Reference for the Rail Governance Working Group are attached (Attachment 1) and recommended for approval.
24. It is proposed that the Chair and Deputy Chair of the HCC Growth and Infrastructure Committee (Councillors Macpherson and Taylor) continue to represent Hamilton City Council as a member (and alternate member) on the Rail Project Governance Working Group.
25. Appendix 3 of the Rail Project Governance Structure document includes a layout of the programme which shows all the individual projects required to be delivered to allow the start-up service to commence.
26. Hamilton City Council has direct responsibility, working within the integrated programme structure to deliver the construction of the Public Transport Facility at Rotokauri and to undertake improvement works (if any) at the existing Frankton Railway Station.
27. The rest of this report focusses on the Hamilton City Council projects.

Rotokauri Public Transport Facility

28. The following works are the responsibility of HCC and are included in the Single Stage Business Case:
 - Purchase of Land - Public Transport Facility
 - Roading Improvements associated with development of Public Transport Facility
 - Above Track Works including Park and Ride development and rail facilities
 - Below Track Works including slewing of rail tracks and construction of rail platform (noting that these will be KiwiRail assets, built by HCC but 100% funded by NZ Transport Agency).

29. Throughout the development of the start-up proposal a concept plan for the Rotokauri Public Transport Facility was developed and used for the Business Case and cost estimating purposes (Initial Site Concept Plan). A copy of this concept is attached (Attachment 2) which indicated full development being undertaken in two stages.
30. Since the New Zealand Transport Agency has approved the Business Case a project team has been established within HCC to carry out the pre-implementation work.
31. Internal discussions and discussions with WRC who have responsibility for operating public transport services in the Waikato have refined the initial site concept plan.
32. Macro-scope approval is now requested for the Rotokauri Public Transport Facility - Proposed Site Layout (Attachment 3).
33. In approving the macro-scope, it is important to note:
 - The facility being developed is a public transport facility that is designed to cater for both public transport bus and rail services
 - There is an urgent need to cater for increased bus services in the north-west area of Hamilton noting that the existing facilities within The Base site are at capacity
 - The Waikato Regional Public Transport Plan has identified the Rotokauri/The Base as a “Major Transport Hub”
 - It is proposed to restrict the vehicles on Tasman Road between the Rotokauri Public Transport Facility and the railway line to public transport and cyclists only
 - The proposal includes the development of the road transport network around the Rotokauri Public Transport Facility which provides an alternate road route for the vehicles restricted from Tasman Road
 - Council will be required to undertake a Bylaw process to give effect to the vehicle restrictions
 - The existing concept design and the project cost estimates for the Rotokauri Public Transport Facility development did not provide for the overhead structure connecting the central platform to The Base
 - The initial site concept included an at grade crossing of the railway line between Tasman Road and the platform with overhead structures shown to connect to The Base as a future enhancement.
34. It is proposed to use the Hamilton Traffic Bylaw 2015 to restrict access to all vehicles except nominated vehicles on the section of Tasman Road between the railway line and the proposed Rotokauri Public Transport Facility.
35. Section 14 of the Bylaw allows Council by resolution to “prescribe a road, or part of a road, as a special vehicle lane that may be used by a specified class or classes of vehicle” and prohibits use of the special vehicle lane contrary to any restriction made by Council as listed in the Special Vehicle Lane Register.
36. The Bylaw defines a “Special Vehicle Lane” as “a lane defined by signs or markings as restricted to a specified class or classes of vehicle; and includes a bus lane, a transit lane, and a cycle lane”.
37. The restrictions in accordance with section 29 of the Bylaw will not apply to emergency vehicles being used in an emergency, medical practitioners who are attending an emergency, vehicles operated by Council or for the Council during the necessary fulfilment of Councils statutory functions, duties or powers, and vehicles operated by utility providers whilst engaged in emergency repair work to a public utility service.

38. The Bylaw requires any changes to the existing register must go through a local engagement process with adjacent property owners and key stakeholders such as AA, Living Streets, Cycle Action Waikato, CCS Disability action, Road Transport Association and the Police prior to going to Committee.
39. It is recommended that Committee give approval to commencing a consultation and engagement process to give effect to the vehicle restrictions. This process is on the critical path. It is proposed to undertake the consultation and bring a report to the Regulatory and Hearings Committee on 12 September 2019.
40. Given the urgent need for additional bus capacity it would be highly desirable to progress the overhead connection to The Base as part of the start-up works. The receipt of enhanced subsidy will provide a financial opportunity to do this additional work within Councils budget funding and this is being investigated.
41. If the project progresses to implementation and receives enhanced subsidy one of the conditions of receiving additional subsidy is that it must be re-invested in transport and within the very tight window of by 2021.
42. The Collector Road between Arthur Porter Drive and Tasman Road is required as part of the Hamilton to Auckland Start-up Passenger Rail Service. The first section of the road and adjoining roads are currently being constructed by Base Civil under contract to a land developer to enable land development. The construction of the remaining collector road network is funded in the 2018-28 10-Year Plan and NZ Transport Agency funding is now anticipated as part of the Start-Up Rail Service.
43. Staff are considering engaging Base Civil to complete the construction of the HCC collector road at the same time as it is doing the adjacent land development work. Staff believe that there is considerable value leverage by working with Base Civil through co-ordination of activities and scale. Staff can also utilise existing construction rates in line with existing development activities to ensure agreed pricing is competitive.
44. Staff will report back to the next Growth and Infrastructure Committee on this matter once further discussions are held with NZ Transport Agency to see if they would consider a retrospective Financial Assistance Rate if we were to proceed with this work ahead of formal NZ Transport Agency approval of full project implementation.

Frankton Railway Station

45. The Frankton Railway Station is considered to be largely fit for purpose to accommodate the start-up service.
46. Some minor works may be required however and a site visit by the project team is being arranged to establish the scope (if any) of work required.

Financial Considerations

Rotokauri PT Facility

47. The following shows the approved budget availability in the 2018-28 10-Year Plan to complete this facility.

2018-28 10-Year Plan Budget (inflated)

Project Component	CE Code	Gross Budget Provision (\$000)	Assumed NZTA Subsidy (%)	Assumed NZTA Subsidy (\$000)	Net budget Provision (\$000)
Mass Transit	CE19058	9,876	51%	5,269	5,063
Rail Platform	CE19038	2,051	51%	1,046	1,005
Roading upgrades	CE15090	5,131	0%	0	5,131
Sub-Total 2018-21		\$17,058		\$6,315	\$11,199
2017/18 Expenditure		*699	0	0	699
Total		\$17,757		\$6,315	\$11,898

*previous expenditure relates to deposit on land purchase and concept design development. Retrospective subsidy will be sought.

48. The project was scoped and estimated through the development of the Single Stage Business Case looking at the opportunities provided through a new transitional rail funding class and an enhanced financial assistance rate for selected projects. The normal Financial Assistance Rate is 51% but for selected Projects (*) NZ Transport Agency has indicated 75.5% can apply.

Business Case Estimates

Project Component	CE Code	Gross Cost Estimate (\$000)	Proposed NZTA Subsidy (%)	Proposed NZTA Subsidy (\$000)	Net Cost Estimate (\$000)
Mass Transit-Land Purchase	CE19058	6,400	*75.5%	4,832	1,568
Mass Transit- Park and Ride (Above Track)	CE19058	1,445	*75.5%	1,091	354
Rail Platform (Facilities Above Track)	CE19038	630	*75.5%	476	154
Roading Upgrades-Tasman Road	CE15090	2,168	*75.5%	1,637	531
Roading Upgrades-New Collector	CE15090	2,167	*75.5%	1,636	531
Sub-Total		\$12,810		\$9,672	\$3,138
Rail Below Track	Transitional	6,380	100%	6,380	0
Rail Platform	Transitional	2,200	100%	2,200	0
Total		21,390		18,252	\$3,138

49. The following table shows the contingency that exists in Councils funding provision (funding less estimate) and the additional revenue benefit that HCC will get from the enhanced Financial Assistance Rate based on Business Case estimates (noting that all subsidy received for Roading Upgrades is additional to 10-Year Plan provisions). The table also does not include the 2 projects that will be fully funded by NZ Transport Agency under transitional rail.

Project Component	CE Code	Gross Budget Provision (\$000)	Gross Cost Estimate (\$000)	Gross Contingency (\$000)	Additional Subsidy (based on Estimate)
Mass Transit	CE19058	10,575	7,845	2,730	(24.5%) 1,922
Rail Platform	CE19038	2,051	630	1,421	(24.5%) 154
Roading upgrades	CE15090	5,131	4,335	796	(75.5%) 3,273
Total		\$17,757	\$12,810	\$4,947	\$5,349

50. A condition of receiving enhanced Financial Assistance Rate is that the additional revenue must be reinvested in transport and on a project that will be substantially complete by 2021. Staff are looking at bringing forward the overhead walkway connecting the platform to The Base and propose that any additional revenue received from enhanced Financial Assistance Rate be directed to this purpose. There is also budget provision contingency that could be used for this purpose. Staff are also talking to the Base in regards to contributions for this connection.

51. The following table shows the financial status of the project across the multi-year period.

Financial Status Report

Type of Costs	Previous Years		2018/19 Year		Future Years	Total
Capital Expenditure	Actual Costs	Approved Budget	Costs incurred	Forecast Spend	Approved Budget	Approved Budget
Land deposit/Concept design	\$699	\$0	\$0	\$0	\$0	\$699
Mass Transit (CE 19058)	\$0	\$6,150	\$22	\$5,520	\$3,726	\$9,876
Platform-Above Track (CE 19038)	\$0	\$750	\$73	\$290	\$1,301	\$2,051
Roading Upgrades (CE15090)	\$0	\$1,120	\$13	\$529	\$4,011	\$5,131
Sub-Total	\$699	\$8,020	\$108	\$6339	\$9,038	\$17,757
Rail Below Track (transitional)	\$0	\$0	\$0	\$0	\$6,380	\$6,380
Rail Platform (transitional)	\$0	\$0	\$0	\$0	\$2,200	\$2,200
Total Capex	\$699	\$8,020	\$108	\$6339	\$17,618	\$26,337
Operating Expenditure (10Yrs)						
Depreciation	\$0	\$0	\$0	\$0	\$1,705	\$1,705
Consequential Opex	\$0	\$0	\$0	\$0	\$1,007	\$1,007
Total Opex	\$0	\$0	\$0	\$0	\$2,712	\$2,712

Legal and Policy Considerations

52. Staff are not aware of any unresolved legal considerations.
53. Staff have entered into a binding contract for the purchase of the land required for Park and Ride and this is yet to settle. Title was originally expected by December 2018. The current forecast is June 2019.

Cultural Considerations

54. The Hamilton to Auckland Corridor Plan is a government initiative, supported by Cabinet to progress the government urban growth agenda, being delivered in partnership with local government and iwi. It is overseen by a steering group which comprises senior officials from Waikato-Tainui, Auckland Council, Waikato Regional Council, Hamilton City Council, Waikato District Council, NZ Transport Agency, Ministry of Transport, Treasury and the new Ministry of Housing and Urban Development.
55. A project arising from the Corridor Plan is the Hamilton to Auckland Start-up Passenger Rail Service.

56. Hamilton's contribution to this service is to establish a new rail and Park and Ride Facility at Rotokauri. The location of the facility was consulted on in the Development of Hamilton's District Plan and through this consultation strong submissions were received from Tainui Group Holdings to establish the facility in its current location.
57. It is proposed to consult with mana whenua as the station and Park and Ride Facility is established.

Sustainability Considerations

58. The start-up passenger rail service contributes to a number of Hamilton City Councils sustainability principles, including;
- Principle 1- HCC includes environmental, economic, social and cultural considerations in its decision making (taking a business case approach).
 - Principle 4- HCC works with central government to deliver on national greenhouse gas emission reduction targets and supports resilience to climate change in our communities (encouraging use of public transport).
 - Principle 5- HCC promotes walking, cycling, public transport and other low carbon transport options.

Risks

59. The Business case includes a comprehensive risk analysis which were developed through risk workshops with the working group representatives (section 6.4 of Business Case).
60. There are a number of programme and cost risks associated with delivery of the project which are being mitigated by the inclusion of contingency in the estimates and by the establishment of a programme delivery structure to oversee successful delivery of all of the different component projects.
61. Demand is listed as a key risk noting that this will be uncertain until the services starts. This creates a risk that the available capacity is not fit for purpose (too high or too low). An impact of this risk is that the revenue and benefits may not be as great as assumed if demand does not meet expected projections which could lead to service viability concerns.
62. This risk has been mitigated by the commission of a demand survey and a peer review of the information available. Additional carriages are being purchased which will allow them to be refurbished if demand exceeds supply. If the demand is significantly different than supply the formal review proposed prior to the 2021 Long Term Plans provides an opportunity to reassess the proposal.
63. In regard to the Rotokauri rail station where Council has some funding responsibility, there is low risk to Council if the service should be abandoned. The rail work and platform are Kiwirail assets paid for by government and they will remain in place for a future date. The majority of investment proposed to purchase land and establish park and ride is part of a bus based Public Transport facility in this location independent of rail.

Significance & Engagement Policy

Significance

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

Engagement

65. Community views and preferences are already known to the Council through consultation on the District Plan where the location of the new rail station in Rotokauri was determined and through consultation on the 2018-28 10-Year Plan where the start-up service was discussed, and funding was approved to enable the Rotokauri station to be established.
66. Further to the consultation carried out by Hamilton City Council the Waikato residents including Hamilton residents were consulted through the development of the Waikato Regional Council 2018-28 Long Term Plan.

Attachments

Attachment 1 - TOR / Governance Structure

Attachment 2 - Rotokauri PT Facility - Initial Site Concept Plan

Attachment 3 - Rotokauri Rail Site Layout

Terms of Reference

For

The Hamilton to Auckland Start-Up Passenger Rail Project Governance Working Group

Purpose

The purpose of this Terms of Reference for the Hamilton to Auckland Rail Project Governance Working Group is to define:

- The purpose and role of the Project Governance Working group;
- The programme oversight responsibilities;
- The scope of work that will be agreed with the co-investors, overseen and delivered;
- The organizations that will hold membership of the Working Group; and
- Other matters such as key dates and voting rights, which are key to having effective Terms of Reference.

Background

The Transport Connections Working Party (TCWP) oversaw the delivery of the Transport Connections Strategic Business Case and the Single Stage Business Case (SSBC) for the Hamilton to Auckland Start-Up Passenger Rail Service.

The SSBC was developed to seek funding for the construction of the railway infrastructure and operational resources to provide a two-daily return peak time train service between Hamilton and Auckland. The TCWP is to be retained and renamed the Rail Project Governance Working Group, to provide elected representative project governance oversight of the pre-implementation and implementation phases of the Start-Up Passenger Rail Service project.

At the NZ Transport Agency board meeting on 14 December 2018, the SSBC for the Hamilton to Auckland Start-Up Passenger Rail Service was endorsed and funding for the pre-implementation phases of the project was approved (subject to a number of conditions).

The SSBC identified a range of projects that sit within the overarching delivery programme of the service.

- The construction of a railway station at The Base and potential improvement works for the Frankton station (if required);
- The upgrade and re-opening of the existing railway station at Huntly;
- Track and signalling works to enable safe and efficient operation;
- Modification and overhaul of rolling stock to provide a good passenger experience;
- Upgrade of Maintenance and Depot facility at Te Rapa; and
- Service operation (station access, ticketing, fares, timetables and marketing).

Each one of these projects will have their own delivery structures and project managers. Each project manager will be in charge of reporting to a programme manager appointed by Waikato Regional Council, accountable to a technical control group with staff representatives from each participating organisation. The programme manager will then escalate matters to the Rail Project Governance Working Group if necessary.

In order to deliver a high quality programme with a range of sub-projects, the Rail Project Governance Working Group will make strategic, operational and programme delivery decisions that will be bound by the delegations provided to the Working Group and the voting rights set out in this document and provide direction to the staff technical control group.

Purpose of the Working Group

The purpose of the Working Group is to:

- Make recommendations to the NZ Transport Agency and local councils (as the project investors) regarding matters that could change the level of service outlined in the SSBC;

- Sign off an Assurance Plan, within which the Working Group can make recommendations and decisions within agreed tolerances;
- Provide direction and guidance to staff when additional work will be required as part of the pre-implementation and implementation phases of the project;
- Undertake overall project budget monitoring;
- Ensure a robust risk reporting framework is in place and key project risks are being satisfactory managed;
- Propose recommendations to the respective Council Authorities and NZTA when escalation is required;
- Provide direction to the Rail Technical Control Group and the Programme Management Office to successfully deliver the required infrastructure and pre-service capital/operational activities;
- Delegate decisions to the Rail Technical Control Group when required;
- Provide direction to progress funding and Board approval condition matters with the NZ Transport Agency;
- Approve and monitor a Community Engagement Strategy; and
- Approve media and stakeholder communication protocols.

To achieve the purpose stated above, the Working Group will also keep a watching brief on:

- Inter-dependencies with central government, councils, and partner organizations' regional plans and in particular the Hamilton to Auckland Corridor Plan development.
- The development of the Treasury Business Case for the rapid rail connection between Hamilton and Auckland led by the Ministry of Transport;
- The technical and professional advice provided by the respective project managers and the overarching programme manager;
- Technical advice from KiwiRail and Auckland Transport; and
- Consultation with mana whenua, whether Iwi or Hapu Authorities, when relevant to the project.

Assurance Plan

An Assurance Plan will be produced and approved by the Governance Working group that sets out:

- Release of funding, cost control and meeting conditions;
- Programme, risk and benefits management;
- Key accountabilities for delivery of the projects and overall programme;
- Granting and execution of any delegations;
- Governance and transparent decision making;
- Standards of propriety in relation to procurement and general conduct;
- Technical standards that will be employed to deliver a high quality programme;
- Scrutiny and audit arrangements;
- Reporting standards; and
- Plans for customer / community engagement.

Scope of Work

The scope is to firstly endorse a governance structure and confirm its establishment for recommendation back to participating organisations. This will be done in the first meeting of the Project Governance Working Group in February 2019. Subsequently the projects outlined in the background section of this document will be overseen by the Project Governance Working Group. The delivery matters that will be escalated to the Project Governance Working Group will have to meet one of the following criteria:

- Issues that cannot be decided and solved by the project managers and the programme management office;

- Matters that require political sign-off and oversight such as proposed changes to the level of service;
- Issues that can jeopardize the March 2020 start date;
- Any changes to scope, delays and unforeseen events that may result in an increase in forecast costs;
- Cost Scope Adjustment recommendations that need to be submitted to NZTA in Transport Investment Online; and
- Issues that require direct input from the NZ Transport Agency lead staff.

The main scope is the delivery of the service level as proposed in the SSBC in full by March 2020 and the benefits to customers via the provision of an alternative mode of transport for interregional commuting. This will be done with the support of all project investors and partners. Additionally, the Project Governance Working Group will be in charge of briefing central government officials and the Corridor Plan Governance Group with progress of the start-up service project.

Membership

The proposed membership of the Project Governance Working Group is set out in the table below (subject to confirmation from each participating organisation).

Organization	Representative
Waikato Regional Council	Cr Hugh Vercoe (Chair) and Cr Russ Rimmington
Hamilton City Council	Cr Dave Macpherson Cr Geoff Taylor (alternate)
Waikato District Council	Cr Dynes Fulton Cr Eugene Patterson (alternate)
KiwiRail	David Shepherd
Auckland Transport	Mark Lambert, EGM Integrated Networks, Alternates-Stacey Van Der Putten (Group Manager Metro Service Delivery), Craig Inger (Manager Train Services)
NZ Transport Agency	James Llewellyn Barry Dowsett (alternate)
Ministry of Transport	Erin Wynne Bryn Gandy (alternate)

The attendance will be limited to members, staff of the Project Governance Working Group partner organisations and other participants approved through the Chair.

Note: The representatives of each organisation might change after the Local Government elections scheduled for October 2019.

Voting Rights

The following member parties have been considered as those having to make recommendations regarding level of service changes, budget adjustments and the issues outlined in the scope section:

- Waikato Regional Council;
- Waikato District Council;
- Hamilton City Council;
- NZ Transport Agency; and
- Auckland Transport.

The role of KiwiRail as the service provider is to provide technical advice on matters affecting the passenger rail service between Hamilton and Auckland.

The role of the Ministry of Transport will be to provide central government support and guidance in alignment with the Government Policy Statement on Land Transport and input regarding the fast rail connection business case between Hamilton and Auckland.

The intent of the parties is to develop a collaborative decision making framework and reach decisions by consensus to ensure success of the project.

Chair

The chair of the Project Governance Working Group will be the Chair of the Waikato Regional Transport Committee.

Meetings

The Project Governance Working Group is envisioned to meet bi monthly. Due to the tight delivery timeline for this programme the Chair can call an extraordinary meeting where required. Agenda papers will be distributed in advance of every meeting.

Support

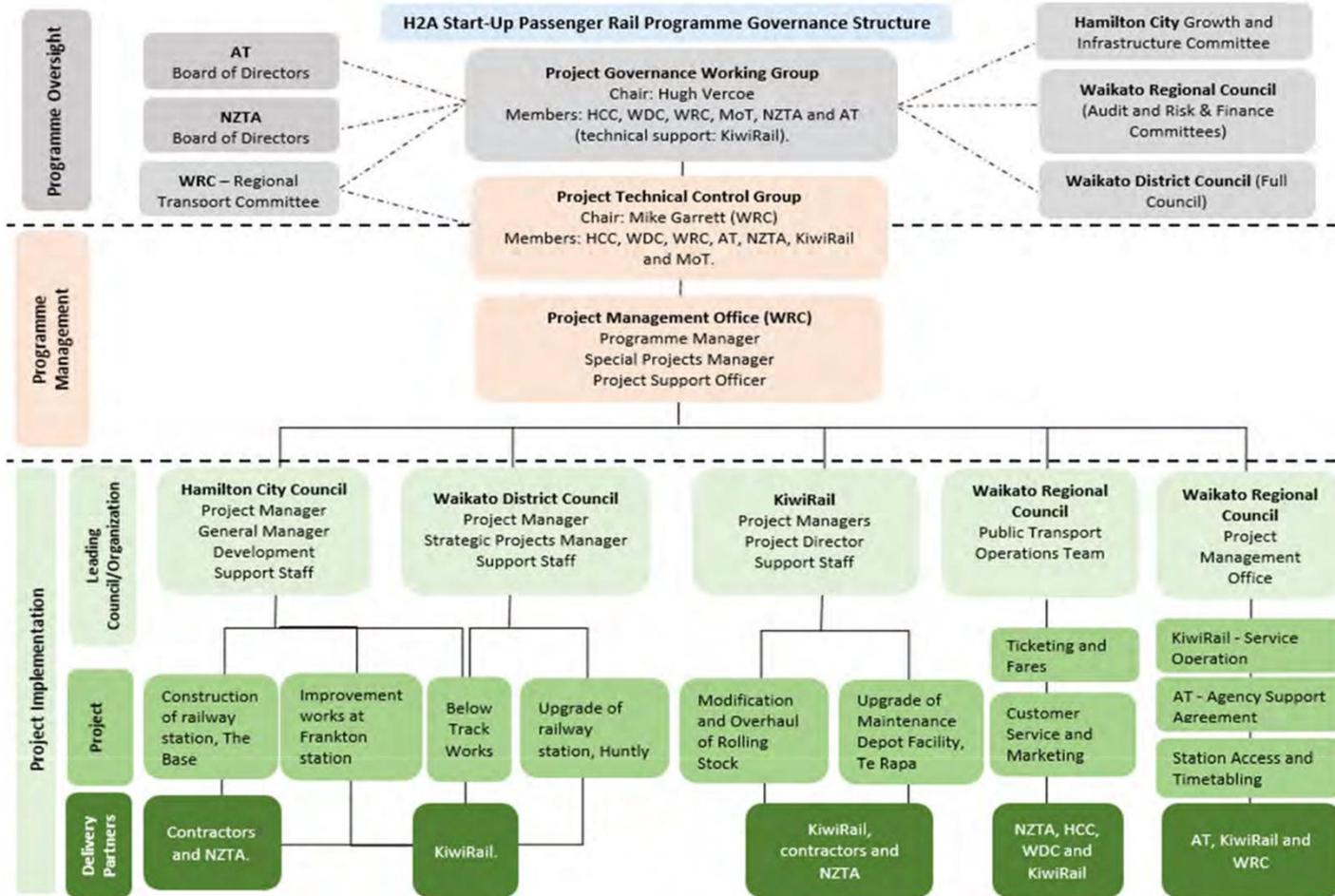
Waikato Regional Council, as the client for the service, will take responsibility for hosting meetings and supporting the Project Governance Working Group.

Programme

Key meeting dates for the Project Governance Working Group in 2019 and first quarter of 2020 by phase type are outlined below:

Phase	Date	Tentative Agenda Items
Pre - Implementation	18 February 2019	Governance Structure Terms of Reference Review Timeline Gateway review process
	March 2019 (date TBC)	Rolling Stock - moving to implementation phase
	May 2019 (date TBC)	Meeting pre-implementation conditions
Implementation	July 2019 (date TBC)	TBC
	September 2019 (date TBC)	TBC
	November 2019 (date TBC)	TBC
	January 2020 (date TBC)	TBC
	March 2020 (date TBC)	TBC

Project Governance Structure



CHECK PRINT (REVISIONS)
 SELF CHECK
 DESIGNER
 DESIGN ENGINEER
 LEAD DESIGNER
 CHECKED
 CHECKED/RECHECKED
 APPROVED

PROJECT MANAGEMENT INITIALS

DESIGNER	CHECKED	APPROVED
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ISSUE/REVISION

NO.	DATE	DESCRIPTION
C	11.03.2018	Advanced Working Author
B	21.04.2018	General Update
A	10.04.2018	Draw for Discussion
1/1		

KEY PLAN

PROJECT NUMBER
60569159

SHEET TITLE
Rotokauri Park and Ride
Start Up Option (104 Car Parks)

SHEET NUMBER
60569159-SKE-C1-002



ISO A1 59mm x 84mm

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Council Report

Committee:	Growth and Infrastructure Committee	Date:	29 March 2019
Author:	Blair Bowcott	Authoriser:	Blair Bowcott
Position:	Executive Director Special Projects	Position:	Executive Director Special Projects
Report Name:	Hamilton to Auckland Corridor Plan Update		

Report Status	<i>Open</i>
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Purpose

1. To seek the Growth and Infrastructure Committee's endorsement of the draft Hamilton to Auckland Corridor "Statement of Spatial Intent" document and the 20 key initiatives.
2. To seek the Growth and Infrastructure Committee's approval of the terms of reference for the Hamilton-Waikato Metro Spatial Plan.

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) receives the report;
 - b) endorses the draft Hamilton to Auckland Corridor "Statement of Spatial Intent";
 - c) endorses the 20 key initiatives outlined in the Hamilton to Auckland Corridor "Statement of Spatial Intent"; and
 - d) approves the Terms of Reference for the Hamilton-Waikato Metro Spatial Plan.

Executive Summary

4. The Hamilton to Auckland Corridor Plan "Statement of Spatial Intent" has been developed through a partnership between Central Government, Local Government and Iwi.
5. The "Statement of Spatial Intent" recognises the importance of the Hamilton-Waikato metropolitan area and its links to the Auckland metropolitan area and identifies a series of initiatives to pursue in 2019 including the development of a Hamilton-Waikato Metro Spatial Plan.
6. There has been governance support for both the "Statement of Spatial Intent" and the Terms of Reference for the Metro Spatial Plan signalled at a meeting held on 15 February 2019.
7. In order to deliver the Hamilton to Auckland Corridor work programme, it has been proposed that the existing Future Proof partnership be expanded to include the Government/Crown, Auckland Council and Iwi with an interest in the Corridor.
8. The Hamilton-Waikato Metro Spatial Plan presents a unique opportunity for long-term planning alignment across administrative boundaries and organisations.

9. It will set out a 100-year long-term spatial framework for the metro area, and identify areas for protection, key corridors, and potential new development areas that could be candidates for the Urban Development Authority, future growth areas and new funding and financing tools.
10. It also provides the opportunity to join up a number of interrelated pieces of work including a sub-regional 3 Waters Study (which will also address wet industry considerations), a mass transit plan and passenger rail services between Hamilton and Auckland (and around the metro area).
11. It is being developed in partnership with Central Government, Iwi and Local Government, with Hamilton City Council staff taking a lead role.
12. Staff consider the matters in this report have medium significance and that the recommendations comply with the Council's legal requirements. However, the implementation of the Hamilton-Waikato Metro Spatial Plan may have a higher significance as it progresses.

Background

13. As part of the Government's Urban Growth Agenda and focus on spatial planning, the Hamilton to Auckland Corridor "Statement of Spatial Intent" has been developed through a partnership between Central Government, Local Government and Iwi.
14. The Ministry of Housing and Urban development (MHUD) has also noted that the Hamilton to Auckland Corridor Plan is a key deliverable for the Ministry in 2019 in their [Statement of Strategic Intentions 2019-23](#).
15. The Corridor Plan is a transformational piece of work to plan for growth over the long term. The Plan aims to better support growth and increase connectivity within the Hamilton to Auckland corridor while improving housing affordability and choices, improving access to employment, services and amenities, and creating new employment opportunities. The Corridor Plan builds on the thinking and planning of the Future Proof Growth Management Partnership, Hamilton Urban Growth Strategy, Auckland Development Strategy, Government Urban Growth Agenda and other Crown-local authority partnerships and programmes.
16. The Corridor Plan recognises the importance of the Hamilton-Waikato metropolitan area and its links to the Auckland metropolitan area.
17. The Corridor Plan outlines a series of initiatives to pursue in 2019 that are closely aligned with the intent of the [Greater Hamilton Growth Strategy Council report of 11 October 2018](#), including the development of a Hamilton-Waikato Metropolitan Spatial Plan as a priority initiative.
18. Council has been presented with information on the Corridor Plan at the [Growth and Infrastructure Committee on 6th December 2018](#) and at the [Council Meeting on 7 February 2019](#).
19. Subsequent to the last Council update on 7 February 2019, a Corridor Plan Governance Group meeting was held on 15 February 2019 to consider the proposed new ongoing growth management partnership for the corridor, to receive the draft "Statement of Spatial Intent", to consider the programme of 20 key initiatives, and to consider the terms of reference for the Hamilton-Waikato Metro Spatial Plan (material attached to today's agenda).
20. The meeting was attended by governance representatives from Hamilton City Council, Waipa District Council, Waikato District Council, Waikato Regional Council, Waikato Tainui, Auckland Iwi with an interest in the Corridor, Auckland Council, and Government Ministers Twyford and Mahuta and MP Strange.

21. There was support for the draft “Statement of Spatial Intent”, the proposed partnership arrangement and the terms of reference for the Hamilton-Waikato Metro Spatial Plan, with emphasis placed on the importance of partnership and collaboration.
22. Minister Twyford identified two key areas of focus for the government, South Auckland, and the Metro area surrounding Hamilton.
23. This report provides further information on the next steps, and related workstreams that are underway following the Governance Group Meeting.

Hamilton to Auckland Corridor Plan Partnership

24. There is Corridor Plan Governance support for the “Statement of Spatial Intent” and its work programme of 20 key initiatives being delivered by an expanded Future Proof partnership.
25. The changes to the Future Proof partnership have been discussed and agreed by the CEOs of all the partners as well as Government representatives.
26. These Partnership issues were considered at the Future Proof Implementation Committee Meeting on Monday 25 March 2019, and a verbal update on the outcome of this discussion will be provided at the meeting.
27. The rationale for expanding the existing Future Proof partnership is that the Hamilton to Auckland Corridor is essentially a sub-set of the wider growth management view that Future Proof has across the sub-region, and the agreed settlement pattern provides a foundation for the Corridor Plan. The Government also strongly favours joining the existing Future Proof Partnership.
28. It is proposed that the Corridor Plan be included within Future Proof as a significant stand-alone, branded workstream.
29. The structure and membership of Future Proof is also recommended to expand with agreement that central government and Auckland Council should be invited to join the partnership for Corridor matters. This is likely to include two Ministers of the Crown and senior executives from Government ministries e.g. Ministry of Housing and Urban Development, Ministry of Transport, NZTA.
30. Auckland and the Crown will be associated members, reflecting that some Future Proof issues are non-Corridor relevant.
31. Matamata-Piako District Council will also be invited to join the partnership given the importance of Morrinsville to the sub-region, especially the linkages to the Hamilton-Waikato Metro Spatial Plan.
32. Iwi representation is critical to the Hamilton to Auckland Corridor Plan and we need to find a way to manage the expectations of the numerous northern iwi. The government has signalled that this matter needs to be settled for the Crown to formally enter as a partner given Treaty of Waitangi obligations. A possible way through this potential impasse is to use the Ngā Karu Atua o te Waka (NKAOTW) framework to add additional northern iwi representation for the Hamilton to Auckland Corridor.
33. In addition to iwi representation for the north, we need to allow sufficient time for Waikato-Tainui to engage with the Tainui Waka Alliance over future representation which is likely to involve the continuation of the existing Tainui Waka Alliance representative as well as an additional representative for Waikato-Tainui.
34. Northern/Auckland iwi may also have suggestions as to what works in matters relating to their interaction with Auckland Council.

35. It was also suggested that the name of Future Proof be changed to reflect its new focus, however it has been noted that the current name is well known, is embedded in a number of statutory documents and is documented in case law.
36. For this reason, it has been suggested that the name Future Proof is retained, but that a new Maori name is adopted alongside it. Input will be sought from Nga Kau Atua o te Waka and Tainui Waka Alliance to create a Maori name.
37. There is also the opportunity to consider a name and brand for the workstream within Future Proof that focuses on the Hamilton to Auckland Corridor Plan and other government initiatives.
38. An amended terms of reference and Joint Committee agreement for the Future Proof Partnership will be brought back to Council for approval at a later date.

Statement of Spatial Intent for the Hamilton-Auckland Corridor

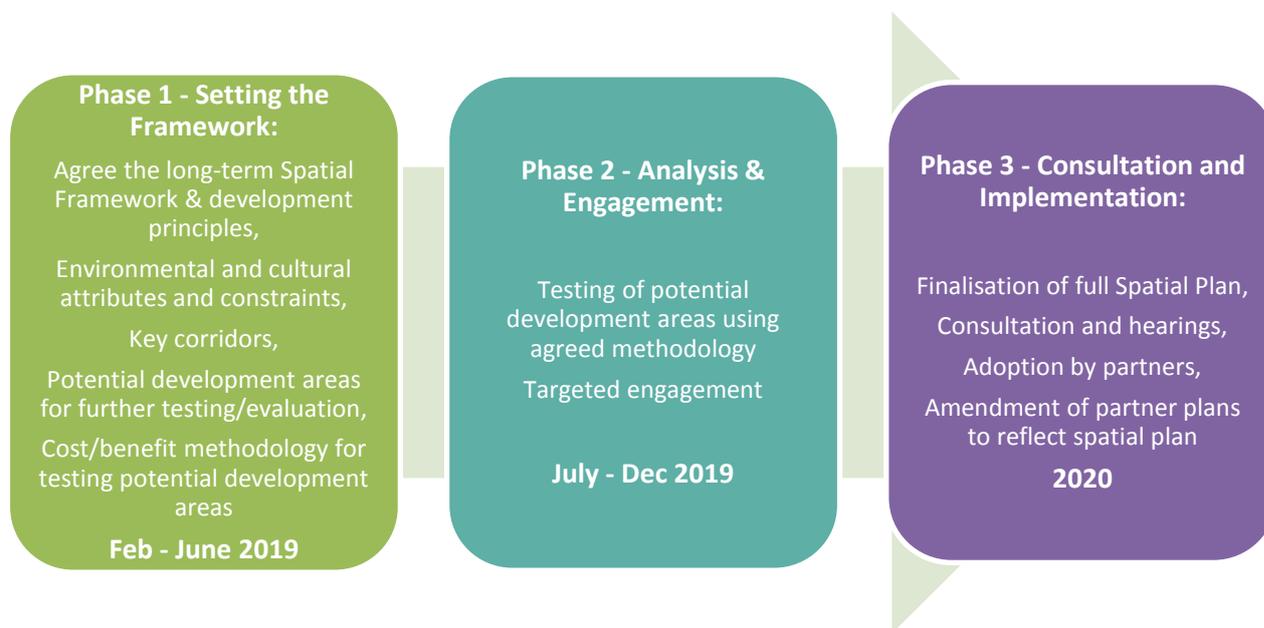
39. A final draft of the “Statement of Spatial Intent” for the Hamilton-Auckland Corridor has been developed (Attachment 1).
40. The document outlines the 100+ year shared spatial intent for future urban growth and development along the corridor from Papakura to Cambridge/Te Awamutu, and a draft programme of possible 20 key transformative projects.
41. The document divides the Corridor into a number of layers:
 - Places with enduring presence and places to grow only with great care
 - Key corridors
 - Places to work and live, and
 - Enablers
42. It outlines a five-part housing and urban growth programme:
 - **One: Stronger Corridor Connections** – Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.
 - **Two: The Papakura-Pokeno Corridor** – Support and unlocking significant residential and employment development.
 - **Three: The River Communities** – Supporting community and iwi-led revitalisation and targeted growth
 - **Four: The Hamilton-Waikato Metropolitan Area** – Support and unlock the residential and employment development potential and iwi aspirations for this fast-developing metro area.
 - **Five: New tools and options to unlock the full potential** – application of new planning, funding and financing tools.
43. To deliver on this programme, a series of 20 key initiatives have been developed, one of which is the development of a joint Council-Crown-Iwi Hamilton-Waikato Metro Spatial Plan that will set out the desired urban form and development priorities for the wider metro area.
44. It is intended that the Governance and oversight of the Corridor Plan programme of initiatives will occur through Future Proof, with the delivery of this programme being the priority focus of all Future Proof meetings (Governance, executive and technical meetings).

Hamilton-Waikato Metro Spatial Plan Terms of Reference

45. A terms of reference for the Hamilton-Waikato Metro Spatial Plan has been developed that sets out the mutual intentions and understandings of the parties in relation to preparing a spatial plan (Attachment 2).

46. The terms of reference have been supported by the Hamilton to Auckland Corridor Governance Group, Steering Group, and considered by the Future Proof Implementation Committee.
47. The development of a joint Council-Crown-Iwi Metro Spatial Plan presents a unique opportunity for 100+ year long-term planning alignment across administrative boundaries and organisations.
48. It will create a mechanism for engaging with and giving greater certainty to both public and private investors about the likely shape of future development for the Metro area.
49. The development of a Metro Plan for the Hamilton-Waikato area is timely, in that growth is occurring and is expected to continue, but there is a chance to influence the type and location of land use to avoid some of the negative outcomes of growth experienced in other large-scale cities; i.e. the need to retro-fit transport corridors into existing urban areas, or to identify areas for increased density.
50. In addition, Central Government are moving away from a 'predict and provide' approach to delivering infrastructure, with the aim of using investment in lead infrastructure to shape future land use towards more transit-oriented development (as future growth and development areas).
51. There is also a lack of flexibility in terms of bringing development opportunities to the market, and financing the strategic infrastructure needed to service them. The upcoming Infrastructure Funding and Financing workstream will provide new planning, funding and financing tools to assist in this space. Proactively identifying sites that may be able to utilise these tools through a robust spatial planning process will provide opportunities to pilot these once they become available.
52. Equally the development of a spatial plan will provide for the opportunity to identify potential future candidate sites for Urban Development Authority projects.
53. The Plan will also be the vehicle to join up a number of interrelated pieces of work and processes that are currently underway, such as:
 - The **Sub-regional 3 waters study** – This initiative will be delivered in phases, starting with a technical investigation to identify 3-waters infrastructure solutions for the sub-region over 10, 30 and 100-year horizons. The outputs of this study will then help inform an approach to dealing with the issue of accommodating additional wet industry in the metro area (noting the wet industry challenges raised in the paper considered by Council on 13 December 2018).
 - The **Interim rail business case** – The current 'start up' rail service for travel between Hamilton and Auckland.
 - The **Rapid rail business case** - The business case currently under development, being led by the Ministry of Transport, to look at the long-term viability of a rapid rail service between Hamilton and Auckland.
 - The **Mass Transit Plan** for the wider Hamilton area – This is being funded from the National Land Transport Fund and is looking to address transport challenges presented by growth in the metro area by moving to a mass transit system.
54. At a high level, the Spatial Plan will:
 - Identify critical areas for protection and restoration, and 'no go' areas for development
 - Identify core transport corridors
 - Priority development areas, where (if required) new planning, funding and financing tools could be piloted
 - Required leading and enabling social and network infrastructure requirements

55. It is anticipated that the Plan will assist with investment decision making across central and local government, and meet the needs of different organisations decision-making processes.
56. The Plan is being developed collaboratively, with a cross-agency project team having been established led by Luke O'Dwyer, with HCC contributing significant resourcing and "thought leadership." Detailed project management documentation is currently being prepared.
57. The project has been divided into three proposed phases (outlined below):



58. The current focus is on delivering Phase 1, which will outline the 100+ year long-term spatial framework for the metro area, set out agreed development principles, identify environmental attributes and constraints, key corridors and potential development sites for robust testing using an agreed cost/benefit methodology.
59. This phase is anticipated to be completed in June 2019, in order to provide high-level recommendations to MHUD on potential UDA candidate sites and future development areas.
60. Four spatial areas for future growth and development opportunities have been identified to be looked at as part of the Plan's development:
- East of the Waikato Expressway and Ruakura
 - South including Peacocke, the Airport, Hautapu and Cambridge North
 - North including Horotiu, Te Kowhai, Te Rapa North
 - CBD

Financial Considerations

61. The Hamilton to Auckland Corridor Plan, as the key Future Proof workstream, is being funded through existing Future Proof budgets. There is the potential that additional funding may be required on a case-by-case basis for the individual projects/initiatives, but where possible, projects will be delivered using existing budgets and staff resources (for the HCC share of the cost).

Legal and Policy Considerations

62. There are not considered to be any legal or policy implications at this stage.

Cultural Considerations

63. Iwi are project partners and are represented on both the Governance and Steering Groups for the Hamilton to Auckland Corridor Plan, and the project team for the Hamilton-Waikato Metro Spatial Plan. For the Corridor Plan, this includes Waikato Tainui and other Iwi with an interest in the North Waikato and South Auckland area.

Sustainability Considerations

64. The Corridor Plan is underpinned by a number of principles which relate to sustainability, including that future urban development should:
- contribute to the restoration and protection of the Waikato and Waipa Rivers and indigenous biodiversity within the corridor;
 - recognise resource management issues that are of national significance;
 - protect high quality soils for growing food;
 - anticipate the transition to a low-carbon future, build climate resilience, and avoid increasing the impacts and residual risks of natural hazards;
 - be more transit and public transport-oriented.

Risks

65. The Corridor Plan has benefited from strong Minister and Government agency support to date. Maintaining that support and commitment through the proposed new partnership model is important. This support is also critical as we pilot and seek to utilise new planning, funding and financing tools to advance high quality, urban development.
66. The implementation of the Corridor Plan is reliant on new planning, funding and financing tools becoming available.
67. Resourcing for implementation is anticipated to be through existing budgets and staff, however there are still unknowns as to what will be required and by whom.
68. The Corridor Plan, and the Metro Spatial Plan are a non-statutory documents and require the alignment of multiple parties to deliver their outcomes. Consideration will also need to be given as to whether the outputs of initiatives are referenced in existing statutory planning documents.
69. The potential for a change in Government in 2020 means that the Corridor Plan and the long-term growth initiatives it outlines needs to be enduring.

Significance & Engagement Policy

Significance

70. Having considered the Significance and Engagement Policy, staff have assessed that the matters in the report have medium significance. However, the implementation of the Hamilton-Waikato Metro Spatial Plan may have a higher significance as it progresses.

Engagement

- 71. It is likely that there will be specific consultation and engagement undertaken on a project-by project basis, with targeted engagement and consultation occurring for the Hamilton-Waikato Metro Spatial Plan beyond Phase 1 of the project.

Attachments

Attachment 1 - Shared Spatial Intent for the Hamilton-Auckland Corridor

Attachment 2 - Metro Spatial Plan - Draft Terms of Reference - 11 March 2019 - V1.6

Hei Awarua ki te Oranga

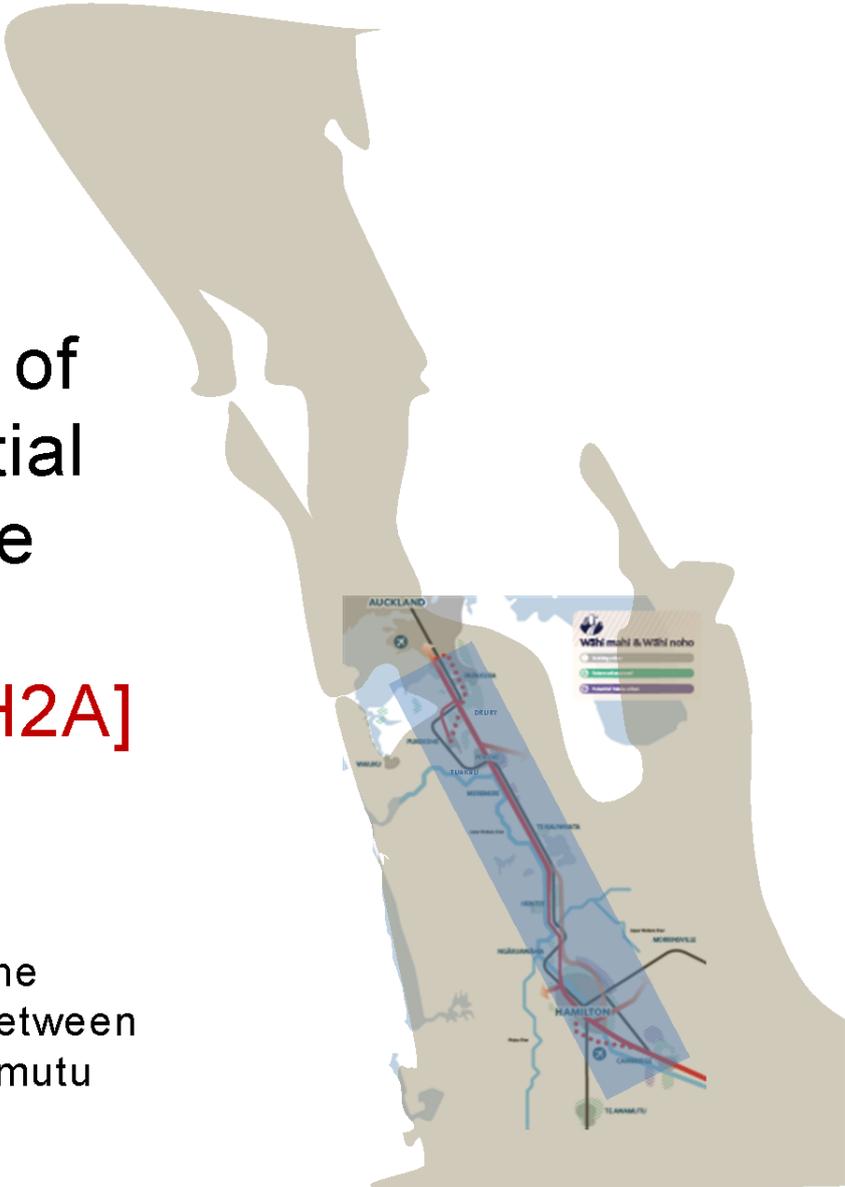
Corridor for Wellbeing

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21 February 2019

A summary of shared spatial intent for the Hamilton-Auckland [H2A] Corridor

Encompassing the settlements along the transport corridor between Cambridge-Te Awamutu and Papakura



This summary statement reflects the work undertaken by a joint officials group between July and December 2018. This group was drawn from local and central government agencies with an interest in the corridor. It does not represent the views of all officials who assisted in various stages with the project, nor the agencies which they represented.

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Summary

CRITICAL AREAS TO PROTECT

KEY FINDING

THE CORRIDOR HAS ENDURING SPATIAL LIMITS TO FURTHER URBAN GROWTH

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

SHARED SPATIAL INTENT

Protect **wāhi toitū** (places with enduring presence) from development in perpetuity, and only allow development on **wāhi toiora** (places sensitive to development) with greatest care.

NEW INITIATIVES

- Designing and developing a cross-regional blue-green open space and recreational network
- Piloting a new collective biodiversity off-setting tool

TRANSPORT CORRIDORS

KEY FINDING

THE ROAD NETWORK HAS BECOME THE DOMINANT LAND USE SHAPER - A MORE BALANCED APPROACH IS NEEDED

THE CORE NETWORKS

- Southern Motorway-Waikato Expressway
- North Island Main Trunk Line and East Coast Main Trunk Line

SHARED SPATIAL INTENT

Use mass transit **awarua** (corridors) to shape and guide future urban growth towards more sustainable, resilient and affordable settlement patterns, supported by well-connected arterial road and active mode networks

NEW OR ONGOING INITIATIVES

- Rapid intercity rail, in stages - starting with an interim service
- Extending Auckland metro services to Pukekohe and Pokeno
- A new Hamilton-Waikato mass transit network, possibly including metro rail
- Public transport that connects all settlements along the corridor
- Completing the respective metro arterial roading networks

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PRIORITY DEVELOPMENT AREAS

KEY FINDING

THERE IS SIGNIFICANT BUT SPECIFIC DEVELOPMENT POTENTIAL

URBAN GROWTH CLUSTERS

Papakura (longer term), Ōpaheke-Drury, Paerata-Pukekohe-Tuakau, Pokeno-Mercer-Meremere-Hampton Downs, Te Kauwhata-Rangiriri, Ohinewai-Huntly, Hamilton-Waikato metro area: Northern, Eastern and Southern growth nodes, Hamilton Central, Cambridge and Te Awamutu

SHARED SPATIAL INTENT

Support and unlock the significant residential and employment development potential in the southern Auckland-northern Waikato and Hamilton-Waikato metropolitan areas, and support community and mana whenua-led revitalisation and targeted growth in the river communities that connect them.

PARTNERSHIP FOCUS AREAS

- Drury (also part of Council-Crown Auckland development programme)
- Pokeno
- Meremere
- Huntly
- Ngaruawahia- Horotiu-Rotokauri-Te Rapa North-Te Kowhai growth node
- Hamilton Central growth node
- Ruakura and further east growth node
- Hautapu- Cambridge West-Peacocke-airport precinct growth node

ENABLING INFRASTRUCTURE

KEY FINDING

ONGOING DEVELOPMENT WILL REQUIRE SIGNIFICANT INVESTMENT

THE MAJOR ENABLERS

- Rail, motorway, arterial, active mode and public transport network and services improvements
- Three waters improvements
- Employment creation initiatives
- Social, housing and utility infrastructure and services improvements

SHARED SPATIAL INTENT

Support the realisation of full development potential of priority development areas through utilising new and existing housing, social and network infrastructure planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.

NEW TRANSFORMATIVE TOOLS

- New growth management partnerships
- New funding and financing tools
- Increased Crown involvement to support pace and scale e.g. KiwiBuild, HUDA
- Using Crown investment in social housing, health and education facilities to shape and guide urban development
- Attracting investment from new sources e.g. Provincial Growth Fund
- Potential new approaches to planning and three waters

Background: The Brief

In June 2018 a group of Ministers, Mayors and Chairs requested joint officials to undertake an enquiry into the Hamilton-Auckland corridor, and to report back by December 2018 with:

1. A summary of 100+ year shared spatial intent for future urban growth and development along this cross-boundary transport corridor, and
2. A draft programme of possible key transformative projects.

The purpose of the project is to develop an integrated spatial plan and establish an ongoing growth management partnership for the transport corridor which:

1. Accelerates identified transformational opportunities
2. Outlines key housing, employment, social, environmental and network infrastructure priorities for the corridor over the next 30 years to successfully accommodate growth and also address levels of service, remedial or renewal needs
3. Identifies planning, development, infrastructure, mitigation and restoration works required, and funding and legislative projects partners may take in the short term for implementation of a long term vision.

This spatial planning exercise is a key pillar of the government's *Urban Growth Agenda* (UGA) to improve housing affordability, underpinned by affordable urban land. This will be supported by wider objectives to:

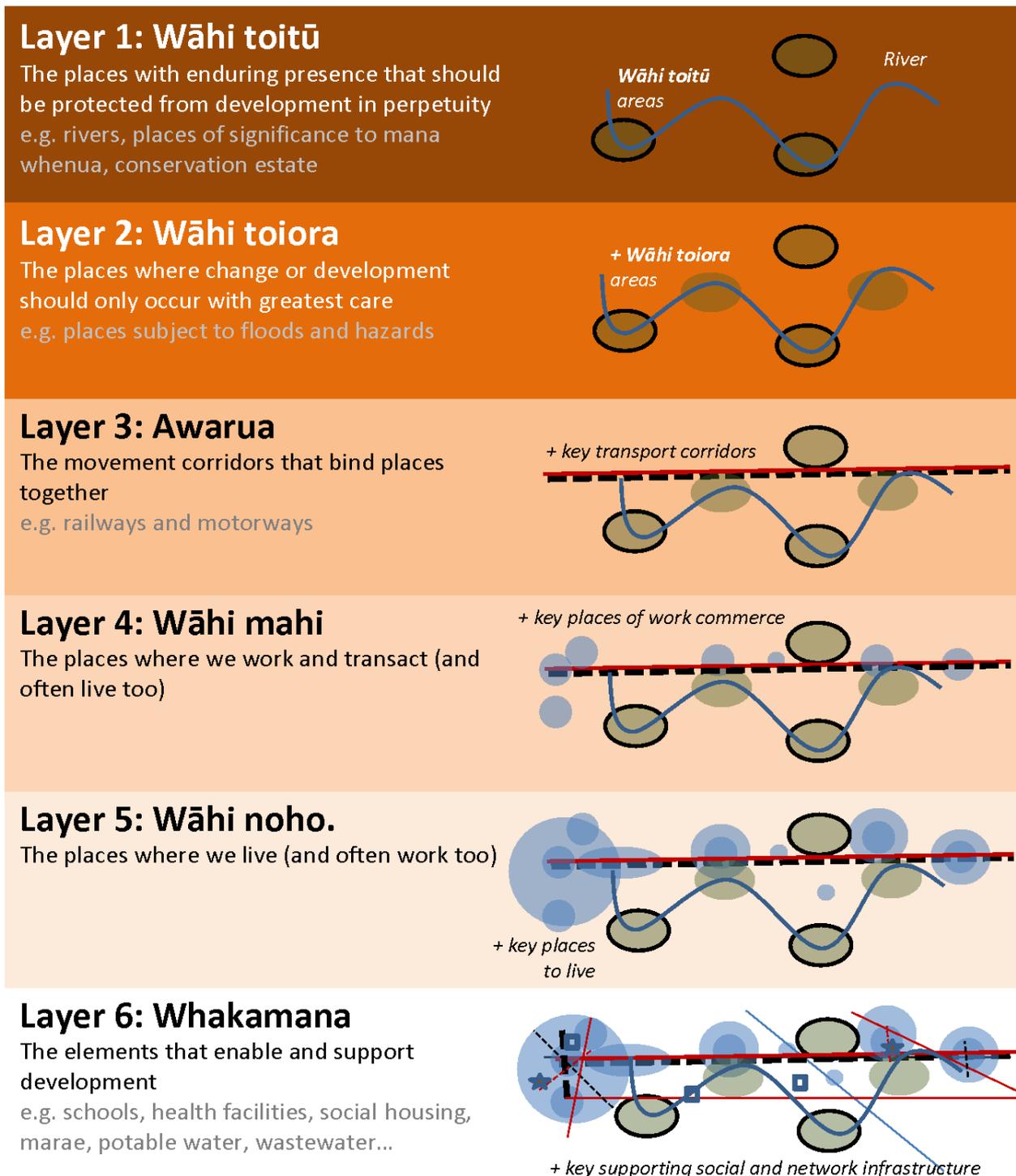
- improve choices for the location and type of housing
- improve access to employment, education and services
- assist emission reductions and build climate resilience, and
- enable quality built environments, while avoiding unnecessary urban sprawl.

The UGA's long-term strategy is to provide competitively-priced supply of land and development capacity. This is by providing planning, funding and financing tools for infrastructure investors and developers, and replacing prescriptive regulations with improved management of social costs and improved transport pricing. This Hamilton to Auckland spatial planning is required to support the wider objectives when development is more market-led and uncertain.

Background: The growth management objectives applied to this document of shared spatial intent

Aspect	Growth management objectives
Wāhi toitū, wāhi toiora Places with enduring presence Places to grow only with great care	To manage growth in a manner that... <ul style="list-style-type: none"> protects and enhances the quality of the natural environments and cultural heritage, anticipates the transition to a low-carbon future and builds climate resilience, and avoids increasing the impacts and residual risks of natural hazards.
Awarua Key corridors	To strengthen corridor connections that... <ul style="list-style-type: none"> shape and guide future urban growth towards sustainable, resilient and affordable settlement patterns, and improve access to housing, employment, public services and amenities through, along and within the corridor.
Wāhi mahi, wāhi noho Places to work and live	To grow urban settlements and places that: <ul style="list-style-type: none"> make efficient use of existing infrastructure and resources, are transit-oriented and connected provide affordable housing choices that respond to demand, including quality intensification, and provide high quality live-work-play settlements.
Whakamana Enablers	To support and underpin urban growth through investments and initiatives that are: <ul style="list-style-type: none"> responsive and timely, so that growth and development does not result in a reduction of services, and delivered at the required pace and scale to fully realise development opportunities.

Background: The spatial planning framework applied to this document of shared spatial intent



NOT GOVERNMENT POLICY OR THE VIEW OF ANY ONE ORGANISATION

OPENING STATEMENT

THIS IS A NATIONALLY SIGNIFICANT CORRIDOR TO PROTECT AND GROW

The corridor is a very special collection of green spaces, towns, marae and settlements that are connected by New Zealand-Aotearoa's most significant river and the parallel inter-city road and rail connections; no other corridor contains such a valuable flow of water, people and goods.

It's significant and unique: In terms of size, volume and value, this is New Zealand's most significant water, road and rail corridor.

It's dynamic: The corridor connects two of New Zealand's largest and fastest growing urban areas along a corridor with high natural and cultural importance and value. In one low-growth scenario the population living along the corridor may increase by 100-130,000 over the next 25 years, whereas in a high-growth scenario the increase doubles to more than 250,000.

It has significant potential: There is significant housing and employment growth potential in the Drury-Paerata-Pukekohe-Tuakau-Pokeno cluster in the north, and in the greater Hamilton area that stretches from Ngaruawahia in the north to Cambridge, Te Awamutu and Hamilton airport in the south.

... but also challenges: Existing corridor management issues - such as congestion on the Southern motorway and water discharge quality - have wide-reaching impacts across the Upper North Island and limit current and future potential unless addressed.

It has the right leadership culture: Councils and mana whenua along the corridor have a history of being willing to collaborate on land use and infrastructure planning.

It cuts across territorial, iwi and government administrative boundaries, providing an opportunity to create new shared insights, strategic thinking and frameworks to test current approaches build new alliances and partnerships.

**SPATIAL LAYER:
CRITICAL AREAS TO
PROTECT**

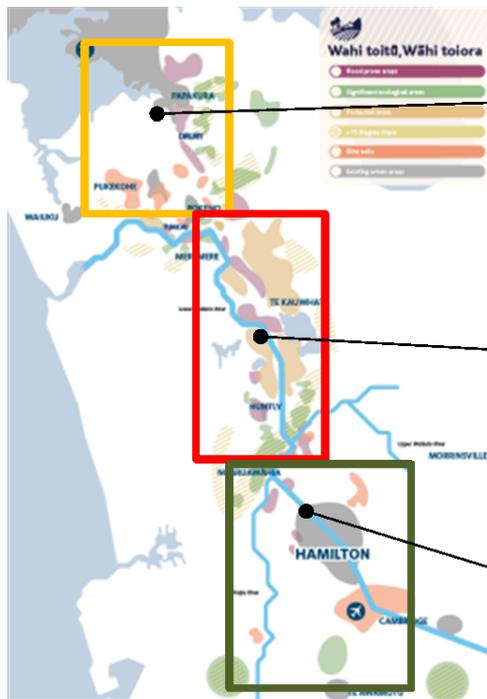
**THE CORRIDOR
HAS SOME
ENDURING
SPATIAL LIMITS
TO URBAN
GROWTH**

A shared objective for the corridor is to manage growth in a manner that protects and enhances the quality of the natural environments.

From a spatial perspective, **wāhi toitū** are the places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua and the conservation estate.

Wāhi toiora are places where change or development should only occur with greatest care e.g. places subject to floods and hazards.

The implications of the need to protect and nurture these places is that the central ‘river communities’ section of the corridor has more limited urban growth potential than the northern and southern ends.



PAPAKURA-POKENO: Outstanding natural features and landscapes, sensitive marine environments, flood prone areas, protected areas and highly productive soils are some of the enduring environmental constraints that determine suitable areas for quality future growth.

RIVER COMMUNITIES: Overlapping constraints result in limited general potential for further urban development, however there are available opportunities (and strong social and economic imperatives) for targeted development in or around existing towns or some specific sites.

HAMILTON-WAIKATO METRO AREA: There are fewer absolute limits on urban growth, but as in rest of corridor most development would require specific environmental and hazard mitigation.

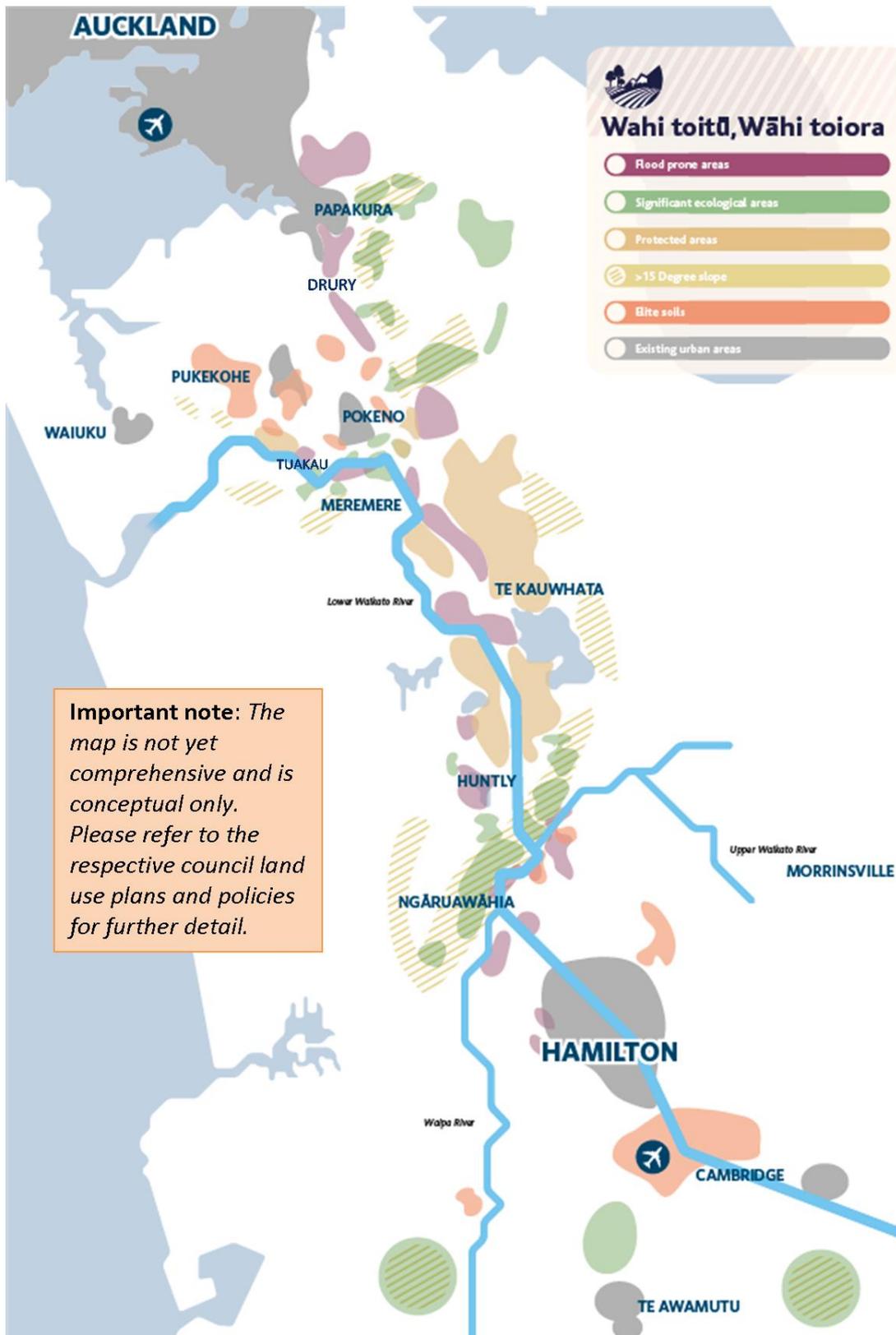
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10

Spatial intent: Wāhi toitū and wāhi toiora

Attachment 1

Item 10



**SPATIAL INTENT :
TRANSPORT CORRIDORS**

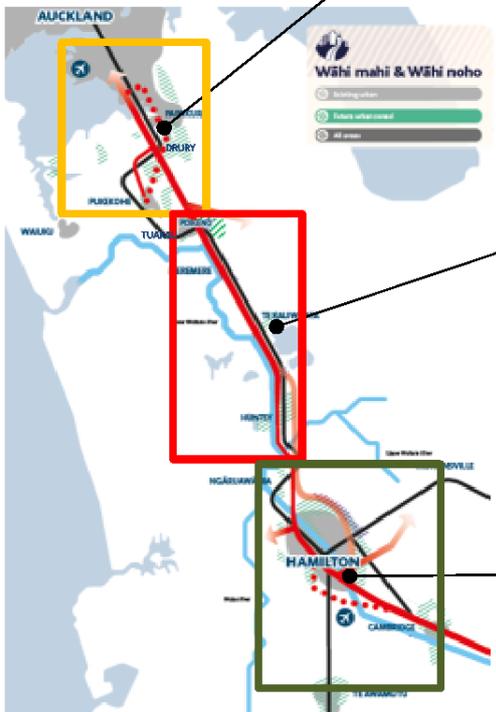
**THE ROAD
NETWORK HAS
BECOME THE
DOMINANT
INFLUENCE ON
LAND USE
PATTERNS**

There is a lack of transport choice within the corridor. Significant investment in additional roading capacity in the Southern Motorway-Waikato Expressway has brought short term benefits such as temporarily faster travel times. However, in the absence of mass transit along the corridor (or even basic public transport, in sections) this will further shift travel and land use patterns towards road-based travel options – unless there is a bold (re)introduction of public transport.

PAPAKURA-POKENO: The Southern Motorway (4-5 lanes from Papakura to Pokeno), the Main Trunk Line (double tracked), SH22 Drury-Pukekohe and Great South Road are the key transport corridors. All these experience capacity issues at peak and will require investment (e.g. Drury interchange) as highlighted in the Auckland Transport Alignment Project. High frequency rail services currently stop at Papakura with plans to extend rail electrification to Pukekohe in the next few years. Considerable work is being undertaken to develop transport networks in line with growth in this area.

RIVER COMMUNITIES: When completed the 4-lane Waikato Expressway will extend from Pokeno to Cambridge, offering a high level of service to all settlements along the way. River communities are heavily reliant on the expressway (and private mobility) for most travel as there is very limited public transport between Pokeno-Huntly, and no cycling tracks. The Main Trunk Line is mainly double-track apart from short sections around Meremere and Taupiri.

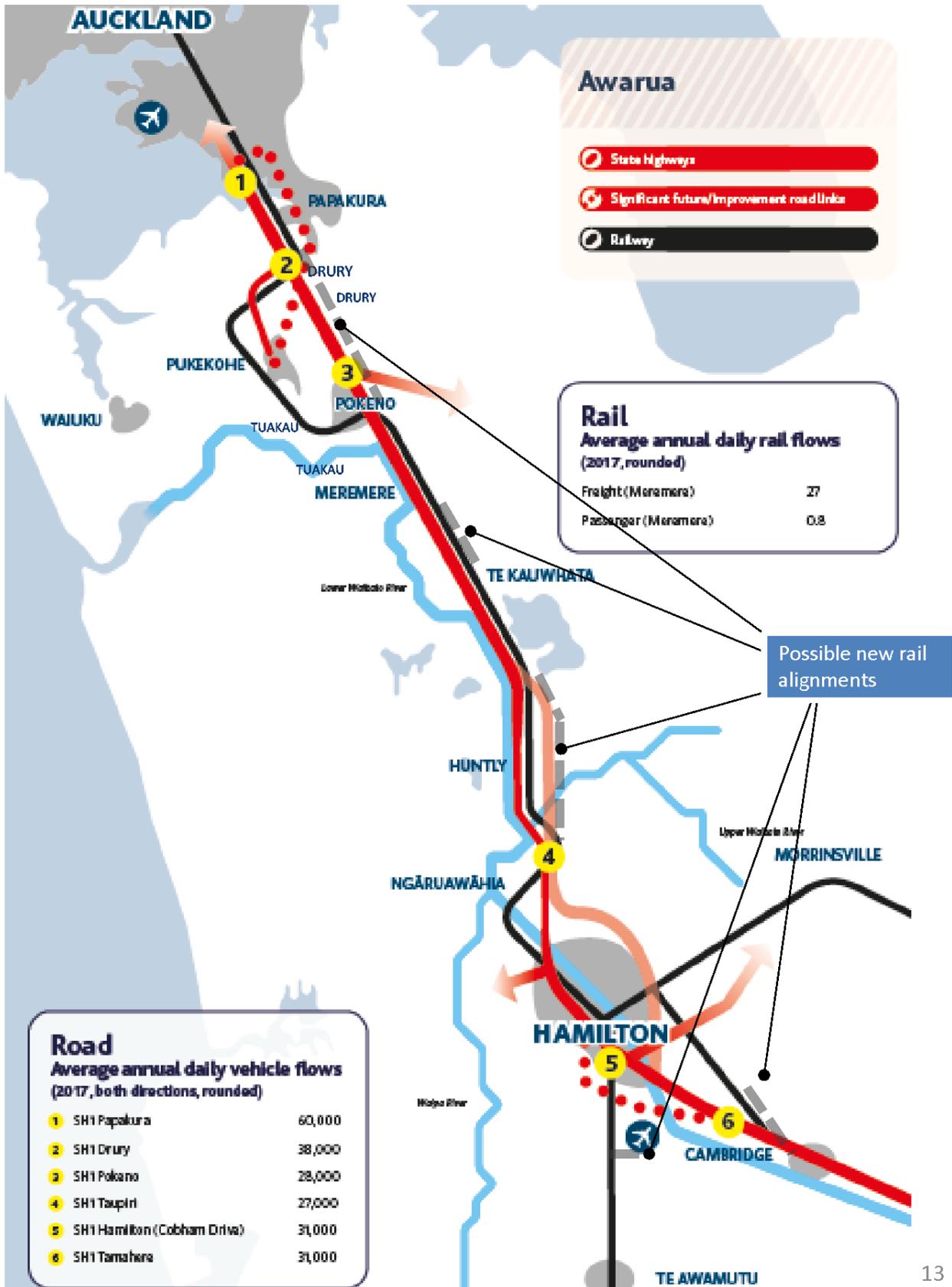
HAMILTON-WAIKATO METRO AREA: The area has extensive roading and cycling networks, and an extensive regional and urban public transport network that however has a low mode share. The Main Trunk and Eastern Trunk Lines cross each other in central Hamilton and service key inland freight hubs. Hamilton airport is just to the south.



Spatial Intent: Awarua/Transport Corridors

Attachment 1

Item 10

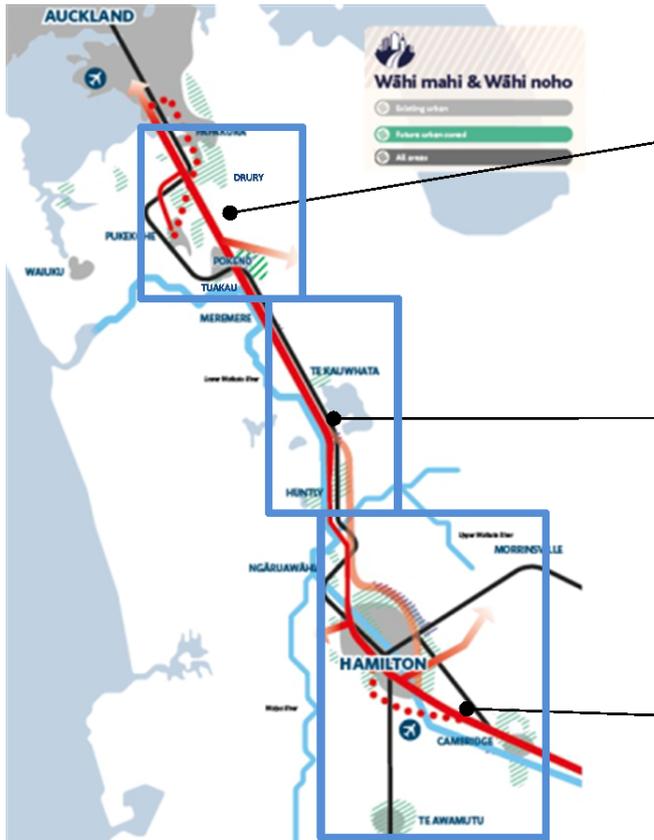
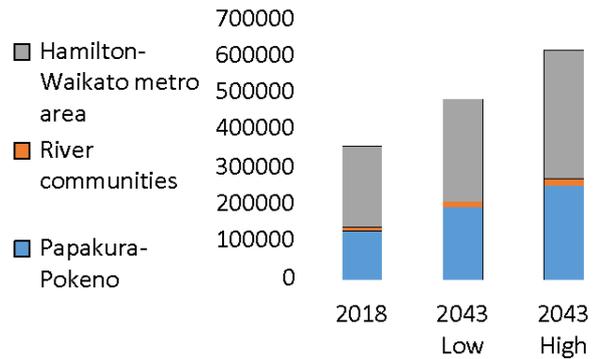


**SPATIAL INTENT:
PRIORITY DEVELOPMENT
AREAS**

**THE CORRIDOR HAS
SIGNIFICANT BUT
SPECIFIC
DEVELOPMENT
POTENTIAL**

Within the frame presented by **wāhi toitū** and **wāhi toiora** – and underpinned by the significant transport networks – the corridor could accommodate significant housing and employment growth (in the short, medium and long term) at its northern and southern ends.

Population growth scenarios (2018-54)
(Statistics NZ)



PAPAKURA-POKENO: This string of well-defined, rail-linked settlements has land zoned for future urban development around all existing settlements.

RIVER COMMUNITIES: This string of settlements has more limited population growth potential due to enduring natural constraints; however, all have potential and imperatives for revitalisation and more limited targeted development.

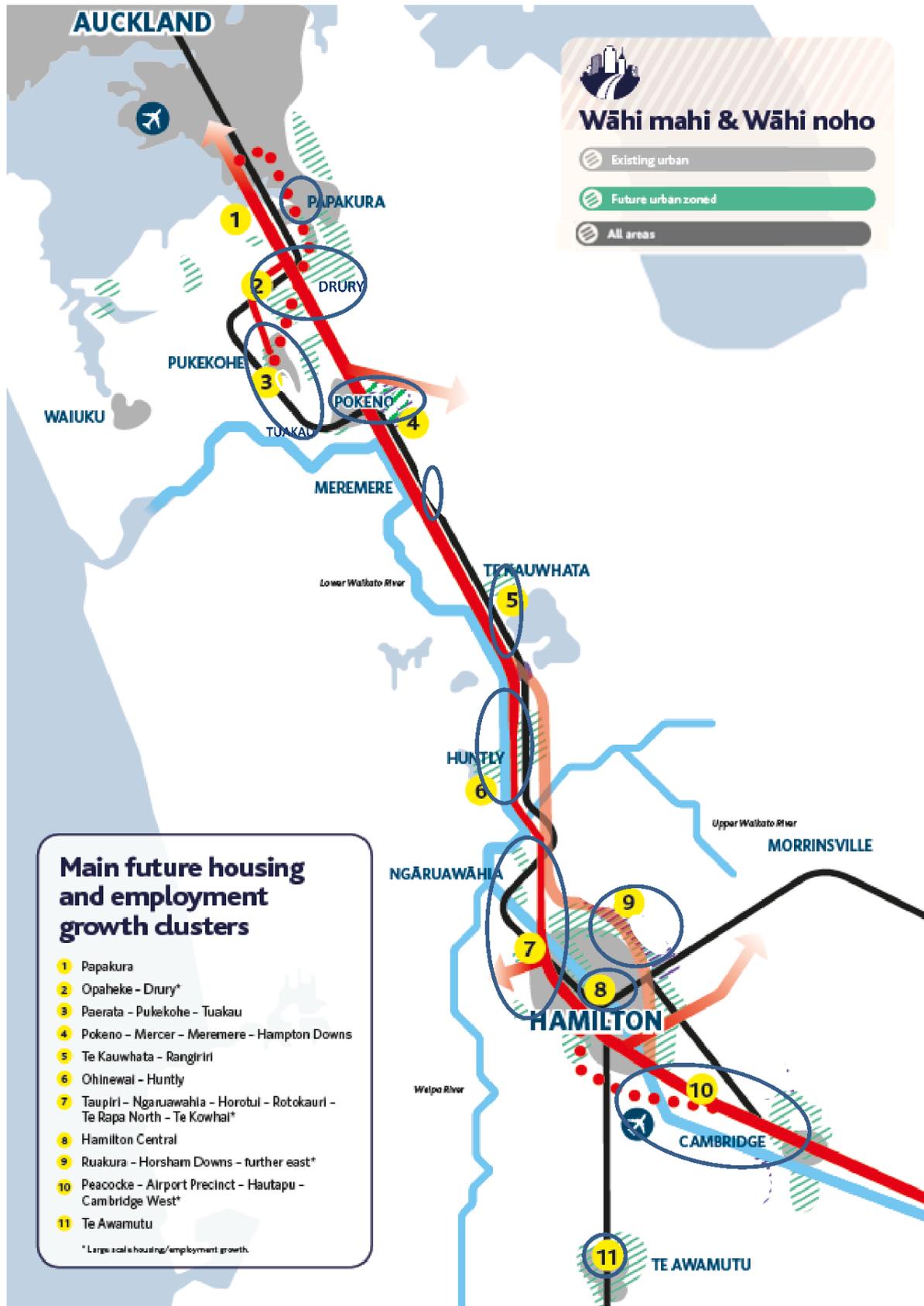
HAMILTON-WAIKATO METRO AREA: This emerging metropolitan area (which spans across three territorial authorities) has significant employment and population growth potential both in its core and periphery.

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Spatial intent: Priority development areas

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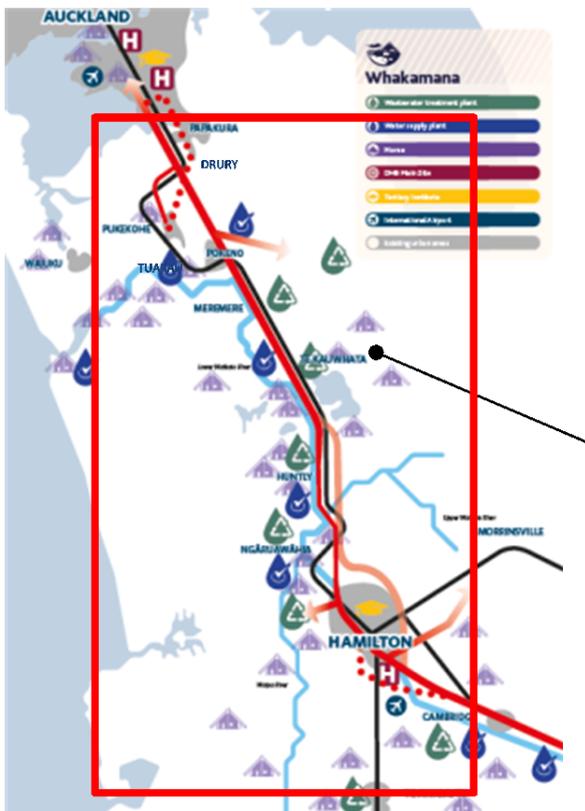
**SPATIAL INTENT:
ENABLING INFRASTRUCTURE**

**ONGOING
DEVELOPMENT IN
EACH SECTION OF THE
CORRIDOR WILL
REQUIRE SIGNIFICANT
INVESTMENT**

The full realisation of development potential will require **whakamana** or enabling investments in social and network infrastructure and services.

Water, wastewater, flood, drainage and a range of new regional, metro and intercity public transport service improvements will be key.

Some enablers would be spatially transformative and market-leading, whereas others are required to support new development as, where and when it occurs.



CORRIDOR-WIDE KEY FUTURE GROWTH ENABLERS

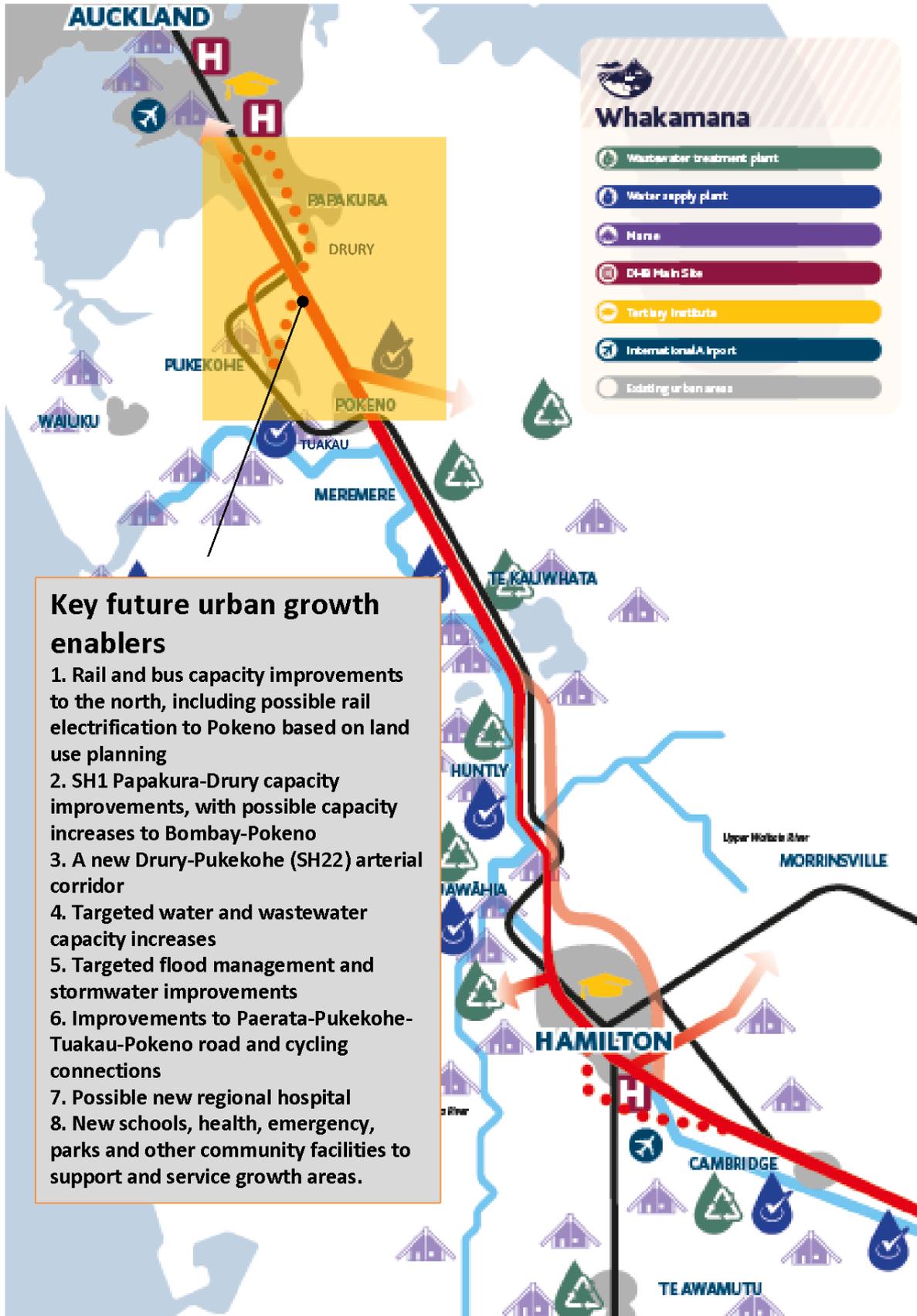
1. New comprehensive and long term water management solutions for Auckland and the Waikato regions – including new allocation tools, efficiency gains and additional treatment capacity
2. Selective rail network capacity improvements to accommodate increased freight and passenger services in specific Auckland, Meremere, Huntly and Hamilton locations
3. New partnerships to facilitate the urgent need for local employment creation in southern Auckland, within the River Communities and selected Hamilton-Waikato sites to balance commuter flows and make the most of the corridor's potential.

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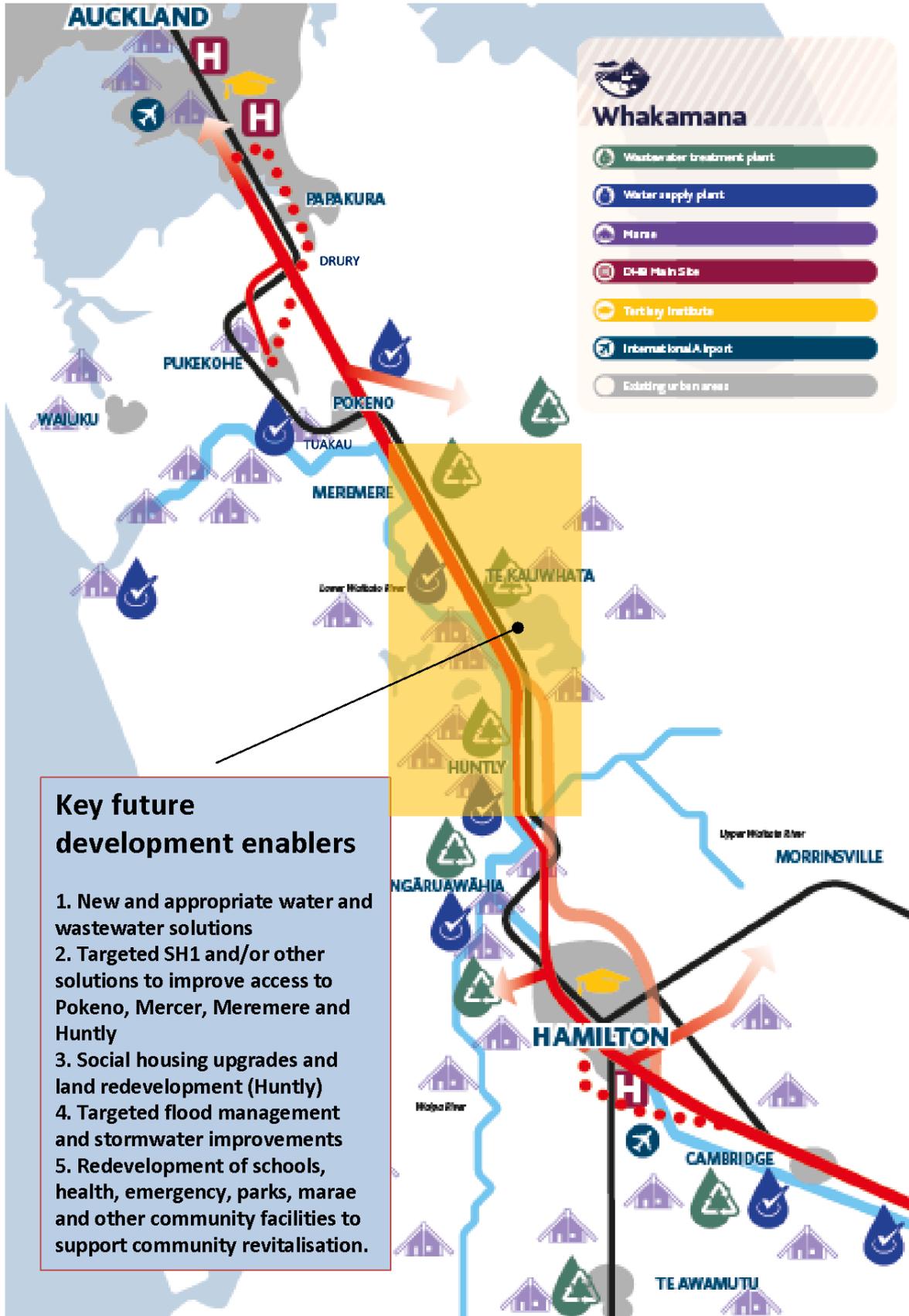
Spatial intent: Enabling infrastructure

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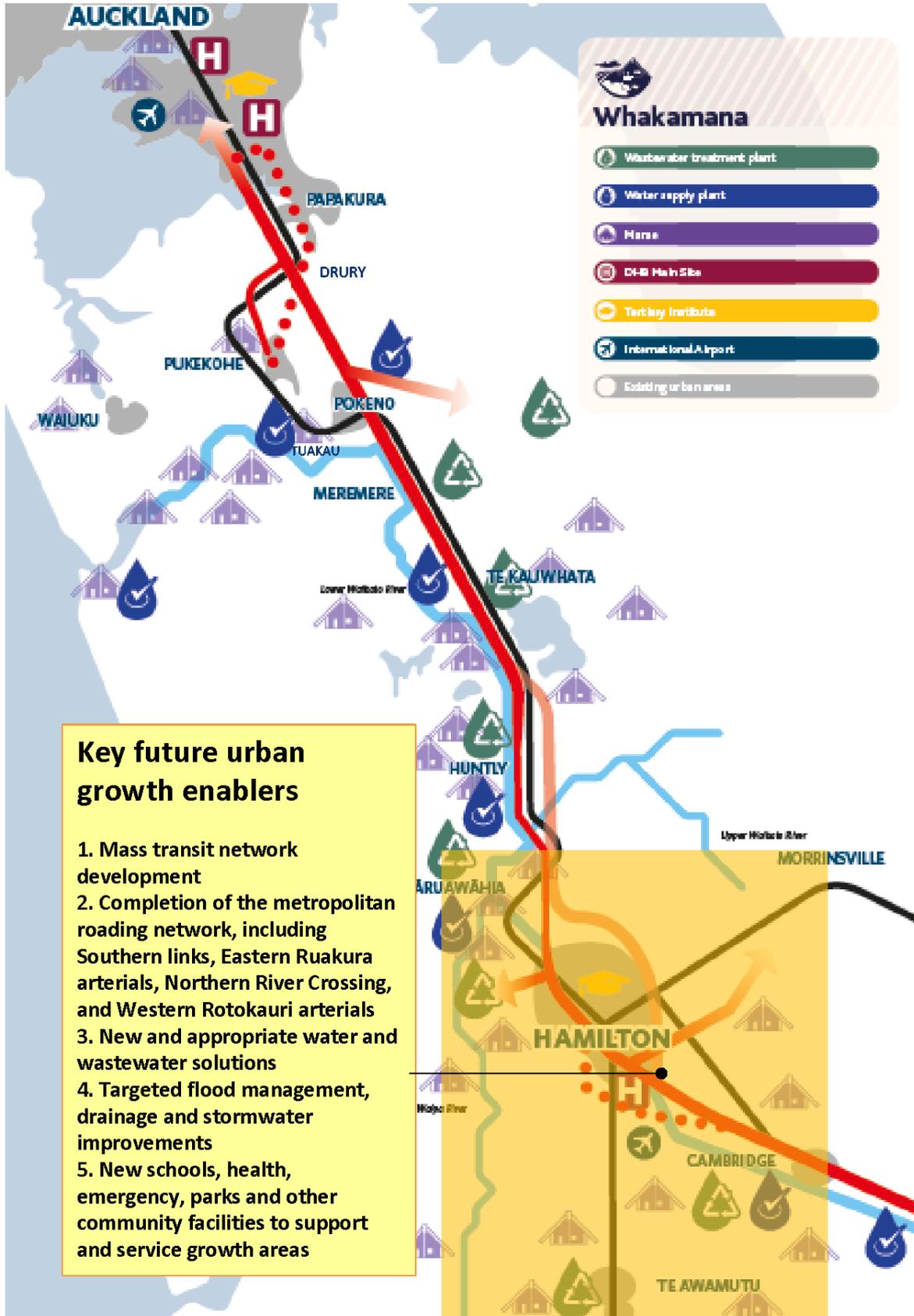
Spatial intent. Enabling infrastructure



Spatial Intent: Enabling Infrastructure

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GOING FORWARD

THE FIVE-PART HOUSING & URBAN GROWTH PROGRAMME



ONE: STRONGER CORRIDOR CONNECTIONS

Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.

TWO: THE PAPAKURA-POKENO CORRIDOR

Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for this string of well-defined, rail-linked settlements through integrated growth management, funding and financing and key transformational projects.

THREE: THE RIVER COMMUNITIES

Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.

FOUR: THE HAMILTON-WAIKATO METROPOLITAN AREA1

Supporting and unlocking the residential and employment development potential and iwi aspirations for this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.

FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL

Supporting the realisation of full development potential in the identified 10 growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.

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FOCUS AREA ONE: STRONGER CORRIDOR CONNECTIONS

Direct and (re)shape future urban growth along the corridor through significantly strengthened green open space and mass transit networks.

KEY INITIATIVES

A CROSS-REGIONAL GREEN OPEN SPACE NETWORK

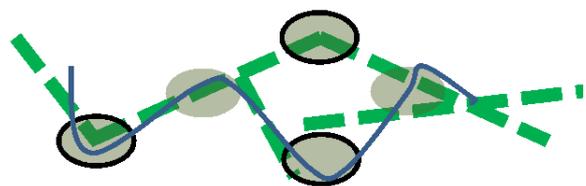
Develop and implement a blue-green open space and recreational networks programme for the corridor that has restorative, protective, cultural and recreational aims. This would include new cycling and bridle trails along the river, possibly connecting Auckland and Hamilton.

PILOTING A NEW COLLECTIVE BIODIVERSITY OFF-SETTING TOOL

Develop and pilot collective biodiversity off-setting as a new growth management concept that aims to achieve higher environmental outcomes if mitigation measures are concentrated in agreed areas.



Spatial planning concept



Building an overarching, stronger network of green and blue spaces

KEY INITIATIVES

RAPID INTERCITY RAIL

Introduce fast rail services between Auckland and Hamilton to integrate and strengthen the respective labour, housing and business markets of south Auckland and the Hamilton-Waikato metro area.

EXTENDING AUCKLAND'S METRO SERVICES SOUTH

Extend mass transit (rail and bus) from Papakura to Pukekohe and Pokeno to fundamentally 'switch' urban development along the corridor towards mass transit.

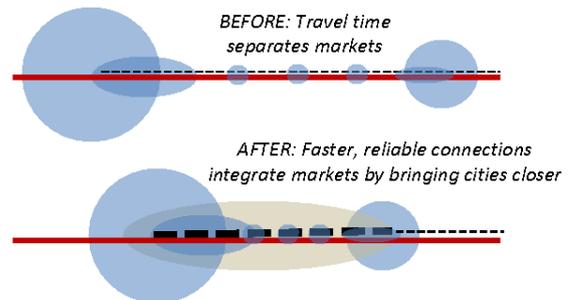
A NEW HAMILTON METRO RAIL SERVICE

Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area.

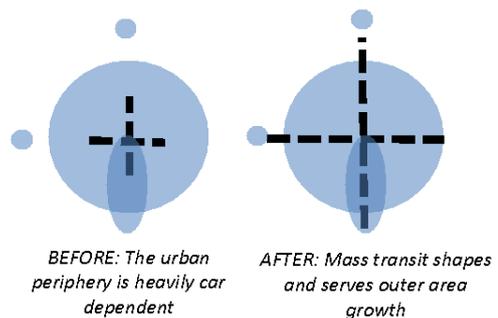
PUBLIC TRANSPORT FOR AND TO ALL TOWNS

Support inter-regional public transport to connect all towns from Hamilton to Papakura, capitalising on future enhancements to the rail network.

Spatial planning concept

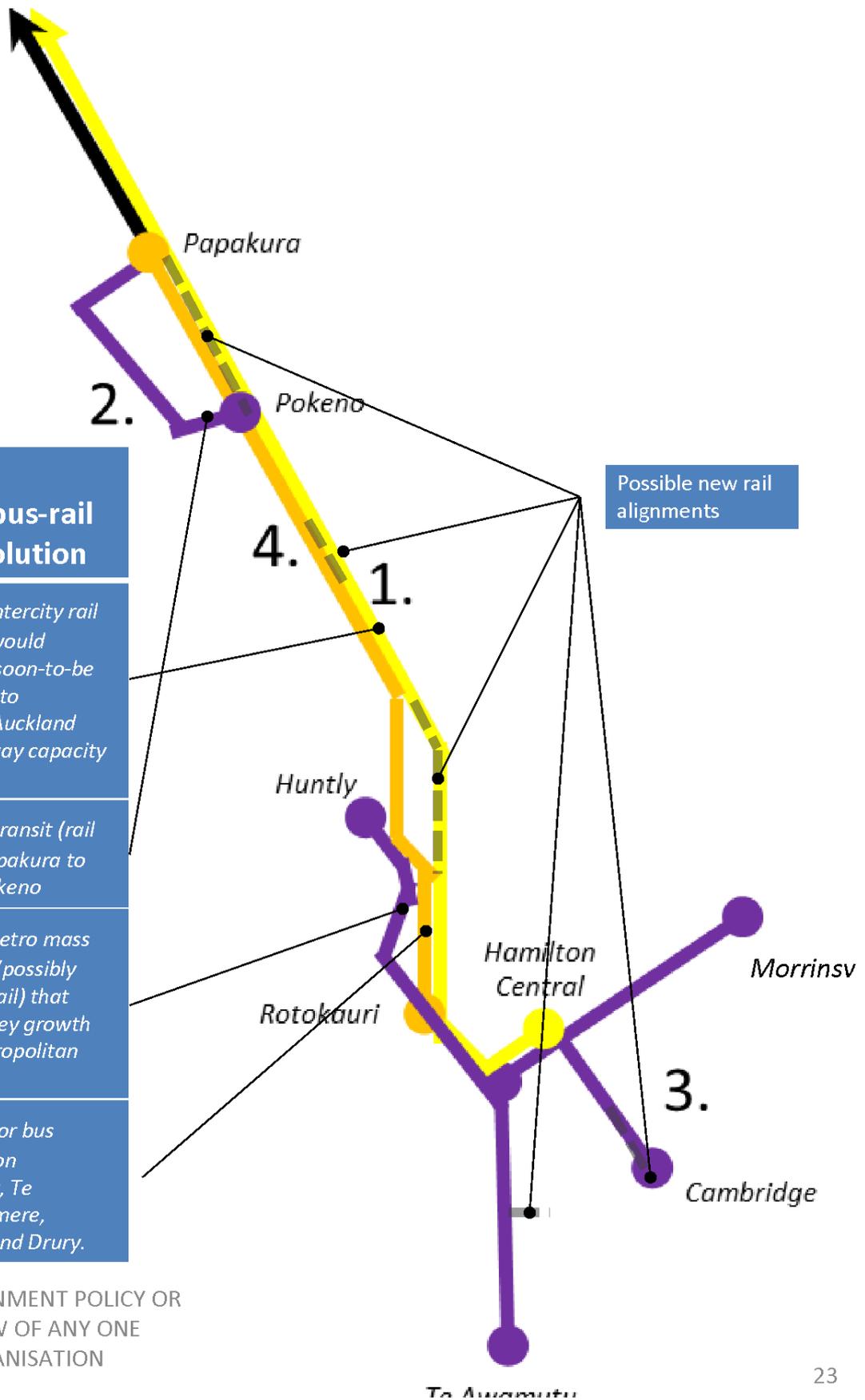


Spatial planning concept



- 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.

Possible new rail alignments



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FOCUS AREA TWO: PAPAKURA-POKENO

Supporting and unlocking, where appropriate, the significant residential and employment development potential and iwi aspirations for this string of well-defined, rail-linked settlements through continued integrated growth management, funding and financing and key transformational projects.

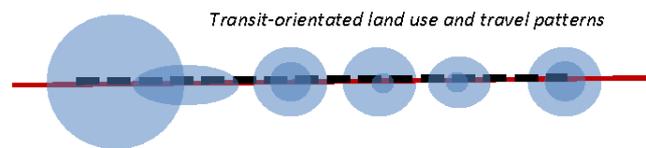
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KEY INITIATIVES TO FURTHER ALIGN SPATIAL INTENT

Complete the Ōpaheke-Drury and Pukekohe-Paerata structure plans which guide the development of the southern Auckland growth areas.

The Government's aspiration is for this to be followed for a joint Councils-Crown-Iwi spatial plan for the southern Auckland-northern Waikato sub-region.

Spatial planning concept



DEVELOPMENT-LEADING KEY INITIATIVE

Extend **mass transit** (rail and bus) from Papakura to Pukekohe and Pokeno.

OTHER KEY ENABLERS

New Drury-Pukekohe (SH22) arterial road corridor

High frequency bus corridor from Manukau to Drury integrated with rail capacity improvements

SH1 Papakura-Drury capacity improvements, with possible capacity increases to Bombay-Pokeno

Targeted water and wastewater capacity increases

Targeted flood management and stormwater improvements

Improvements to Paerata-Pukekohe-Tuakau-Pokeno road and cycling connections

New schools, health, emergency, parks and other community facilities to support and service growth areas.

KEY INITIATIVES TO INCREASE PACE AND SCALE

Drury: Support the development of this significant and strategic growth node through new partnerships and applying new tools. Possible site for major regional facilities and centres.

Pokeno: Maximise and support the long-term growth potential of this strategically located settlement towards a more connected and transit-orientated form.

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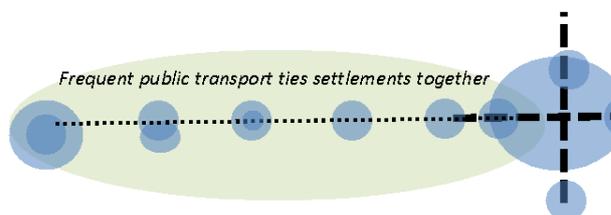
FOCUS AREA THREE: RIVER COMMUNITIES

Supporting community and iwi-led revitalisation and targeted growth that will realise the full value of the natural, transport, marae and recreational networks that braid the area together as an asset for its people and many others who can visit and travel through.

KEY INITIATIVE TO FURTHER ALIGN SPATIAL INTENT

Alignment of key agencies around the Waikato District Council Blueprints for each town and development of joint initiatives.

Spatial planning concept



KEY INITIATIVES TO INCREASE PACE AND SCALE

Meremere: Partner with Waikato-Tainui around appropriate redevelopment opportunities for land either side of the expressway to generate local employment, services and create wider attractions and amenities.

Huntly: Support the revitalisation of the town through a comprehensive social housing upgrade and a possible employment, skills and technology cluster in the north and south.

DEVELOPMENT-LEADING KEY INITIATIVE

Introduce peak and more frequent off peak bus services between towns
New and appropriate water and wastewater solutions

OTHER KEY ENABLERS

Targeted SH1 and/or other transport solutions to improve access to Pokeno, Mercer, Meremere and Huntly
Targeted flood management and stormwater improvements
Redevelopment of schools, health, emergency, parks, social housing, marae and other community facilities to support community revitalisation.

FOCUS AREA FOUR: HAMILTON-WAIKATO METRO AREA

Supporting and unlocking the residential and employment development potential and iwi aspirations of this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.

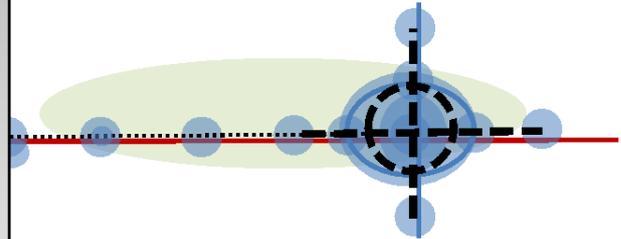
KEY INITIATIVES TO FURTHER ALIGN SPATIAL INTENT

Develop a joint Council-Crown-Iwi spatial plan for the metropolitan area that sets out the desired urban form and development priorities.

The spatial plan will draw on a new Mass Transit Plan and the outcomes of the joint water study for the metropolitan area.

Spatial planning concept

Transit-orientated land use and travel patterns



KEY INITIATIVES TO INCREASE PACE AND SCALE

Northern growth node: Focussed around proposed Rotokauri station/hub, and includes future urban areas in Ngaruawahia, Horotiu, Rotokauri, Te Rapa North and Te Kowhai

Central: Focussed on more people living in the CBD, an economically productive commercial core and making the CBD a vibrant destination.

East growth node: Focussed on the large employment and residential opportunity at Ruakura and possibly areas to the east of the Hamilton bypass

South: The significant collection of future growth areas in Hautapu-Cambridge, Te Awamutu, Peacocke and airport precinct.

DEVELOPMENT-LEADING KEY INITIATIVE

Introduce a metro mass transit network (possibly including metro rail) that connects all the key growth nodes of the metropolitan area

Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials

New and appropriate water and wastewater solutions

OTHER KEY ENABLERS

Targeted flood management, drainage and stormwater improvements

New schools, health, emergency, parks and other community facilities to support and service growth areas.

FOCUS AREA FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL

Supporting the realisation of full development potential in the identified growth clusters through the application of new planning, funding and financing tools and options for local authorities, iwi, central government, developers and land owners.

ENABLERS THAT WILL MAKE A BIG DIFFERENCE

- New growth management partnerships that strengthen collective ability to deliver successful growth management.
- Utilise any new funding and financing tools for developers and councils through the Urban Growth Agenda.
- Increased Crown involvement to support pace and scale, including KiwiBuild, Housing and Urban Development Agency and the Three Waters review.
- Using the corridor spatial planning and partnerships to support, unlock and guide planned Crown investment in social housing, health and education facilities.
- 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.
- Applying new approaches to planning and land use regulation as these become available from the Urban Growth Agenda.
- New tools to enable ease of water transfer within the corridor to support community growth.
- Innovative response to flood infrastructure and resilience to support community sustainability.

APPENDIX: PROPOSED WORK PROGRAMME

PROPOSED WORK PROGRAMME	Possible scale of cost	Possible timing of start & completion		
		Year 1-3	Year 3-10	Year 10+
FOCUS AREA ONE: STRONGER CORRIDOR CONNECTIONS				
Investigate the implementation of a blue-green open space and recreational networks programme for the corridor. This would include new cycling and bridle trails along the river, possibly connecting Auckland and Hamilton.	\$\$\$			
Develop and pilot collective biodiversity off-setting as a new growth management concept that aims to achieve higher environmental outcomes if mitigation measures are concentrated in agreed areas.	\$			
Investigate the introduction of a fast rail services between Auckland and Hamilton, in stages. Add tracks and improved alignment to achieve higher speeds. Electrify whole corridor; add tracks and new alignment	\$\$\$\$			

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FOCUS AREA TWO: PAPAURA-POKENO CORRIDOR

Complete the structure plans and consider overarching and cross boundary issues such as transport planning, protection of highly productive soils and provision of bulk network and social infrastructure between southern Auckland and northern Waikato in a more integrated manner.				
Drury: Support the development of this significant and strategic growth node through new partnerships and applying new tools. Possible site for major regional facilities and centres.				
Pokeno: Maximise and support the long-term growth potential of this strategically located settlement towards a more connected and transit-orientated form.				
Investigate the extension of mass transit (rail and bus) from Papakura to Pukekohe and Pokeno to fundamentally 'switch' urban development along the corridor towards mass transit.	\$\$\$			

PROPOSED WORK PROGRAMME	Possible scale of cost			
		Year 1-3	Year 3-10	Year 10+
FOCUS AREA THREE: RIVER COMMUNITIES				
Appropriately incorporate key initiatives identified through the Waikato District Council Blueprint project into the corridor planning over time.				
Meremere: Partner with Waikato-Tainui around appropriate redevelopment opportunities for land either side of the expressway to generate local employment, services and create wider attractions and amenities.				
Huntly: Support the revitalisation of the town through a comprehensive social housing upgrade and a possible employment, skills and technology cluster in the north and south.	\$\$			
Investigate the introduction of regular bus services that connect all towns between Hamilton and Papakura, with high-quality interchanges and metro and intercity service integration	\$\$			
URGENT: New and appropriate water and wastewater solutions for Te Kauwhata, Huntly and smaller settlements	\$\$			

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FOCUS AREA FOUR: HAMILTON-WAIKATO METRO AREA				
Develop a joint Council-Crown-Iwi spatial plan for the metropolitan area that sets out the desired form and development priorities. The spatial plan will draw on a new Mass Transit Plan for the metropolitan area and the outcomes of the joint waters study for the metropolitan area.				
Introduce a metro rail network (as part of a larger Mass Transit Plan) that connects the all the key growth nodes of the metropolitan area	\$\$\$			
Northern growth node: Focussed around proposed Rotokauri station/hub, and includes future urban areas in Ngaruawahia, Horotiu, Rotokauri, Te Rapa North and Te Kowhai				
Central: Support the revitalisation and intensification of Hamilton CBD, including possible new station				
North-East node: Focussed on the large employment and residential opportunity at Ruakura and possibly areas to the east of the Hamilton bypass				
South: The significant collection of future growth areas in Hautapu-Cambridge, Te Awamutu, Peacocke and airport precinct				
Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials	\$\$\$			
New and appropriate water and wastewater solutions	\$\$\$			
Targeted flood management, drainage and stormwater improvements	\$\$			

PROPOSED WORK PROGRAMME	Possible scale of cost			
		Year 1 -3	Year 3 -10	Year 10+ 10+
FOCUS AREA FIVE: NEW TOOLS AND OPTIONS TO UNLOCK THE FULL POTENTIAL				
New growth management partnerships that strengthen collective ability to deliver successful growth management.				
Utilise any new funding and financing tools for developers and councils through the Urban Growth Agenda.				
Increased Crown involvement to support pace and scale, including KiwiBuild, Housing and Urban Development Agency and the Three Waters review.				

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APPENDIX: POSSIBLE STAGING OF KEY TRANSPORT INITIATIVES

CONCEPT	Stage 1: A possible shorter term (years 1-3) package	Stage 2: A possible medium term package (years 4-10)	Stage 3: A possible longer term (year 10+) package
Intercity rail services	Introduce non-stop diesel rail service (Frankton) to Papakura via Rotokauri and Huntly with a level of service that matches customer needs and expectations	Add tracks and improved alignment (where needed) to achieve higher speeds. Extend service to new Hamilton CBD station and a stop closer to Britomart	Electrify whole corridor; add tracks and new alignment (where need) to achieve higher speeds
Metro services	AUCKLAND: Extend current Papakura-Pukekohe diesel shuttle service to Tuakau and Pokeno (would need 2 new stations and related tracks etc.)	Electrify Papakura to Pukekohe and Tuakau and Pokeno, if at all possible – and then run EMU rail service all the way to Pokeno	Electrify to Pukekohe Pokeno, if not done in medium term
	HAMILTON: Introduce a new diesel metro rail service from Huntly-Ngaruawahia-Rotokauri-Frankton-Hamilton CBD-Ruakura-Cambridge as part of a larger mass transit network. Would require new stations, related tracks, signals and possible route protection to the airport etc.		Extend rail to Hamilton airport and electrify the new metro network
Regional/rural services	Introduce peak and more frequent off peak bus services between Huntly, Te Kauwhata, Meremere, Mercer and Pokeno	Upgrade all bus stations and service frequency, and possible extend bus services north from Pokeno to new Drury station (bus runs along SH1)	Add bus lanes on SH1 Pokeno-Drury <u>and/or</u> Replace bus service with all-stop rail service on new electrified track

Hamilton-Waikato Metro Spatial Plan

Terms of Reference - DRAFT

Version 1.6
12 February 2019

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Attachment 2

1 Document Control

1.1 Version Control

Version	Author	Description of Change	Date
1.0	Hannah Windle (HCC)	Initial Document	21/01/2019
1.1	Hannah Windle (HCC)	Amendments as per feedback from Steering Group	30/01/2019
1.2	Hannah Windle (HCC)	Amendments as per feedback from Steering Group	4/02/2019
1.3	Hannah Windle (HCC)	Further amendments from wider key stakeholders	7/02/2019
1.4	Ernst Zollner (MHUD)	Minor amendments to Sections 5 and 7	11/02/2019
1.5	Blair Bowcott (HCC)	Further amendments from Future Proof CEAG feedback to Sections 2, 3, 7 and 9	12/02/2019
1.6	Michelle White (FP)	Removed reference to 'repurposed' Future Proof partnership and replaced this with 'expanded'	11/03/2019

1.2 Process

Date	Action
15/02/2019	TOR to H2A Governance Group
20/02/2019	TOR to Future Proof Implementation Committee
Post 20/02/2019	Feedback from Hamilton to Auckland Corridor Plan Governance Group and Future Proof Implementation Committee incorporated into TOR

This document needs to be read in conjunction with the (yet to be developed):

- Detailed programme plan and individual project plans for each tranche of the project
- Terms of reference documents for each of the governance groups
- Project communications plan

2 Parties

The parties to the Hamilton-Waikato Spatial Plan are:

- **Central Government**
- **Local Government**
 - Hamilton City Council
 - Waikato District Council
 - Waipa District Council
 - Waikato Regional Council
 - Matamata Piako District Council¹
- **Tangata and Mana Whenua with an interest in the Metro Area**
 - Waikato Tainui
 - Raukawa
 - Maniapoto
 - Nga Karu Atua o te Waka
- **The expanded Future Proof partnership²**

3 Purpose

This document describes the terms of reference for developing a joint Council-Crown-lwi spatial plan (the Metro Plan) for the Hamilton-Waikato metro area, one of the Key Initiatives of the Hamilton to Auckland Corridor, and agrees its governance arrangements.

It sets out the mutual intentions and understanding of the parties in relation to preparing a Metro Plan.

4 Objectives

The overall objective of the Metro Plan is to support and deliver on the growth management objectives of the overarching Hamilton to Auckland Corridor Plan:

Aspect	Growth management objectives
Wāhi toitū, wāhi toiora <i>Places with enduring presence</i> <i>Places to grow only with great care</i>	To manage growth in a manner that... <ul style="list-style-type: none"> • protects and enhances the quality of the natural environments, • anticipates the transition to a low-carbon future and builds climate resilience, and • avoids increasing the impacts and residual risks of natural hazards.

¹ Matamata Piako District Council will be engaged primarily in relation to the Morrinsville area of their district and this will be either as a partner or key stakeholder of the expanded Future Proof partnership.

² The Future Proof partnership is subject to a separate process that will require decisions on a number of aspects related to the Hamilton to Auckland Partnership model.

Awarua <i>Key corridors</i>	To strengthen connections that... <ul style="list-style-type: none"> • shape and guide future urban growth towards a sustainable, resilient and affordable settlement patterns, and • improve access to housing, employment, public services and amenities through, along and within the corridor.
Wāhi mahi, wāhi noho <i>Places to work and live</i>	To grow urban settlements and places that: <ul style="list-style-type: none"> • make efficient use of existing infrastructure and resources, <ul style="list-style-type: none"> • are transit-oriented and connected • provide affordable housing choices that respond to demand, including quality intensification, and • provide high quality live-work-play settlements.
Whakamana <i>Enablers</i>	To support and underpin urban growth through investments and initiatives that are: <ul style="list-style-type: none"> • responsive and timely, so that growth and development does not result in a reduction of services, and • delivered at the required pace and scale to fully realise development opportunities.

5 Context

The Hamilton to Auckland Corridor Plan is anchored at each end by urban areas that are expected to grow significantly: the southern Auckland-northern Waikato area, and the southern Waikato-Hamilton-northern Waipa area. The southern area has the potential to grow into an emerging metro area that sits across local government boundaries.

The wider Metro area presents one of New Zealand's best growth opportunities. It has geographic benefits in terms of potential low-risk land supply, its economy is close to Auckland and Tauranga, there is significant institutional enthusiasm and a history of planning in an integrated way (e.g. Waikato Expressway, Future Proof), and it is easy to engage key staff with the relevant skill sets.

There is therefore national interest in how such a wider Hamilton-Waikato area grows as a metro-scale city, in addition to local interests. This relates to:

- ensuring the future urban form helps deliver on the Government's Urban Growth Agenda and Living Standards Framework
- the role a metro Hamilton can play in achieving social, economic, and environmental outcomes for the Upper North Island and New Zealand more generally, and
- that it is New Zealand's best growth opportunity.

As a starting point, the *Hamilton-Waikato Metro Area* is considered to be the area defined as Greater Hamilton by the National Policy Statement on Urban Development Capacity, covering the areas between Taupiri in the north, Te Kowhai and Whatawhata in the west, Gordonton and Morrinsville in the East, and Cambridge and Te Awamutu in the south (the boundaries of this area differ depending on which lens it is viewed through e.g. labour markets, travel data, etc and will emerge and be refined as the project progresses).

The current system of planning for growth and investment in the Hamilton-Waikato Metro Area is not optimised with multiple parties that plan and invest for growth. Consequently, there is an opportunity to agree a long term strategic direction for the Hamilton Waikato Metro Area that accounts for the range of issues relevant to managing growth and investment, while also integrating across broad objectives to maximise the benefits of anticipated population and economic growth for the Hamilton area.

A Council-Crown-lwi Metro Spatial Plan presents a unique opportunity for alignment and to create a mechanism for engaging with and giving greater certainty to investors (both public and private) about the likely shape of future development for the Hamilton-Waikato Metro Area and agree the type, scale, timing or location of investment decisions. A spatial plan of this type will provide a high level, forward looking metro scale direction to other planning and investment initiatives and better co-ordinate activities that are critical for delivering an agreed strategic direction.

The Hamilton to Auckland Corridor Plan has identified a number of opportunities for the Metro Plan to explore, and these are summarised as Appendix 1.

The Minister of Local Government has also noted in the 'Local governance for community wellbeing' paper to Cabinet (November 2018) support for the Government's Urban Growth Agenda and specifically a new joint spatial planning approach in Hamilton.

6 Principles

Underlying the project are a set of fundamental principles which outline how the Partners will work together. The application of these principles is key to successfully developing and implementing the Metro Plan.

The parties:

- agree to joint governance and a shared commitment to developing a single Metro Spatial Plan for the wider Hamilton-Waikato area
- agree to participate in the project in good faith, recognising that the development of the Metro Plan is dependent on effective collaboration and enduring partnerships
- recognise that there are legitimate national interests in how the Hamilton-Waikato Metro area develops and grows, and that this is reflected the partnership
- acknowledge the political sensitivities and diversity of views that may emerge throughout the project and commit to working towards mutually acceptable outcomes
- commit to identifying and agreeing on the long-term best outcomes for the Metro area, regardless of administration arrangements
- recognise that parties have statutory responsibilities and that this project will not replace decision making responsibilities
- commit to advocating for the Metro Plan within their respective organisations
- agree to integrate the findings of the Plan into their organisation's planning processes and documents
- commit to an evidence-based approach to determining the preferred long-term future of the Metro area
- take a four well-beings approach to planning for the Hamilton-Waikato Metro Area
- recognise that Waikato Tainui has aspirations for its people and land that will be recognised during the development of the Metro Plan

- ensure that tāngata whenua and mana whenua are part of Metro Spatial Plan process and its implementation

7 Project Scope

The long-term future form of the wider Hamilton-Waikato metro area will be determined through a joint planning and integrated growth management exercise.

It will build off existing work such as the Housing and Business Development Capacity Assessment, Council Growth Strategies and Long-term Plans, the Future Proof Strategy, Regional Policy Statement and other plans e.g. Waikato Plan, and will be developed alongside the Mass Transit Plan and 3 Waters Study.

The purpose of the Metro Plan is to determine a shared 100 Year vision and spatial framework for the emerging Hamilton-Waikato area, with a 30-year plan for priority development areas and enabling investment, regardless of administrative boundaries with these four concise and strategic components:

1. Identification of critical areas for protection and restoration, and 'no go' areas for development
2. Core transport corridors
3. Priority development areas, where (if required) new planning, funding and financing tools could be piloted
4. Required leading and enabling social and network infrastructure requirements.

Through these components the Metro Plan will:

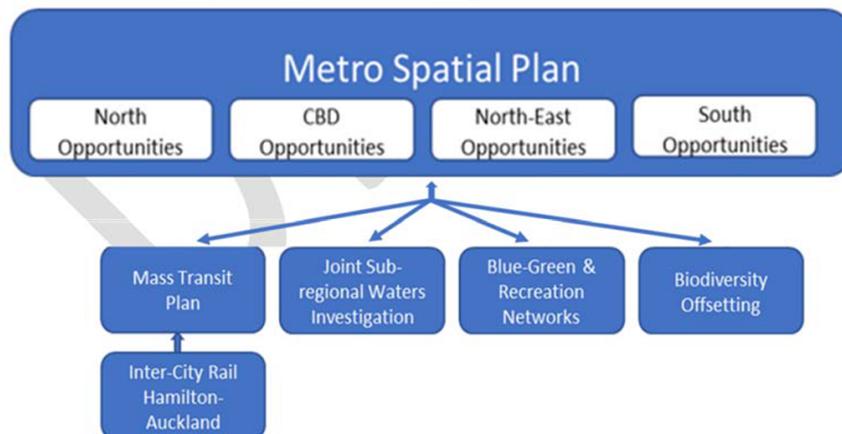
- Ensure that employment is considered alongside residential development, and the connection to mass transit routes and hubs
- Provide certainty, and become a key tool by which investment decisions are made across the metro area
- Inform future detailed planning and investment documents including but not limited to the Urban Development Authority, Waikato Regional Policy Statement, District Plans, Structure Plans, the Waikato Regional Land Transport Plan, Waikato Regional Public Transport Plan, Asset Management Plans, Long-term Plans, other Central Government investment plans, Iwi plans and strategies
- Support the achievement of iwi aspirations for the metro area
- Ensure the 4 Well Beings and the outcomes they promote (environmental, social, cultural and economic) are considered in a spatial context for the metro area
- Contain detailed implementation and funding arrangements including the exploration of options for statutory implementation.

It will be developed in layers, as per the spatial framework outlined in the Hamilton to Auckland Corridor Plan (H2A) document and detailed below:

Spatial layer
1. The long term spatial 'frame' (100 year+)
Layer 1: Wāhi toitū The places with enduring presence that should be protected from development in perpetuity e.g. rivers, places of significance to mana whenua, conservation estate, parks, other open spaces
Layer 2: Wāhi toiora The places where change or development should only occur with greatest care e.g. places subject to floods and hazards
Layer 3: Awarua The key movement corridors that bind places together i.e. railways, BRT, motorways and arterials
2. The priority development areas (30 year)
Layer 4: Wāhi mahi and wāhi takaro The places where we work and transact and play (and often live too)
Layer 5: Wāhi noho The places where we live (and often work too)
3. The required growth-leading and enabling investment and actions (30 year)
Layer 6: Whakamana The elements that enable and support development e.g. schools, health facilities, social housing, marae, potable water, wastewater

The Metro Plan and spatial layers will be delivered through a number of separate project workstreams, each with its own project manager who will be supported by a technical project team:

Relationship of Metro Plan Workstreams:



These components may be developed in stages reflecting priority needs and the findings of a GAP analysis, noting that some workstreams will provide consequential information that will inform other projects.

Detailed staging and timing of outputs will be confirmed through the development of a project plan.

8 Timeframes

- Project Governance and delivery team to be established – February 2019
- Project brief / parameters confirmed – –Feb/March 2019
- Gap analysis, compilation of evidence base – April 2019
- Plan drafting with partners – June 2019
- Staged output – July/August 2019
- Consultation and engagement – Nov 2019
- Plan adopted by all partners – Early 2020
- Delivery and implementation - 2020 onwards.

9 Interdependencies & Relationships

- The Metro Plan will form the framework for an update to existing Council growth strategies
- It will be informed by existing planning documents and processes, including but not limited to Council plans and strategies, Tainui plans and strategies, and Central Government documents
- It will inform more detailed Master Planning/Structure Planning especially from an infrastructure investment needs perspective, of future growth areas
- It will inform future changes to the relevant District Plans, Future Proof Strategy³, the Waikato Regional Policy Statement and Regional Plans
- It will inform, and be informed by, future Central Government infrastructure/network planning
- The role and relationship of the 2018 Future Development Strategy required by the National Policy Statement on Urban Development Capacity will be considered as part of the development of the Metro Plan
- It will inform the completion of, and subsequent versions of, the Hamilton to Auckland shared statement of spatial intent for the Corridor
- It will enable the Government's Urban Growth Agenda, including the proposed urban development agency model, to be tested prior to legislation or tools being finalised, and also enable the piloting of new planning funding and financing tools
- It will provide material for input into all other council and central government planning documents
- It will be informed by the strategic direction and priorities of the Government Policy Statement on Land Transport, and enable delivery of the integrated urban transport and land use outcomes sought by the Government
- It will be informed by the Vision and Strategy for Waikato River, and the Waikato and Waipa River Restoration Strategy

10 Governance

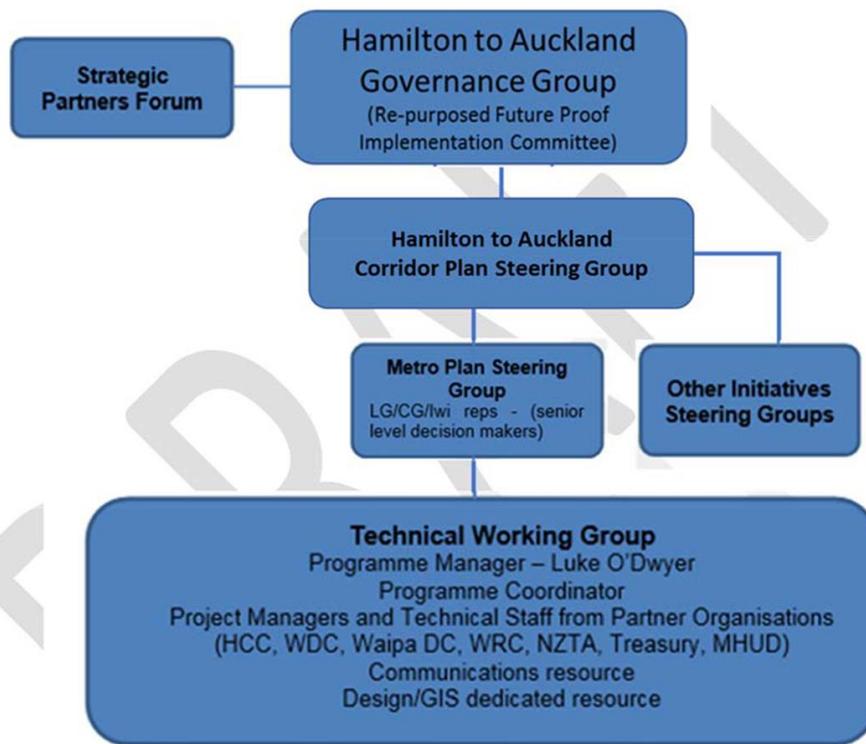
The parties agree to use the following governance and technical structure:

- The expanded Future Proof Implementation Committee (FPIC)³ as the governance group with overall responsibility for the Metro Spatial Plan – the expanded FPIC will have political

³ The repurposing of Future Proof is subject to a separate process that will require decisions on a number of aspects related to the Hamilton to Auckland Partnership model.

representation from partner agencies including central government, councils and tāngata whenua

- A Metro Plan Project Governance Sponsor – TBD
- A Metro Plan Steering Group consisting of senior level officials from partner agencies – this group will have responsibility for overseeing the Metro Spatial Plan
- A resourced and mandated Programme Management Office which will deliver the Metro Plan, consisting of a Programme Manager and coordinator, dedicated communications and design/GIS resources, and individual project managers for each of the separate workstreams supported by a technical project team.
- A Strategic Partners Forum which is comprised of a number of key stakeholders will be used to test ideas and contribute to draft versions of the Metro Spatial Plan



Note: this structure is evolving from existing growth partnership models and will be in a transitional space between now 1 July 2019.

11 Communications & Engagement

The project will engage with external stakeholders, including manu whenua, business and community groups, in a targeted manner to receive feedback as appropriate throughout the development of the Metro Plan.

A detailed Communications and Engagement Plan will need to be developed to ensure that all communications are coordinated across Corridor Plan initiatives.

There will be a need for public consultation on the Metro Plan (and/or its elements) at a level that reflects its mandate.

12 Budget and Resourcing

NOTE: Resourcing is still being finalised as discussions continue between central government and the Future Proof partners. A preliminary assessment indicates that the project will have access to sufficient staffing and funding resources to complete the task, including potential funding from the current Future Proof budget. A notable exception is the circa \$1million required for the three waters analysis which is needed to determine the level of infrastructure investment necessary to support the delivery of a future land use pattern in a timely and efficient manner.

13 Terms of Reference Review

Once the final Hamilton to Auckland Partnership Structure has been agreed, there may be recommended changes to these terms of reference.

Appendix 1: Hamilton to Auckland Corridor Plan – Focus Area Four Summary

FOCUS AREA FOUR: HAMILTON-WAIKATO METRO AREA

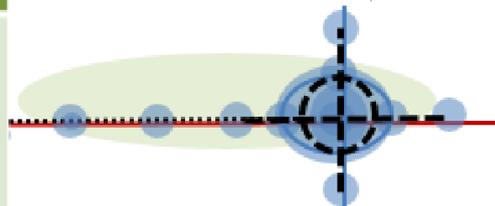
Supporting and unlocking the residential and employment development potential and iwi aspirations for this fast-developing metropolitan area through joint planning, integrated growth management and key transformational projects.

KEY OPPORTUNITIES TO INCREASE PACE AND SCALE

- Northern growth node:** Focussed around proposed Rotokauri station/hub, and includes future urban areas in Ngaruawahia, Horotiu, Rotokauri, Te Rapa North and Te Kowhai
- Central:** Focussed on more people living in the CBD, an economically productive commercial core and making the CBD a vibrant destination.
- East growth node:** Focussed on the large employment and residential opportunity at Ruakura and possibly areas to the east of the Hamilton bypass
- South:** The significant collection of future growth areas in Hautapu-Cambridge, Te Awamutu, Peacocke and airport precinct.

Spatial planning concept

Transit-orientated land use and travel patterns



GROWTH-LEADING INFRASTRUCTURE

1. Introduce a metro rail network (as part of a larger Mass Transit Plan) that connects all the key growth nodes of the metropolitan area (refer above).
2. Completion of the metropolitan roading network, including Southern links, Eastern Ruakura arterials, Northern River Crossing, and Western Rotokauri arterials

OTHER KEY ENABLERS

3. New and appropriate water and wastewater solutions
4. Targeted flood management, drainage and stormwater improvements
5. New schools, health, emergency, parks and other community facilities to support and service growth areas

RECOMMENDED NEXT STEP IN INTEGRATED SPATIAL PLANNING

Develop a joint Council-Crown-Iwi spatial plan for the metropolitan area that sets out the desired urban form and development priorities. The spatial plan will draw on a new Mass Transit Plan and the outcomes of the joint water study for the metropolitan area.

Council Report

Committee:	Growth and Infrastructure Committee	Date:	29 March 2019
Author:	Jason Harrison	Authoriser:	Eeva-Liisa Wright
Position:	City Transportation Unit Manager	Position:	General Manager Infrastructure Operations
Report Name:	CBD 2 Hour Free Parking Trial Update		

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee on the Central Business District (CBD) 2 Hour Free on-street parking trial as per the Council resolution of 29 May 2018.
2. To seek a recommendation to the Council regarding the Access Hamilton Taskforce recommendation to continue the Central Business District 2 Hour Free on-street parking trial until 30 June 2020, to allow for staff to investigate this initiative being part of a wider parking management plan.

Staff Recommendation *(Recommendation to Council)*

3. That the Growth and Infrastructure Committee:
 - a) receives the report; and
 - b) notes the Access Hamilton Taskforce recommendation to continue the Central Business District 2 Hour Free on-street parking trial until 30 June 2020; and
 - c) recommends to the Council the extension of the Central Business District 2 Hour Free on street parking trial until 30 June 2020; and
 - d) requests that staff report back to the Council on the progress of the trial to inform the 2020/21 Annual Plan by April 2020; and
 - e) notes that the objectives and guiding principles of the Parking Management Plan, to be presented back to the Growth and Infrastructure Committee 7 May 2018, will provide the framework for the next phase of developing specific parking precinct action plans.

Executive Summary

4. At the 1 June 2017 Annual Plan deliberations for 2017/18 Council approved the installation of new parking technology which enables the collection of extensive parking information. 1345 sensors have been deployed within on-street parking areas in the central city. Attachment 1 of this report shows the four parking precincts.
5. In conjunction with the installation of this technology Council also approved the commencement of a CBD 2 Hour Free on-street parking trial (from 1 October 2017 to 30 June 2018) in the 2017/18 Annual Plan.

6. At the 29 May 2018 Growth and Infrastructure meeting the extension of the trial was approved (to 30 June 2019) and subsequently factored into the 2018-28 10 Year Plan budgets, that allows for 2 hour free parking within the central city with the ability to extend this time period on the basis of paying \$6 for every hour beyond the initial 2 hour free offer.
7. The 2 hour free parking offer applies between the hours 8.00am to 8.00pm Monday to Saturday with parking on Sunday and Public Holidays remaining free with no time restrictions.
8. In progressing this trial, Council noted that a key aspect of the strategic direction for parking in the central city was to achieve an optimum 85% occupancy for on-street parking. It was noted that free parking should be adopted as a short-term trial only, as a strategy to revitalise the central city, and that this trial be reviewed periodically to ensure that the 85% on-street parking utilisation was being achieved.
9. The 85% utilisation factor indicates that parking services are well used, while providing sufficient opportunities for parking turnover. Above 85-90% utilisation indicates over-saturation of the parking resource which could be counter-productive for a vibrant central city.
10. The data collected from the trial shows that over the last nine months (June 2018 to February 2019) parking utilisation is trending around 85%, with some individual high demand streets at certain times of the day trending above 85%.
11. The average stay time has been analysed indicating that parking spaces are still turning over regularly.
12. A second on-street survey was carried out February this year to compare against a similar survey conducted last year (April/May 2018).
13. At the request of staff the Hamilton Central Business Association also completed a survey of their members regarding the parking trial.
14. With the rollout of the technology there are key operational issues and risks staff are working through as staff, these include:
 - Inaccurate Data (issue) – due to the 2% threshold allow for connectivity and accuracy issues, and 5% for sensor and hardware issues. A fault resolution process has been established to help staff and the vendor work collectively to manage, isolate, and resolve faults as they are identified.
 - Continued increased resource requirement on operational unit (issue) - Increased staff workload to manage the system; manage adjudication process. This is something that we are looking to manage within the organisation going forward.
 - Reputational Risk (risk) – potential negative media coverage and/or negative public reaction/non-compliance due to incorrect infringements issued
 - Liability (risk) – against council for inaccurate tickets/fines
15. The reputational and liability risks are inherent of the inaccurate data risk, and we have received guidance at the Access Hamilton Taskforce that some exposure across these areas is tolerable during the trial, but that staff are to continue looking at ways to proactively manage it.
16. The Access Hamilton Taskforce has considered all the information and options and has indicated to staff that they will recommend to Council the continuation of the current free parking trial in its current form for a further 12 months through to June 2020.

17. Due to the significance of the activity on central city vibrancy the extension of the trial provides the public with consistency, and allows for the development of a citywide Parking Management Plan and a specific central city precinct parking action plan. These plans will inform staff and Council what street parking measures should be implemented, and when, as the character of on-street parking demand changes in the central city.
18. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.

Background

19. At its 13 December 2016 meeting Council established the Parking Control Taskforce (Taskforce), which is now superceded and merged into the Access Hamilton Taskforce. The Taskforce confirmed the strategic direction for parking in the Central City as follows:
 - On street parking should be provided as a service to support an active, strong commercial central city
 - On street parking strategies should target short term visitors and shoppers while longer term visitors should be directed to off street car parking
 - The target 85% parking utilisation factor should be retained
 - The maximum parking period of two hours should be retained
 - That parking management practices be directed more and more to education and compliance rather than enforcement
 - Travel demand management strategies that encourage biking, public transport and ride sharing for both visitors and workers should be deployed alongside the parking strategy
20. At the 1 June 2017 Annual Plan deliberations meeting Council approved the central city 2 hour free parking trial for implementation in 2017/18 with the following amendments:
 - The continuation of parking meters in the central city, without the deployment of integrated kiosks;
 - Removal of the proposed increase to the Access Hamilton Targeted Rate (noting the targeted rate for the Central Business Improvement District is retained);
 - Provision for paid on-street parking beyond the 2 hours free parking limit;
 - An increase to user pays charges for metered on-street parking from \$2 per hour to \$6 per hour for every hour after the first 2 hours; and
 - The proposal will be implemented as a trial with a review by Council prior to 30 June 2018.
21. At the 10 April 2018 Growth and Infrastructure Committee meeting, staff provided an update on the Central City Parking Trial. This update indicated;
 - Early data collected from the trial was positive in that parking utilisation had increased across the four defined parking precincts, potentially indicating that more vehicles are visiting the central city as intended.
 - Across the city parking utilisation was not in the 85-90% range which was positive, but noted that some individual high demand streets at certain times of the day were beyond this.

- Anecdotal evidence from the business owners who were benefiting from the proposal and part funding it, was positive. On balance, anecdotal evidence from parking customers was also positive. Surveys were undertaken to formalise feedback.
 - Staff believed that more time was required to collect further parking data prior to any firm conclusions being drawn from the trial and that a longer trial period may be beneficial. A report to the May 2018 Growth and Infrastructure Committee was recommended it would be beneficial to have one more months data together with more analysis of that data.
22. At the 10 April 2018 Growth and Infrastructure Committee meeting the Committee resolved;
Requests staff to report back to the 29 May 2018 Growth and Infrastructure Committee meeting with a further update on the central city on street parking trial with a recommendation on how to proceed beyond the nominated June 2018 trial period.
23. At the 29 May 2018 Growth and Infrastructure Committee meeting a further update, that included the completed surveys with business owners and parking customers, was provided and the Committee resolved:
That the current central city parking trial continue for a further 12 months until 30th June 2019, with staff to report back to Council by April 2019 with an updated review of the trial.
24. This resolution was factored into the 2018-28 10 Year Plan budgets for the 10 year period.

Parking Trial Monitoring Framework

25. The parking trial monitoring framework agreed by the Parking Taskforce is based on monitoring on-street parking occupancy data, and the 'Vibrant City Centre' themes that is monitored as part of the District Plan measures.
26. The purpose of the monitoring framework is to assess whether the parking trial is achieving the strategic direction for parking in the central city as set out in Paragraph 19.

Table 1 Parking Trial Monitoring Framework

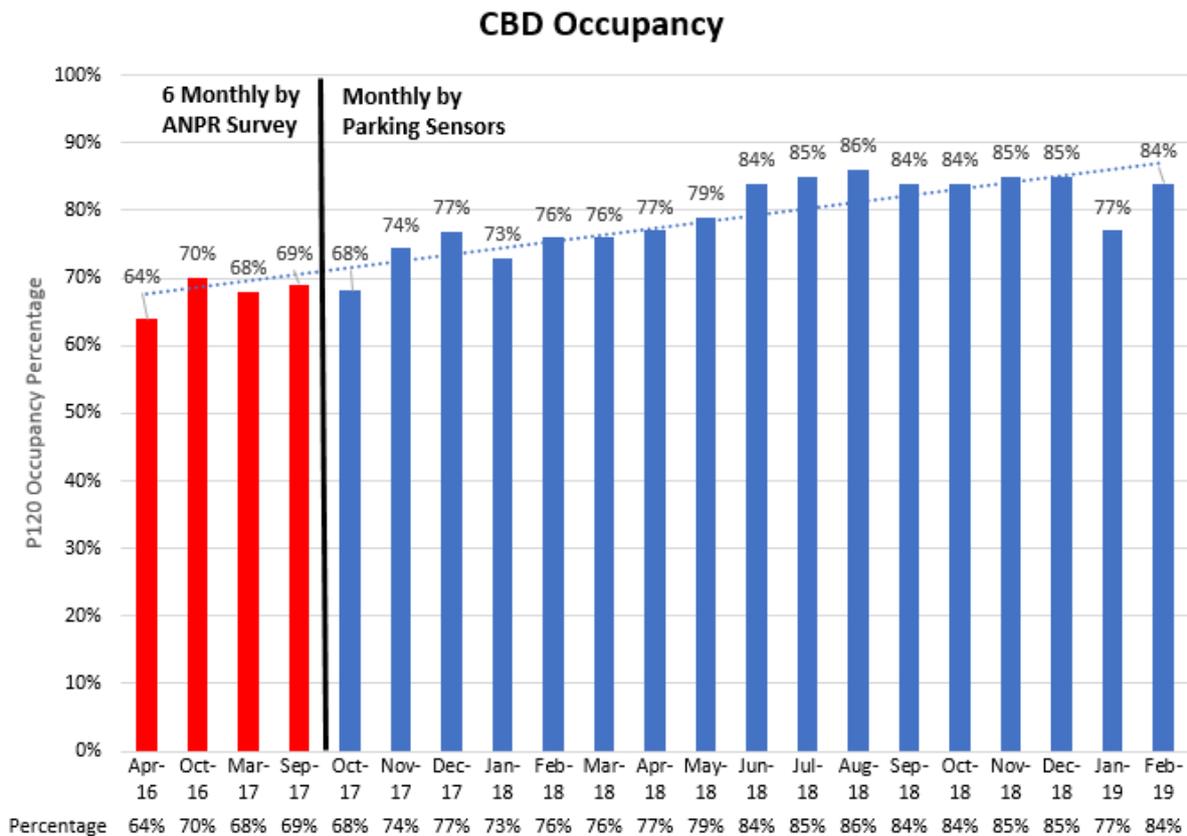
Key Theme	Indicators	Who	How	Frequency	Comments
1. On-Street Parking	Occupancy Percentage of on-street car parks (809)	City Transportation	Summarise data collected from sensors	Monthly	Baseline data; Automatic Number Plate Recognition (ANPR) surveys conducted bi-annually.
2. A Vibrant city centre	Increase in number of people living in Central City	Economic Growth & Planning	Statistics NZ	Quarterly	Baseline 2014 to be developed to align with Decisions on the Partly Operative District plan (PDP)
3.	Increase in retail spend in Central City	Economic Growth & Planning	Marketview	Six Monthly or Annually	Base data has been developed back to April 2008
4.	Number of employees in Central City in comparison to rest of Business Centres in the City	Economic Growth & Planning	Statistics NZ	Quarterly	Baseline 2014 to be developed to align with Decisions on the PDP

5.	Gross Domestic product (GDP) – Central City	Economic Growth & Planning	Infometrics	Quarterly	Utilise Infometrics as wider area encompasses residential use which won't have an impact on GDP. WINTEC included.
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On-Street Parking Information- Key Theme 1 from Monitoring Framework

- 27. The key strategic metric is to achieve an optimum parking utilisation of 85% occupancy. Occupancy is the percentage of time a space is occupied and is expressed as a percentage figure across a defined period of time (10.00am to 4.00pm being the current parking offer time period) in Figure 1 below.
- 28. Figure 1 shows the benefit of having the parking sensors technology in place as we are able to monitor real time data and produce a monthly trend of parking occupancy (refer to blue bars). Previously we conducted a three day survey, using automatic number plate recognition (ANPR) technology, every 6 months (refer red bars). Over the last nine months (excluding January 2019) the CBD overall occupancy is trending around the target of 85%.
- 29. The collected data shows that as an overall metric, parking occupancy has improved since the trial commenced. This is a positive trend for an active, strong commercial centre assuming that parkers are short term parkers the strategy is seeking to attract and assuming parkers are prepared to find a park and walk to their destination.

Figure 1 – CBD Occupancy (by month)



- 30. Staff have analysed the average stay time of the occupancy data. Across all four precincts the average stay time indicates that parking spaces are still turning over. The table below is a snapshot of the data from February 2019.

Table 2 Summary of Occupancy Data by Precinct (February 2019)

	Average Occupancy 10am-4pm (%)	Average Stay Time (mins)	Stay Time Period			
			0 to 30 mins (%)	30 to 60 mins (%)	60 to 120 mins (%)	> 120 mins (%)
Precinct 1 (Northern)	58.16	49.62	61.41	17.45	15.55	5.59
Precinct 2 (Barton)	83.94	47.54	57.98	22.48	14.93	4.61
Precinct 3 (Civic)	83.79	61.63	48.35	23.81	20.41	7.43
Precinct 4 (Southern)	64.58	100.60	41.20	21.45	21.57	15.78

31. The CBD monthly occupancy trend is also collected by precinct and the data for July 2018 to February 2019 is shown in Attachment 2 of this report.
32. Attachment 2 shows the precinct data broken down into one hour time periods between 8.00am and 8.00pm. The average occupancy and average stay time data are reported on for the period 10am to 4pm.
33. As a snap shot, in comparing the precinct data between July 2018 and February 2019 key points to note (amongst other things) are:
- the Northern precinct weekly occupancy percentage has increased from 57.02% to 58.16%. The average stay time has increased from 38 minutes to 50 minutes.
 - the Barton precinct weekly occupancy percentage has decreased from 85.78% to 83.94%. The average stay time has increased from 39 minutes to 48 minutes.
 - the Civic precinct weekly occupancy percentage has decreased from 84.95% to 83.79%. The average stay time has increased from 54 minutes to 62 minutes.
 - the Southern precinct weekly occupancy has decreased from 72.819% to 64.58%. The average stay time has increased from 55 minutes to 1 hour 41 minutes.

Key Themes 2,3,4 and 5 from Monitoring Framework

34. The table below summarises the annual changes recorded for key themes 2, 4 and 5, and shows there has been positive growth over this period.

Table 4 Key Themes 2, 4 & 5 Results (2014-2018)

	Key Theme 2 - Increase number of people living in Central City		Key Theme 4 - Number of employees in Central City		Key Theme 5 - GDP - Central City	
	No.	%	No.	%	No.	%
2014	2,950		20,166		1,701	
2015	3,100	5.10%	21,549	6.90%	1,827	7.40%
2016	3,310	6.80%	21,855	1.40%	1,870	2.40%
2017	3,490	5.40%	22,252	1.80%	1,906	1.90%
2018	3,800	8.90%	23,038	3.50%	1,970	3.40%

35. Theme 3- Increase in Retail Spend in Central City; Hamilton Electronic spending by District Plan zone data shows a positive movement This data is shown in Attachment 3 and provides a breakdown of the annual Central City Zone spend into quarters from 2009 (sourced from District Plan Monitoring team). These graphs show the full 2018 calendar year.
36. It is noted that while staff monitor Key Themes 2, 3, 4 and 5 we are not stating that the positive trends are solely the result of the parking trial, but rather that the parking trial is an initiative that is supporting these trends.

Customer Surveys

37. From Monday 18 February to Friday 1 March 2019 staff conducted an on-street customer survey, in precincts two and three (i.e. between London Street and Hood Street), regarding the current parking trial initiative.
38. The purpose of the survey was to engage with customers utilising central city on-street parking and understand the level of awareness and understanding of the parking trial.
39. The survey was the second of its type, the first survey was completed April/May 2018 and reported to Growth and Infrastructure (29 May 2018).
40. This year's survey was based on the questions used last year. One question was replaced, (where people parked in a 2 hour free zone), with a question that asked if people knew how the trial is funded.
41. There were 479 respondents this year, compared with 508 last year. Results of the survey, compared with last year's results, are attached (Attachment 4).
42. Key findings from this year's customer survey (2018 results are in parenthesis), among other things, note:

Table 5 Comparison of Key Findings from On-street Survey

Summary Statement	Survey Results	
	2018	2019
Percentage of customers that knew about the 2-hour free parking before they came into the central city	80%	80%
Percentage of customers that indicated that they have paid for parking less than 2 hours since the trial started (i.e. paid for free parking)	24%	23%
Percentage of customers that indicated that they think the free parking is a good idea	92%	96%
Percentage of customers that knew how the current parking initiative was funded (NEW)	N.A.	26%
Percentage of customers not from Hamilton	31%	41%
Percentage of customers that indicated they come into the central city more often since the introduction of free parking	27%	34%
Percentage of customers that indicated that they spent more than 2 hours in the central city on each trip	51%	43%

CENTRAL CITY RETAILERS

43. During late February and early March, at the request of staff, the Hamilton Central Business Association (HCBA) conducted a brief survey of its members.
44. The survey asked two questions related to the trial. There were 134 respondents - 93% of respondents thought the two hour free parking was a good initiative, and 91% thought it should continue.
45. Full results of the survey for questions one and two are attached (Attachment 5).

General Items**Additional Parking Data**

46. With the installation of the parking technology staff are now able to analyse the data collected from the parking sensors in a variety of ways to assist in making operational decisions and identify trends.
47. Some of the key outputs staff have started using include:
 - Parking Occupancy Heat Map for February 2019 (Attachment 6)
 - Historical Parking Occupancy (%) by Precinct from February 2018 to February 2019 (Attachment 7)
 - Total Parking Events Per Month from February 2018 to February 2019 (Attachment 8)
 - Parking Occupancy Trend Data by each Precinct (Attachment 9)
48. In addition to the new data outputs staff can utilise we continue monitoring parking meter revenue collected by Precinct (Attachment 10).

Mobile Application Uptake

49. As part of the technology rollout a mobile application – ‘PayMyPark’ (App) was introduced as part of the parking trial on the 2nd October 2017 to allow customers to pay for additional parking time and access heat maps which would show the general location of available parks in the central city.
50. As at February 2019 there are a total of 796 ‘PayMyPark’ accounts. A total revenue of \$ 30,014 has been collected through the App since the trial began.
51. The table below provides a summary of the information provided in the monthly parking report.

Table 6 Summary of ‘PayMyPark’ Activity for 2018/19

Month	Average No. of Transactions per Day	Total Uses of Mobile App	Revenue Collected (\$)
Feb 2019	10.6	298	1,519
Jan 2019	2.2	211	1,556
Dec 2018	7	238	2,867
Nov 2018	3.5	368	3,026
Oct 2018	4	107	2,275
Sept 2018	5	113	2,977

Aug 2018	12	393	2,110
July 2018	10	318	1,481

52. Staff and supplier's assessment of the low App uptake is attributed to most people are staying less than two hours and are therefore not paying for additional parking. There is also some feedback that the app can be difficult to use.

Warnings and Infringements update

53. Staff use a combination of warnings and infringements in managing non-compliant on-street parking activity. Since August 2018 technology has been in place for issuing infringements for multi-stay events.
54. Attachment 11 shows a series of graphs of the monthly trends for warnings issued, and parking and traffic infringements issued. Since the last update to Growth and Infrastructure Committee (29 May 2019) the data shows (amongst other things) that;
- There is a declining trend of traffic infringements issued
 - Issuing of parking infringements peaked in the month of August 2018 – this is most likely attributed to the technology rollout becoming fully operational.
55. Since September 2018 staff have been assessing the composition of our parking and traffic infringements which is included in Attachment 11. The data shows (amongst other things) that;
- The majority of parking infringements are issued for meter overstays, time limit overstays, and parking in a prohibited area
 - The majority of traffic infringements are issued for no evidence of inspection (i.e. Warrant of Fitness), and current registration not affixed in prescribed manner.

Technology

56. Since the two hours free parking trial was introduced in October 2017 staff have worked with the vendor to improve the reliability of the technology.
57. The use of the parking technology that has been introduced is proven (i.e. sensors, smart spot communications, mobile app). What has been different about Hamilton's trial is that customers don't need to 'self-validate' when and where they have parked to start a parking event – this step has been replaced by the sensors capturing when a vehicle parks over it, and Parking Wardens manually validating each parked vehicle.
58. The systems key performance indicators (KPIs) are standard across the vendor's contracts. They allow for:
- **Connectivity 98%** availability of the communications infrastructure from the sensor to the fixed network and the backhaul communications
 - **Reliability no less than 95%** for field sensors and hardware
 - **Accuracy 98%** of vacates and occupies are to be captured and delivered within 30sec of the vacated or occupy being captured it is to be made available via the agreed API web service. This web service is expected to have a 98% Connectivity.
59. While our approach is focussed on providing the customer the best level of convenience, what we have learnt through the trial is that this approach is resource intensive for our Wardens to monitor, and has also added additional responsibility for our back office staff to manage the fault resolution process.

60. The key operational issues and risks we are working through as staff include:
- Inaccurate Data (issue) – due to the 2% threshold allow for connectivity and accuracy issues, and 5% for sensor and hardware issues. A fault resolution process has been established to help staff and the vendor work collectively to manage, isolate, and resolve faults as they are identified.
 - Continued increased resource requirement on operational unit (issue) - Increased staff workload to manage the system; manage adjudication process. This is something that we are looking to manage within the organisation going forward.
 - Reputational Risk (risk) – potential negative media coverage and/or negative public reaction/non-compliance due to incorrect infringements issued
 - Liability (risk) – against council for inaccurate tickets/fines
61. The reputational and liability risks are inherent of the inaccurate data risk, and we have received guidance at the Access Hamilton Task Force that some exposure across these areas this tolerable during the trial, but that staff are to continue looking at ways to proactively manage it.

Financial Information

Parking Revenue

62. The table below show the financial position of the on-street parking activity since the trial was implemented in October 2017.
63. The table includes the following information:
- The actual revenue and expenditure for 2016/17 financial year, the year prior to the parking trial being implemented
 - The actual revenue and expenditure for 2017/18 financial year, which was split between the 'Free before 9, Free after 3' (July – September) and current 2 hour free trial (October – June)
 - The Year-to-Date revenue and expenditure for the current 2018/19 financial year.
64. The approved 2018/19 budget, as setout in the 10 Year Plan 2018-28 represents a full year, with the parking trial in place.
65. The 2018/19 budget forecast was for an end-of-year deficit of \$590,724. After 8 months the operating deficit is lower than forecast at \$288,490. This is being driven by better than expected revenue for parking infringements and external fees recovered from infringement sent to court (e.g. court fee, towing costs).
66. Expenditure to date is higher than forecast which is primarily due to higher than budgeted court costs for sending infringements to court.

Table 7 Parking Activity On-street Financial Position

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OPERATING			2018-19			Variance YTD Budget vs Actual
	Actuals 2016/17	Actuals 2017/18	APPROVED 2018/19	YTD - Feb Budget	YTD - Feb Actual	
REVENUE						
Parking Meters	1,392,828	677,857	399,964	266,656	177,179	(89,477)
Parking permits revenue	10,083	9,951	20,000	13,334	9,312	(4,022)
Fees and User Charges	1,402,911	687,808	419,964	279,990	186,491	(93,499)
Parking Infringements ¹	304,592	159,779	146,124	97,421	260,513	163,092
Traffic Notices ¹	1,482,810	1,370,284	1,254,752	836,543	806,115	(30428)
Infringement Revenue	1,787,402	1,530,063	1,400,876	933,964	1,066,628	132,664
User Fees and Infringements Revenue	3,190,314	2,217,871	1,820,840	1,213,954	1,253,119	39,165
Mobile App	0	12,204	0	0	17,810	17,810
External Fees ¹ (Recovery of costs added to infringements)	384,867	302,065	240,936	160,632	327,736	167,104
Fines from Courts	2,631	3,980	31,264	20,844	2,282	(18,562)
Bad Debts Recovered	22,572	24,841	0	0	13,052	13,052
Court Commission	0	(22,206)	0	0	0	0
Doubtful Debt Adjustment	(243,651)	(162,696)	(140,000)0	(93,338)	(139,450)	(46,112)
Other Revenue	166,419	158,188	132,200	88,138	221,430	133,292
Subtotal - On street Revenue	3,356,733	2,376,059	1,953,040	1,302,092	1,474,549	172,457
CBD Business Targeted Rate	0	108,932	145,004	96,674	97,145	471
TOTAL REVENUE	3,356,733	2,484,991	2,098,044	1,398,766	1,571,694	172,928
TOTAL OPERATING EXPENSES	1,805,548	2,457,994	2,688,768	1,799,525	1,860,184	60,659
Operating surplus/(deficit)	1,551,185	26,997	(590,724)	(400,759)	(288,490)	
	Free Before 9 and after 3	2 hr free in CBD - Oct to June	2 hr free in CBD - July to June			

Parking Trial Options

Overview of Options

67. At the 29 May 2018 Growth and Infrastructure Committee meeting, the Committee resolved that the current central city parking trial continue for a further 12 months until 30th June 2019, with staff to report back to Council by April 2019 with an updated review of the trial.
68. The following options were considered by the Access Hamilton Taskforce (19 March 2019):
- Option 1 - To continue with the current 2 hours free parking offer until the end of June 2020
 - Option 2 - To not continue with the current 2 hours free parking and return to the previous paid parking operation of free before 9am and free after 3pm

69. Option 1 is assisting achievement of the strategic direction for on-street parking in the central city to be provided as a service to support an active, strong commercial central city and to also target short term visitors and shoppers while longer term visitors should be directed to off street car parking.
70. The data is showing that parking occupancy across the broader central city is increasing and that the retail spend in the central city is increasing. These are positive indicators for the trial although it is based on data that has been collected over a relatively short period of time.
71. The data is also showing that some streets are exceeded the optimum occupancy target of 85% and that strategies will need to be developed to manage this. Equally there are some streets, particularly in the Northern and Southern precincts that remain underutilised and strategies will need to be developed to optimise their use.
72. One of the strategic directions confirmed by the Access Hamilton Taskforce is that the development of a citywide Parking Management Plan will allow a specific central city precinct parking action plan to be developed. Development of this plan will guide staff on when and what on street parking measures should be implemented as the character of on street parking demand changes in the central city.
73. Over the past few years there have been a number of parking offering's (e.g. Christmas free parking; Free before 9 free after 3; 2 hours free in the CBD). In the absence of a precinct parking action plan, there is rationale to continuing with the current offering to eliminate further confusing parkers and stakeholders.
74. For option one, continuing to use the technology as we have previously will mean the staff will continue to actively manage the operational issues and risks noted in the report.
75. Option 2 is based on reverting back to the previous paid parking operation of free before 9am and free after 3pm. The risks associated with this option is that changing the parking offering now will likely confuse the public and businesses and require a robust communication plan to minimise any resulting confusion. Given that staff are currently working on developing a citywide Parking Management Plan it is unclear whether this option will align with any medium to long term initiatives (from the plan) which could result in this option being discontinued.
76. The primary benefit of implementing Option 2 is that it should generate more parking meter and parking infringement revenue than Option 1.
77. If Option 2 was implemented it would start from 30 September 2019. This will allow staff time, following adoption of the 2019/20 Annual Plan, to replace signage, remove stickers and roll out communications to the central city businesses and the general public. These costs have been included in the option.
78. At the Council Briefing (21 March 2019) staff advised that costings associated with the roll out of kiosks were being assessed. This has now been assessed and accounted for in Option 2. Due to the fact that our current parking meters are obsolescent and now difficult to source parts for we have included the cost of installing 30 kiosks (20 kiosks in 2019/20; remaining 10 kiosks in 2020/21), and made an allowance for maintenance, to ensure parking payments can be received.
79. From the trial findings we noted the increased resource requirement. Change to Option 2 is expected to create an additional demand for educational and compliance duties, as well as enforcement activities. To service this need and the city we've made an allowance for three additional parking wardens.
80. The following table compares the financial position of options 1 and 2 for 2019/20. Option 1 is based on what was approved in year 2 of the 2018-28 10 Year Plan. Note that the financial summary is for on-street parking only.

Table 8 Central City Parking Options Financial Summary

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Revenue Source	OPTION 1	OPTION 2		Difference Option 2 (12 Months) vs Option 1
	2019/20	2019/20		
	YR2 10YP 2018-28 Budget	9 Months#	12 months*	
Parking Meters	399,959	802,500	1,070,000	670,041
Parking permits revenue	20,000	15,000	20,000	0
Total On Street User Fees and Charges	419,959	817,500	1,090,000	670,041
Parking infringements revenue	136,124	262,000	500,000	363,876
Traffic infringement revenue	1,164,749	1,254,749	1,254,000	89,251
Total Infringements	1,300,873	1,516,749	1,754,000	453,127
Other Revenue	238,202	127,500	170,000	(68,202)
Total On Street Parking Revenue	1,959,034	2,461,749	3,014,000	1,054,966
TARGETED RATE - CBD Parking Rate	145,000	0	0	(145,000)
TOTAL REVENUE	2,104,034	2,461,749	3,014,000	909,966
TOTAL EXPENDITURE	2,766,268		3,372,268	
Operating surplus/(deficit)	(662,234)		(358,268)	
		# Implementation of new offer reduced revenue expected	*Full year of implementation includes allowance for: 1. \$400k to rollout 20 of 30 kiosks to replace existing parking meters in 2019/20 (NB: \$200k required in 2020/21 to roll out remaining 10 kiosks); 2. \$40k replacement of signage, comms. plan; 3. \$24k Kiosk maintenance (NB: Additional \$11k required in 2020/21) 4. \$142k Additional 3 FTEs	

81. An assumption in the above is that both options would continue with the management of the sensors which provide parking data.
82. The Access Hamilton Taskforce has considered the options and are recommending to Council Option 1 "to continue the existing 2 hrs free parking offer" and that this remain in place until 30th June 2020. This option is seen as the best option to continue to stimulate central city growth and deliver the taskforce strategic direction that: "On-street parking should be provided as a service to support an active, strong commercial central city".
83. Continuation of the trial will also allow time for the completion of the citywide Parking Management Plan and central city precinct parking action plan, that can then be used to inform the timing and measures that should be implemented as the character of on street parking demand changes, as well as assess staffing requirements going forward.
84. Continuing the trial for a further 12 months will eliminate further confusing parkers and stakeholders.

85. Option 1 is already included in the 2018-28 10 Year. Any changes to the option will form part of the 2019/20 Annual Plan discussions on 4 April 2019.

Financial Considerations

86. There are no financial implications for the recommended option (Option 1) of this report as the option is already budgeted for in the 2018-28 10 Year Plan. If Option 2 were to be implemented, budgets would need to be changed as part of the 2019/20 Annual Plan process.

Legal and Policy Considerations

87. There are no legal considerations for this report. The recommended option would form part of the Parking Management Plan with the framework of this being implemented in 2019/20.

Cultural Considerations

88. The recommendations provided are not known to impact the cultural interests of Hamilton's peoples and communities specifically. Staff will further engage with Iwi for the development of the Parking Management Plan and framework.

Sustainability Considerations

89. Sustainability considerations were not considered for this report.

Risks

90. There is no risk for extending the CBD 2 Hour Free Parking Trial to 30 June 2020.
91. There is risk of reverting back to the previous paid parking operation of free before 9am and free after 3pm as it may create confusion for the public and local businesses and retailers.

Significance & Engagement Policy

Significance

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

Engagement

93. Consultation was undertaken as part of the 2017-18 Annual Plan, the CBD 2-hour free parking trial (Option One).
94. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments

Attachment 1 - Parking Trial Precincts

Attachment 2 - Precinct and Street Data - July 2018 to Feb 2019

Attachment 3 - Parking Trial Monitoring Framework Key Theme 3

Attachment 4 - Parking Trial On Street Survey 2019

Attachment 5 - HCBA Parking Survey 2019

Attachment 6 - Parking Bay Occupancy Heat Map Feb 2019

Attachment 7 - Historical Parking Occupancy (%) by Precinct - Feb 2018 to Feb 2019

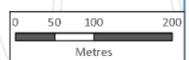
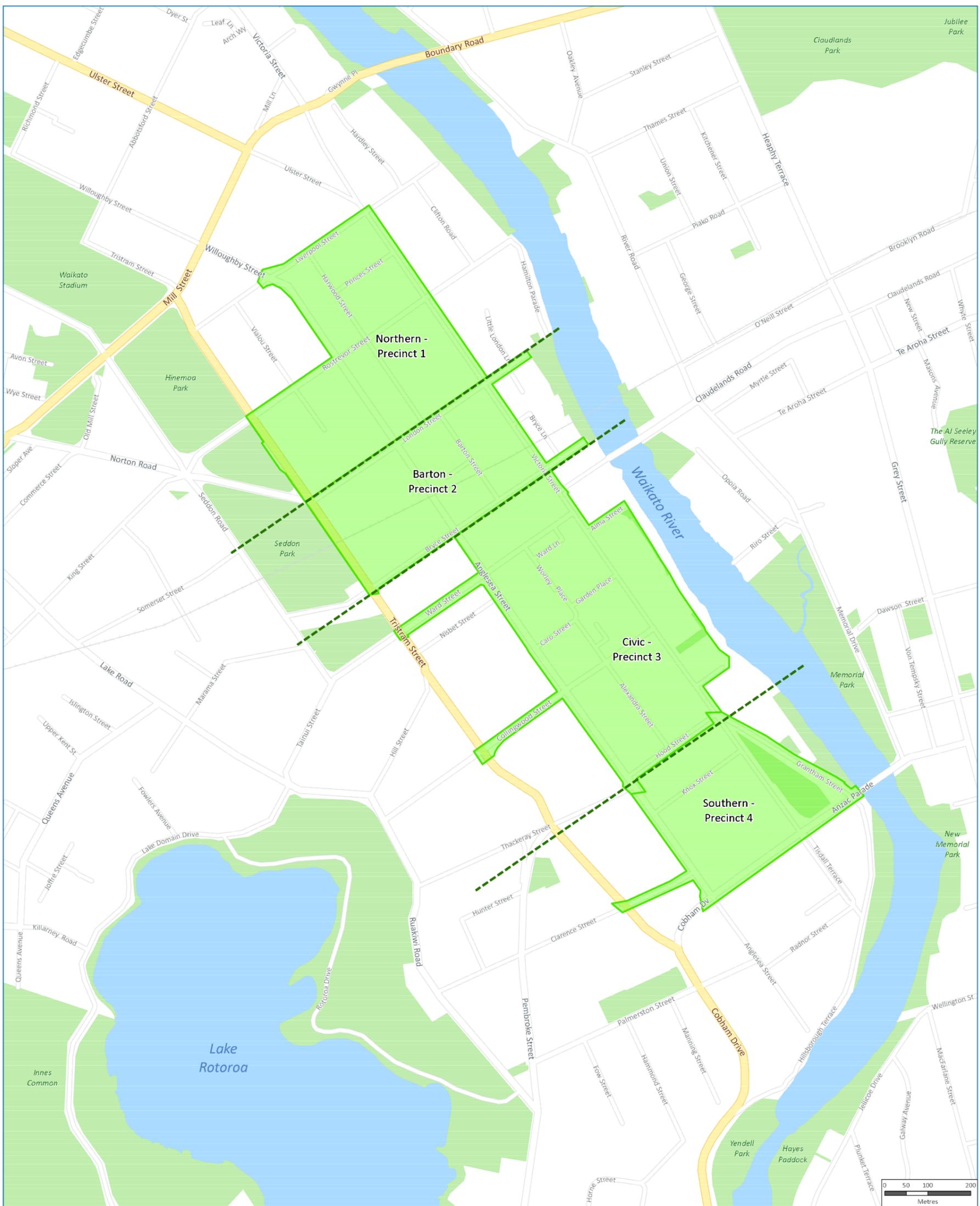
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Attachment 8 - Total Parking Events per Month Feb 2018 to Feb 2019

Attachment 9 - CBD Occupancy by individual Precinct

Attachment 10 - Parking Meter Revenue by Precinct

Attachment 11 - Warning and Infringements Update - February 2019



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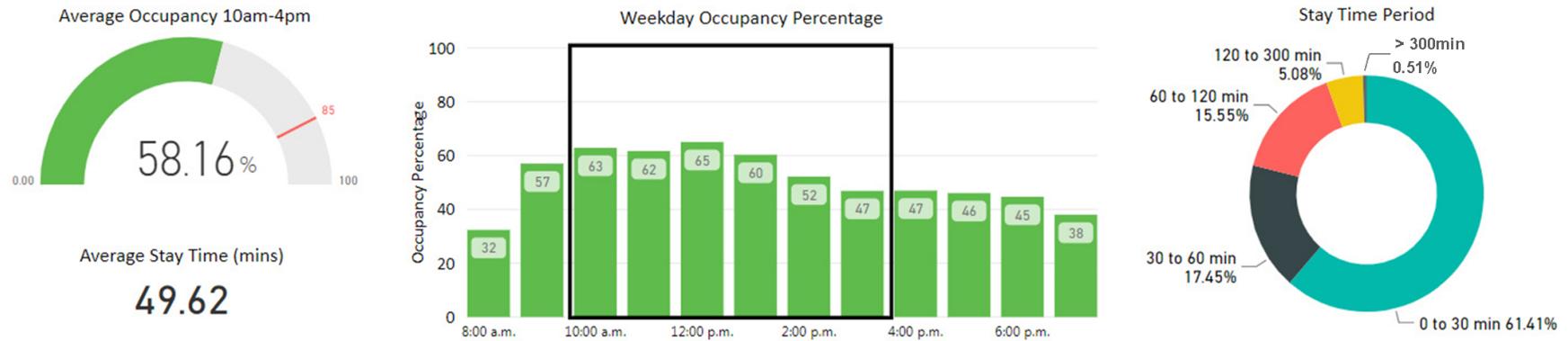
Parking trial Precincts

GIS & CAD Services
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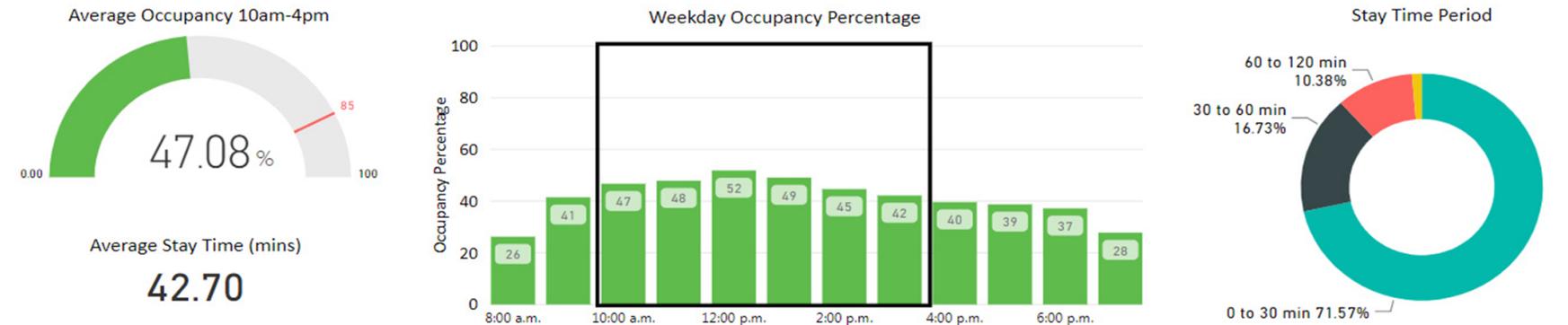
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Average Occupancy & Average Stay Time Data by Precinct and Key Streets — July 2018 to February 2019

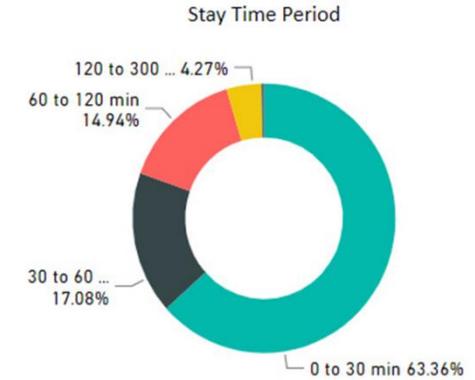
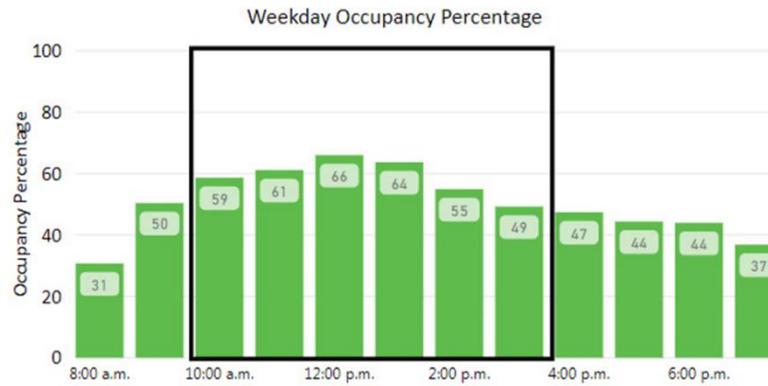
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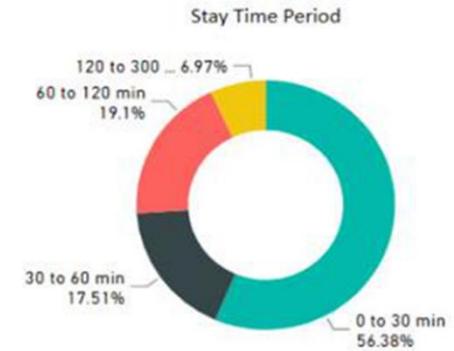
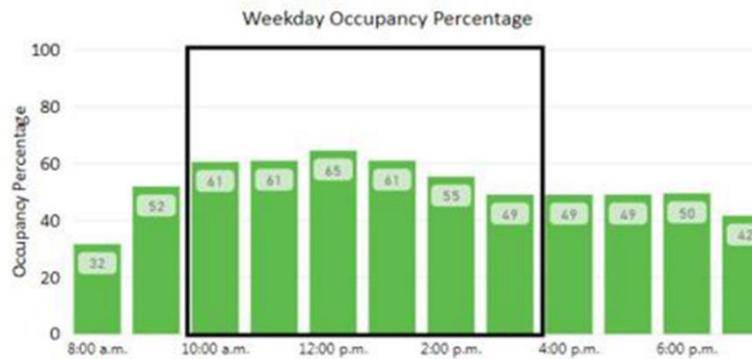
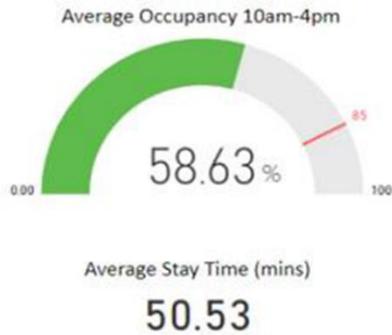
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Northern - Precinct 1 | December 2018



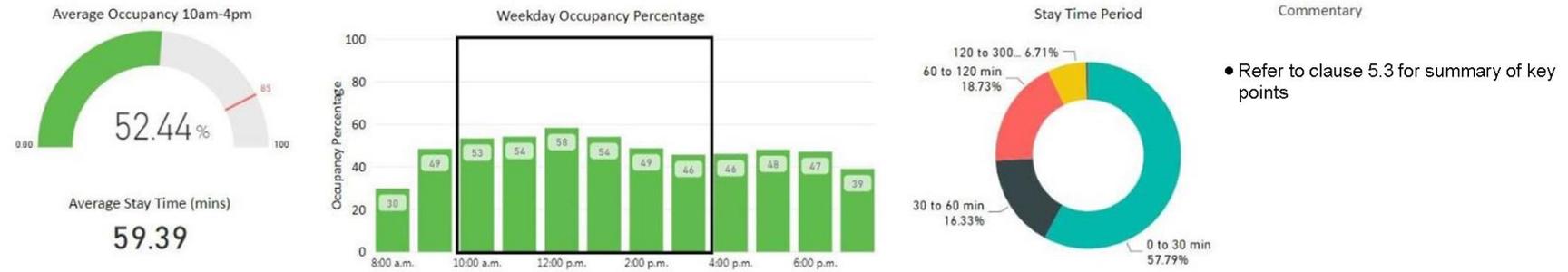
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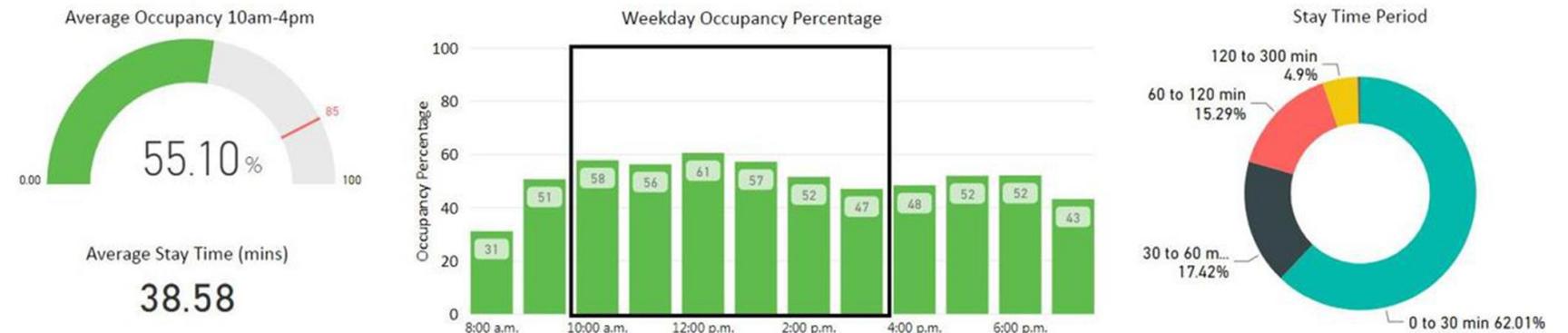
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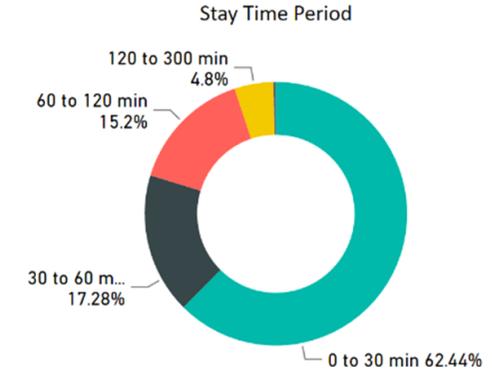
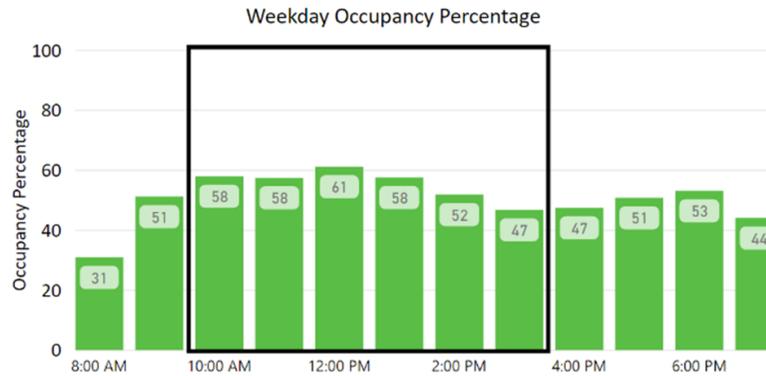
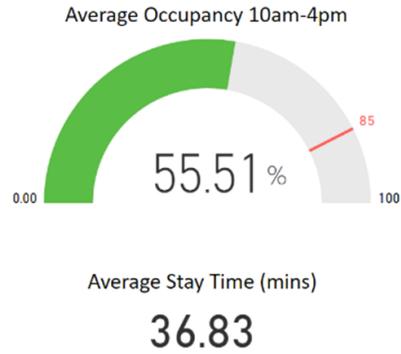
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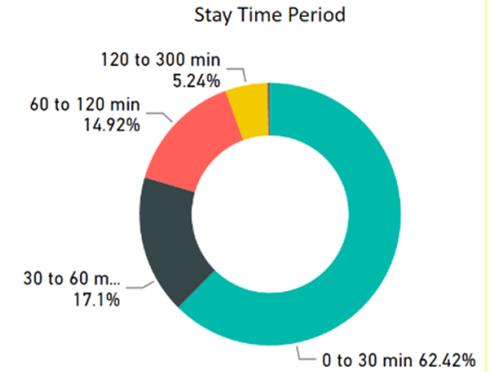
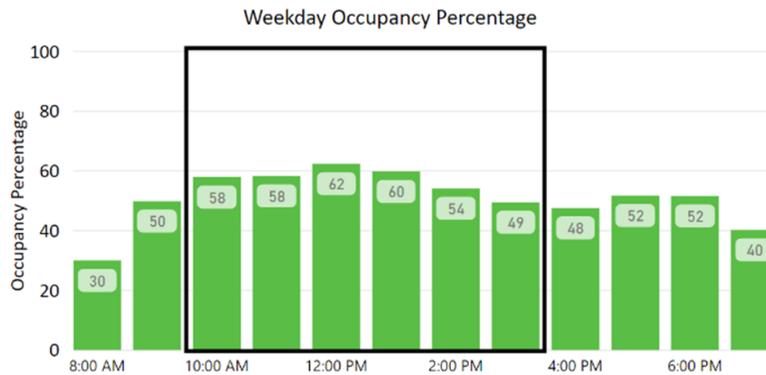
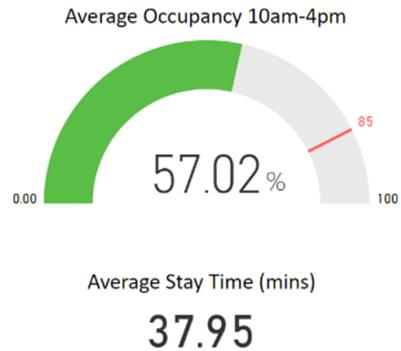
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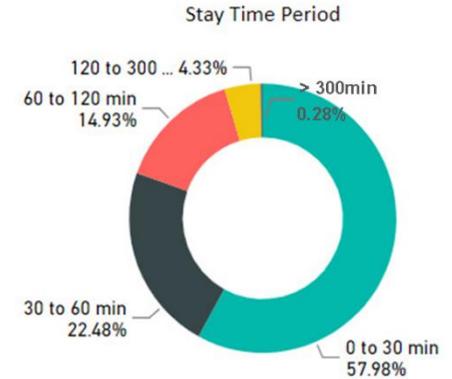
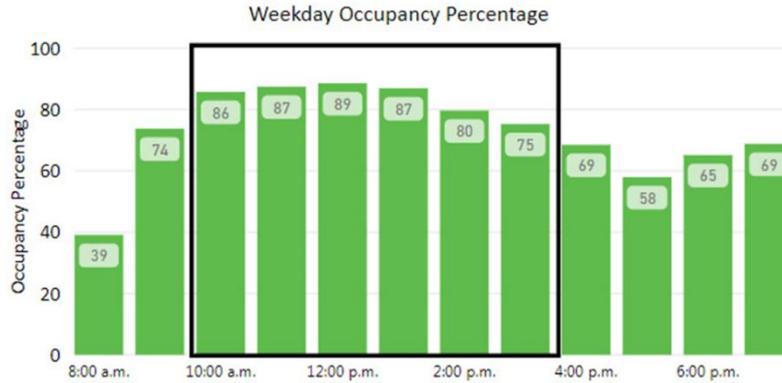
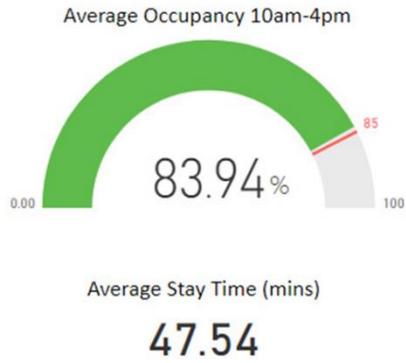
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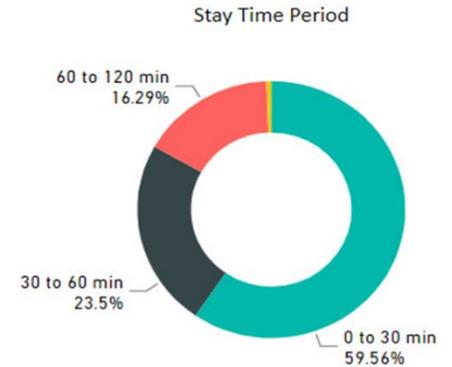
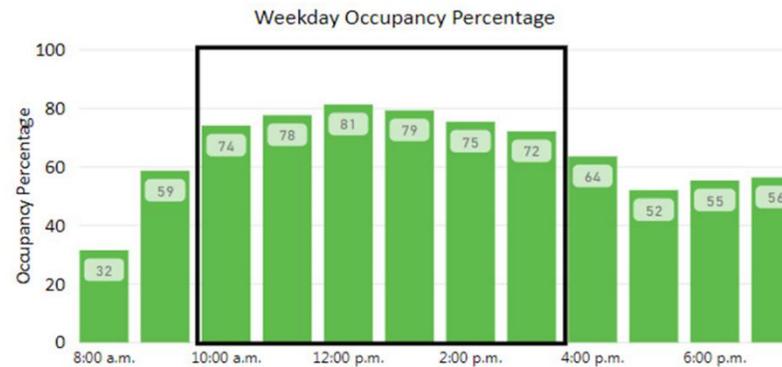
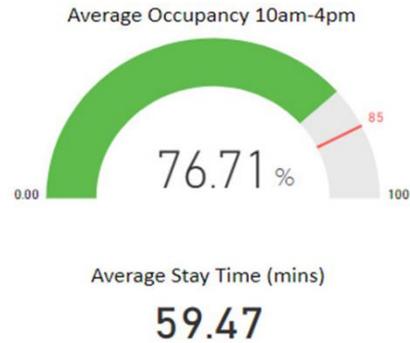
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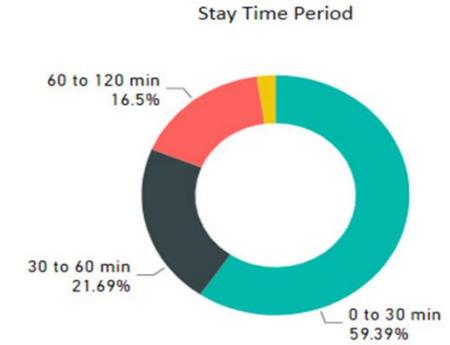
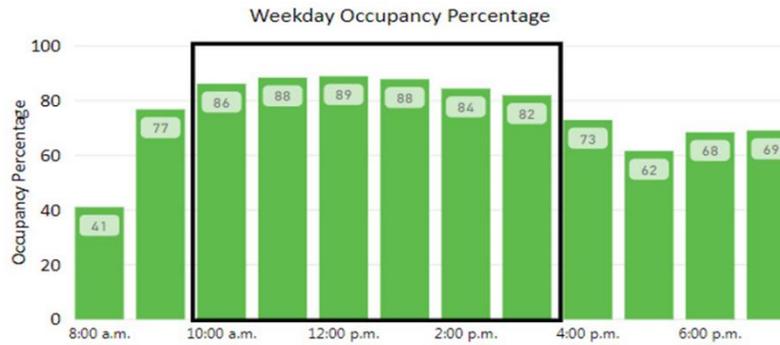
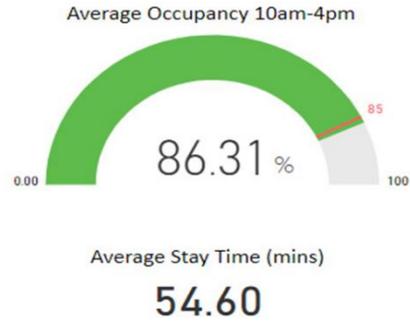
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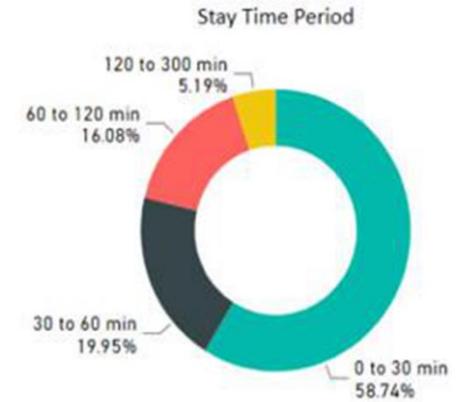
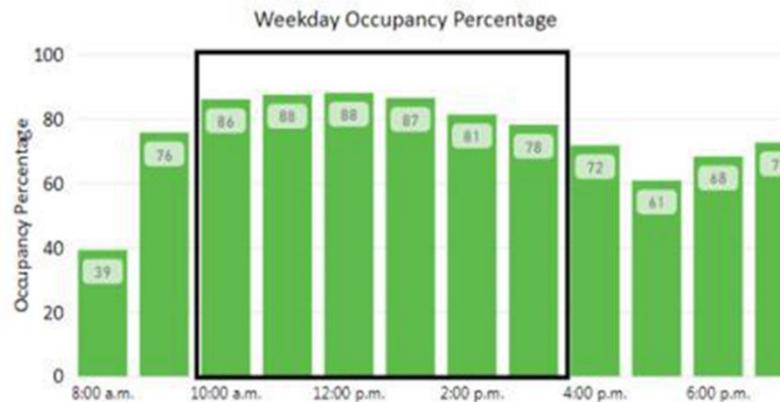
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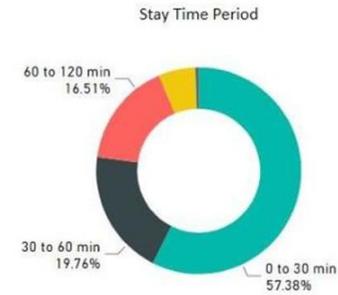
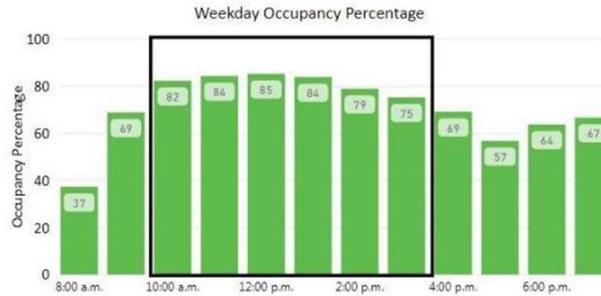
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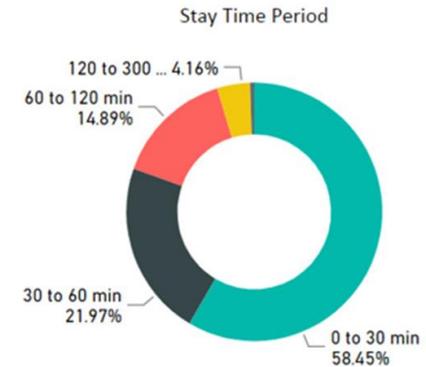
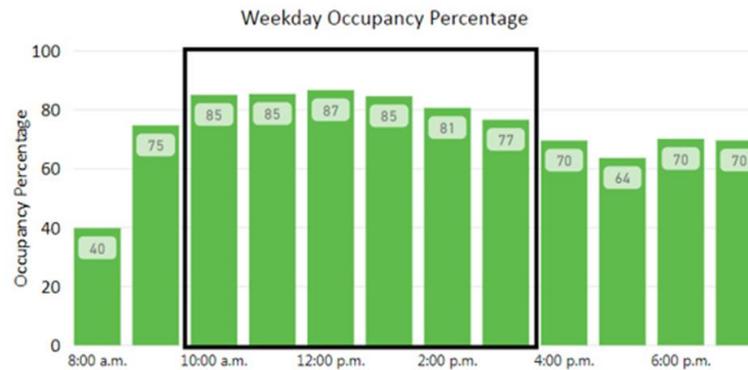
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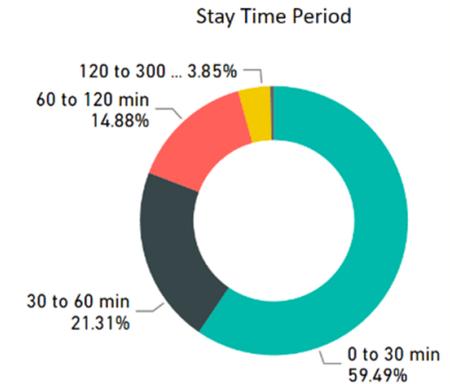
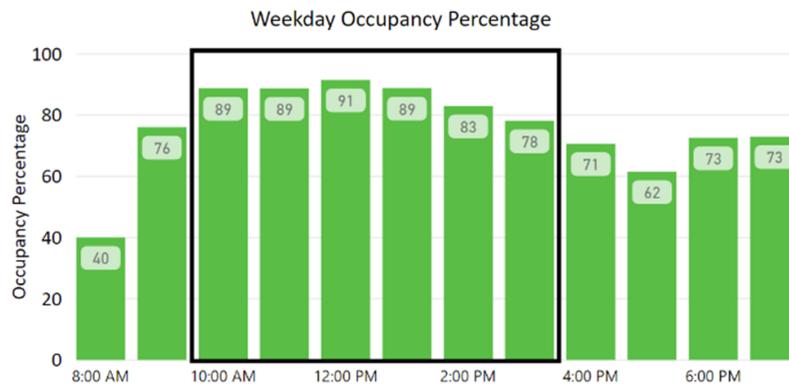
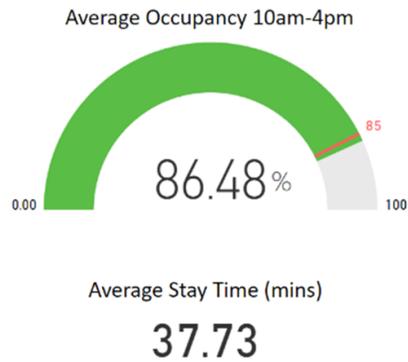
Commentary

- Refer to clause 5.3 for summary of key points

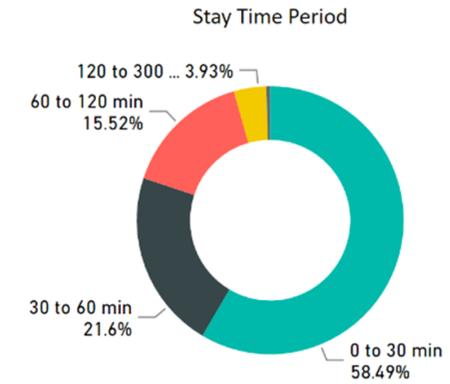
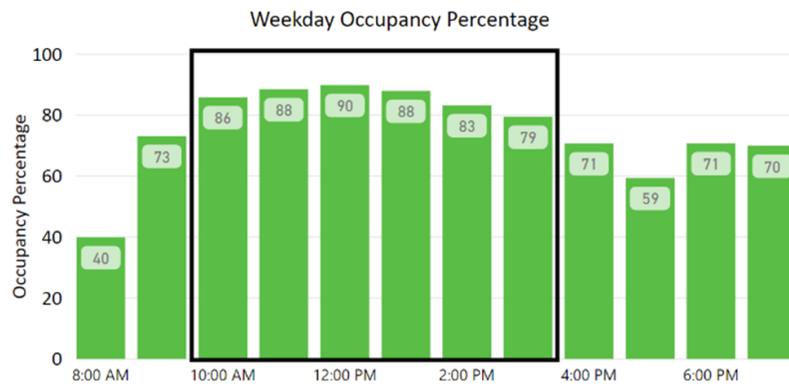
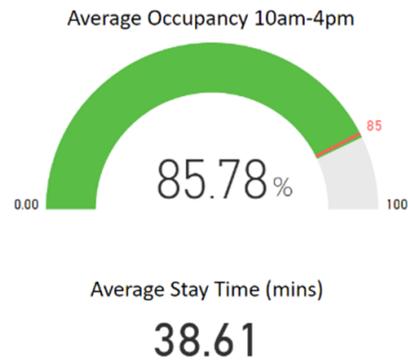
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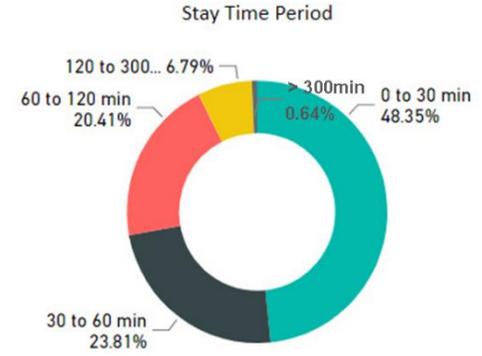
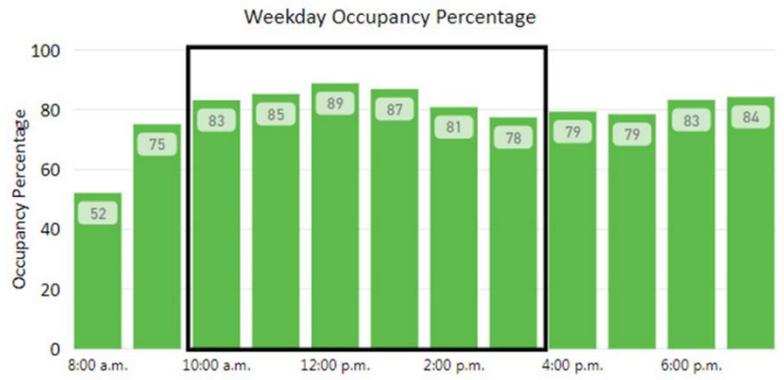
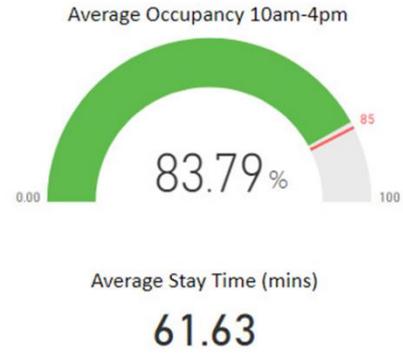
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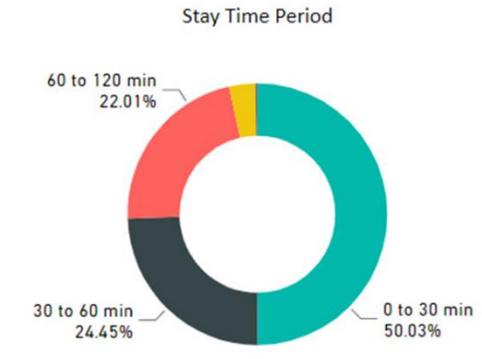
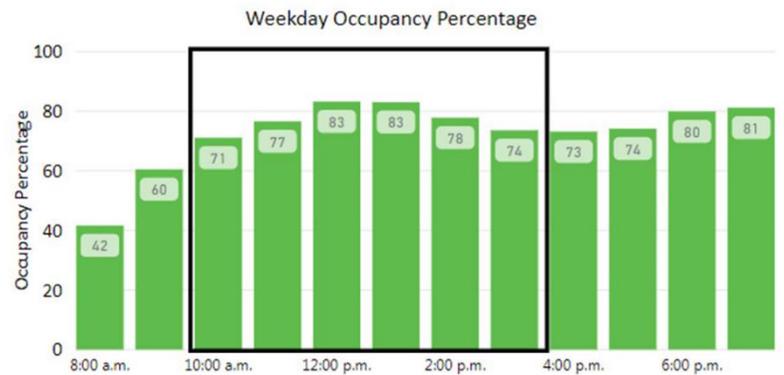
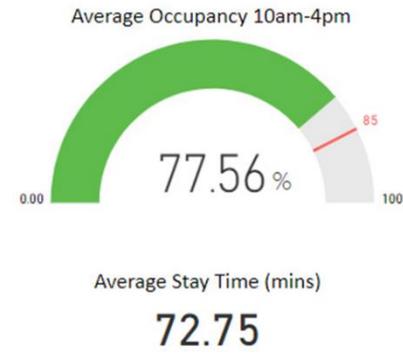
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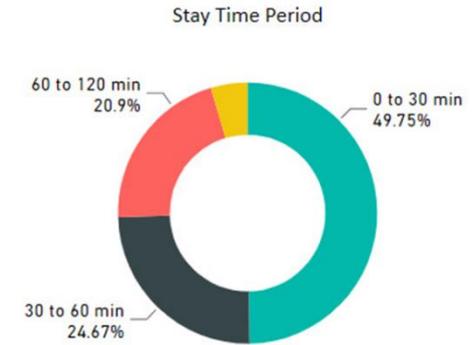
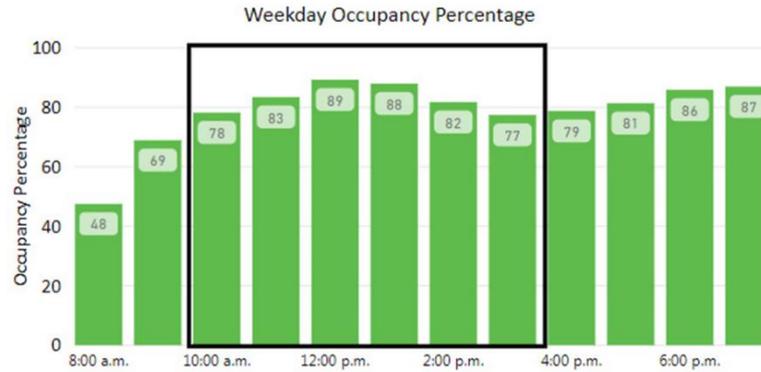
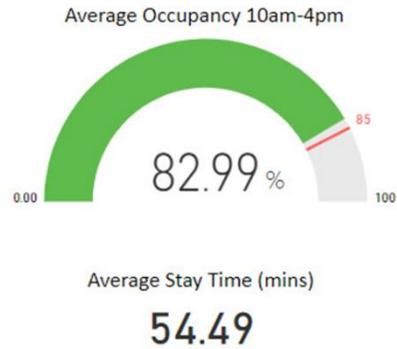
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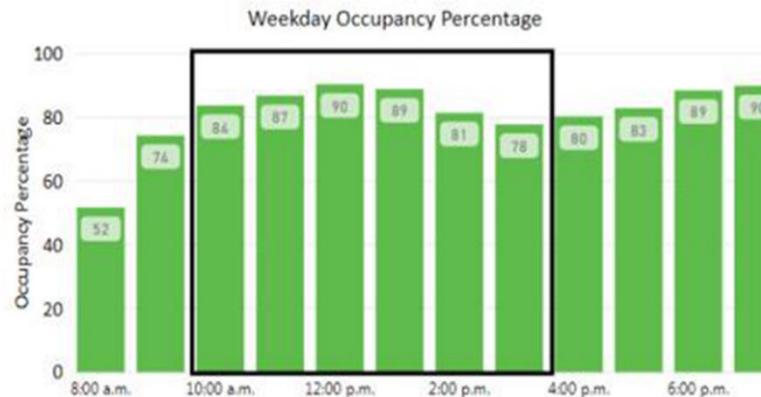
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Civic - Precinct 3 | December 2018



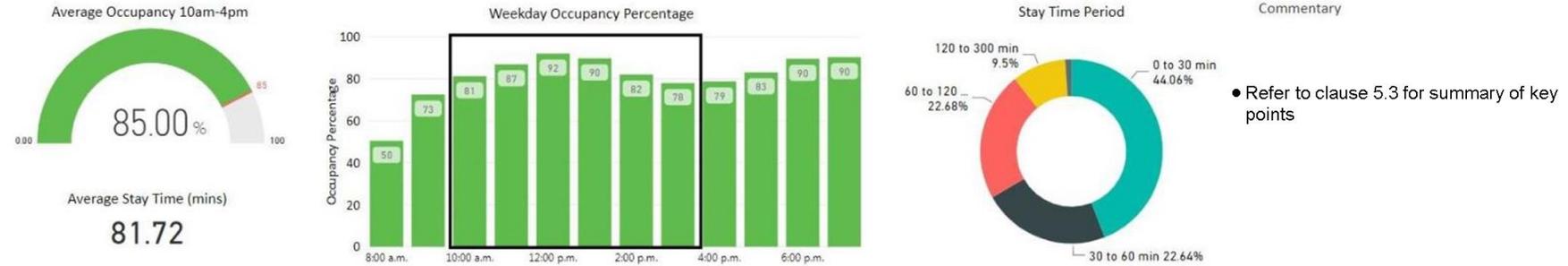
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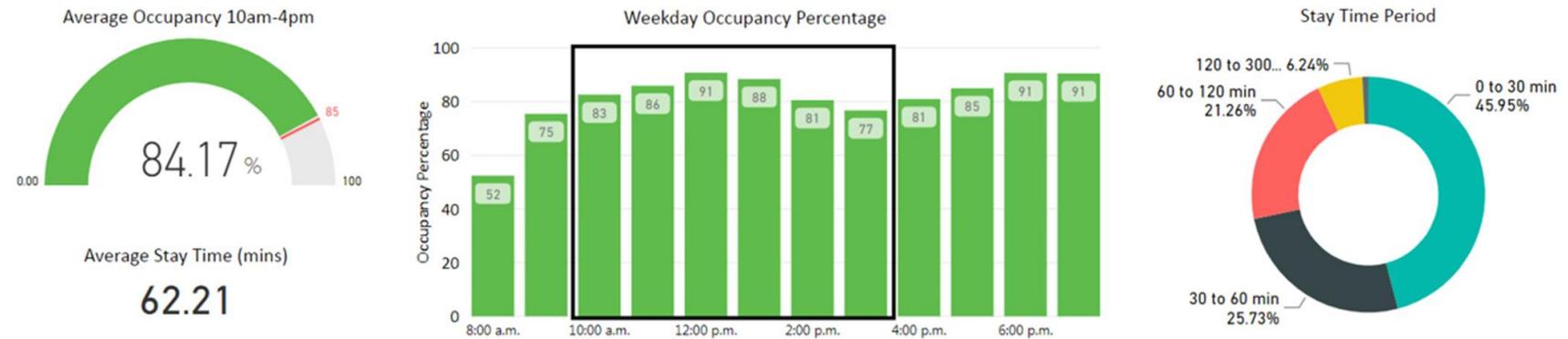
Item 11

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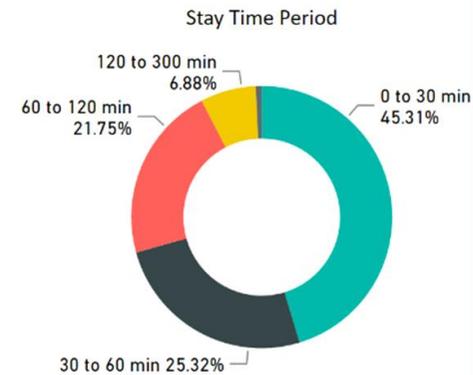
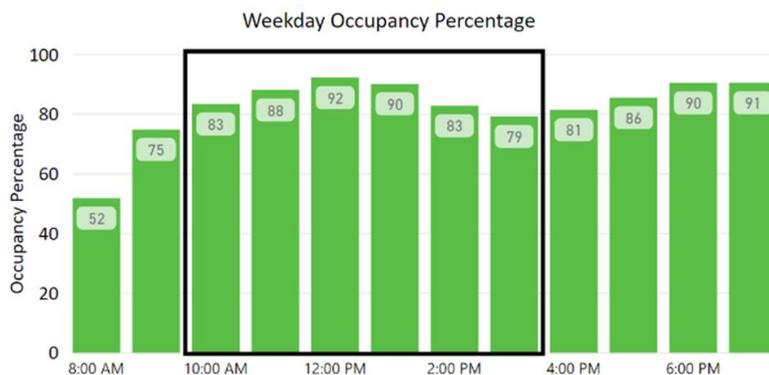
Civic - Precinct 3 | October 2018



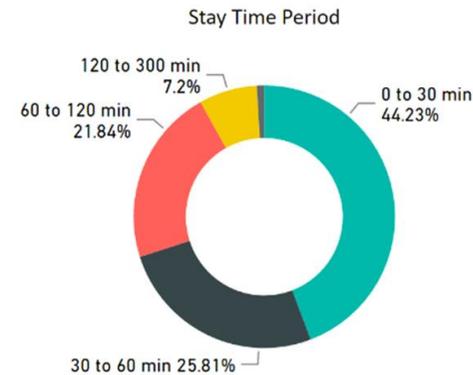
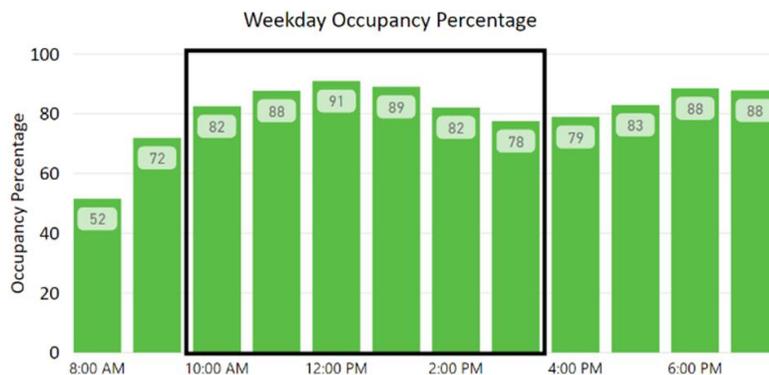
Civic - Precinct 3 | September 2018



Civic - Precinct 3 | August 2018



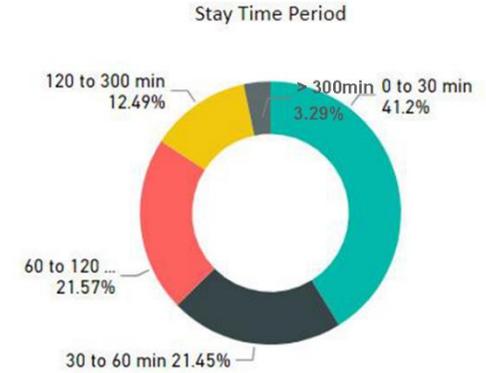
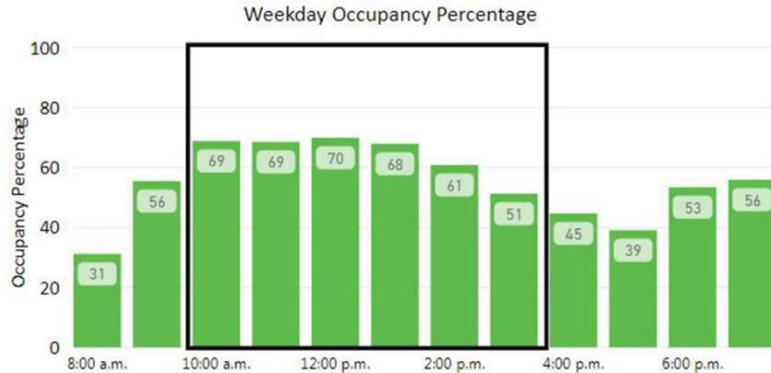
Civic - Precinct 3 | July 2018



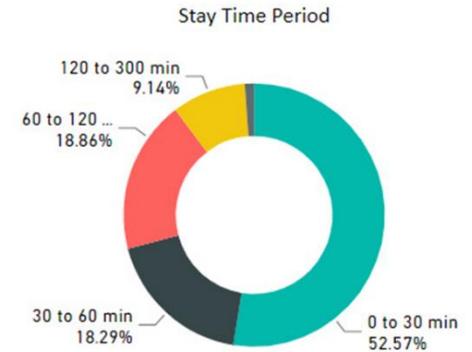
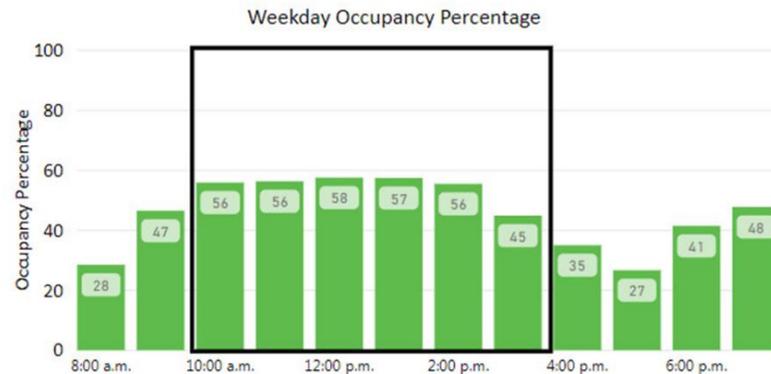
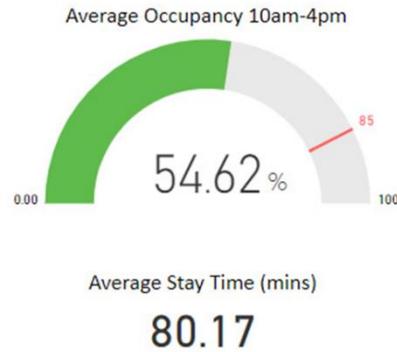
Item 11

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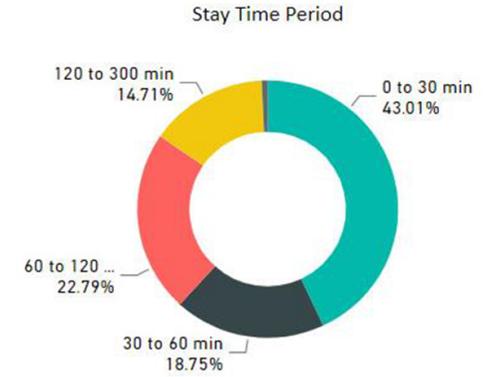
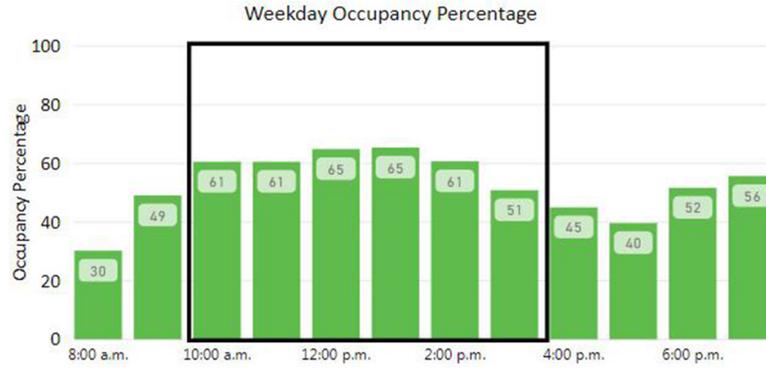
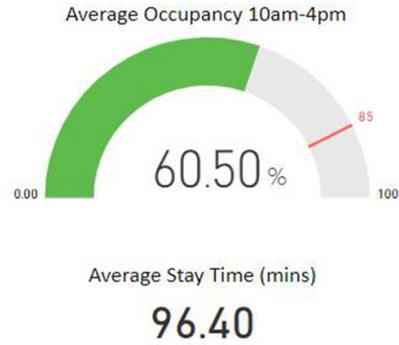
Southern - Precinct 4 | February 2019



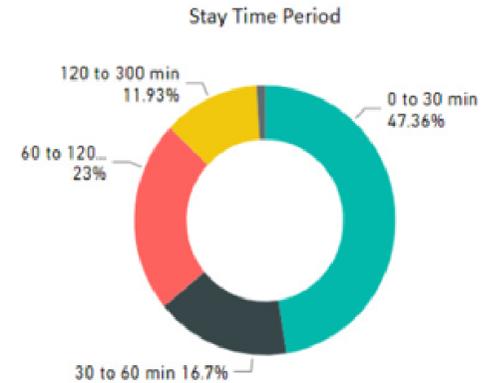
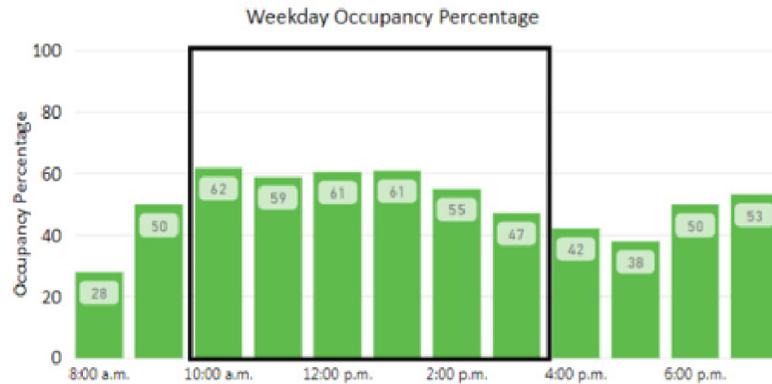
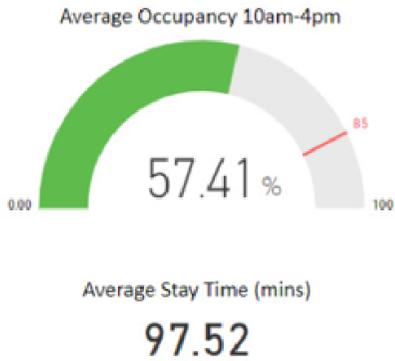
Southern - Precinct 4 | January 2019



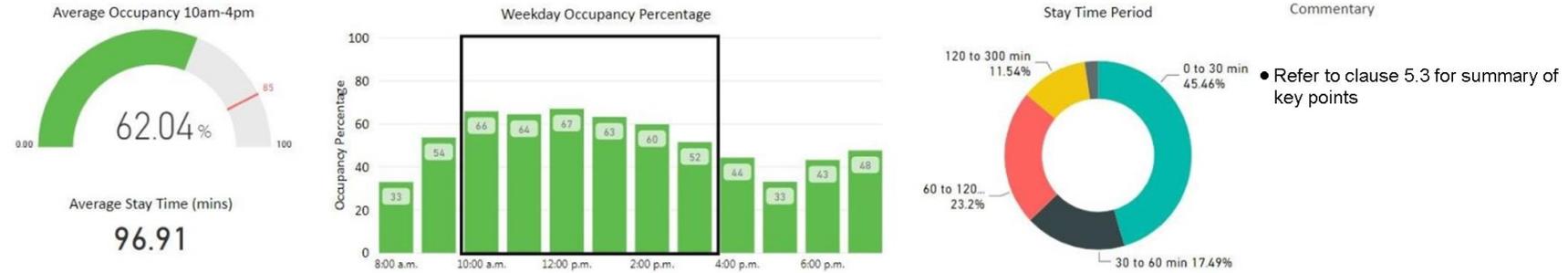
Southern - Precinct 4 | December 2018



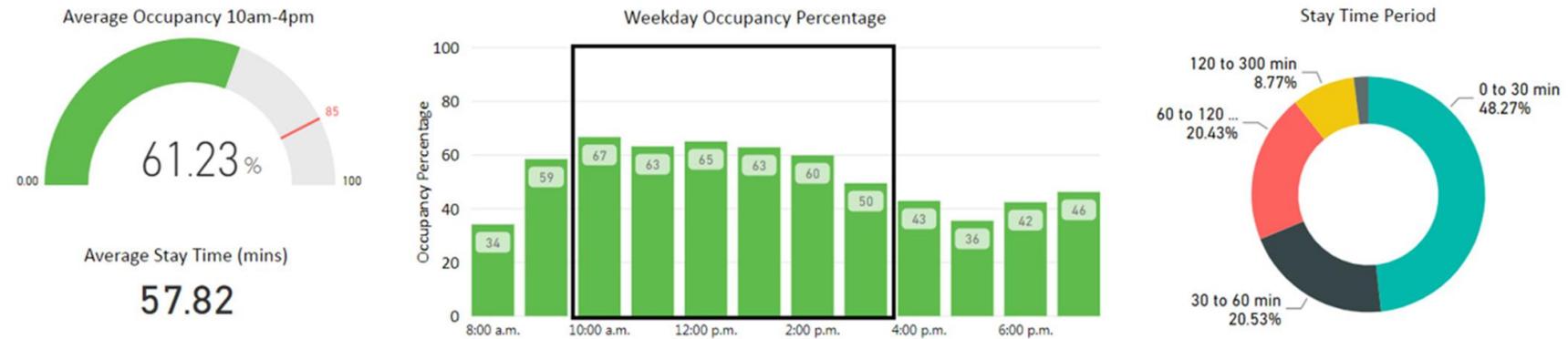
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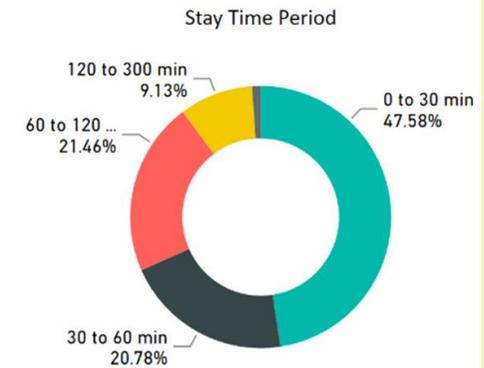
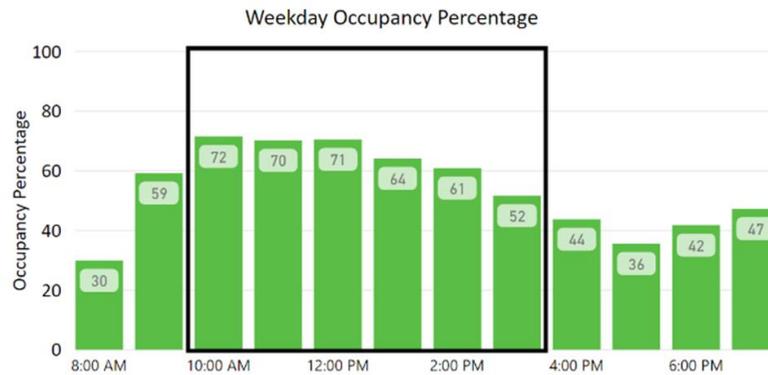
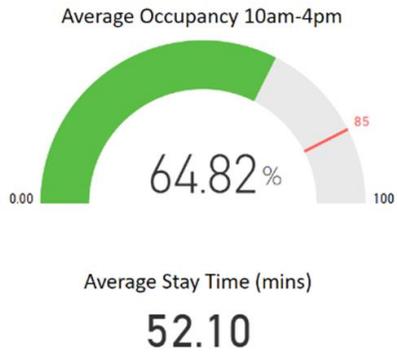
Southern - Precinct 4 | October 2018



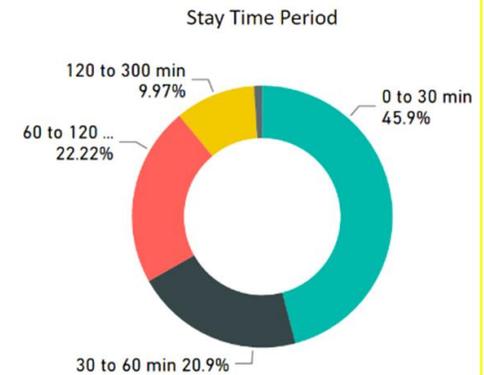
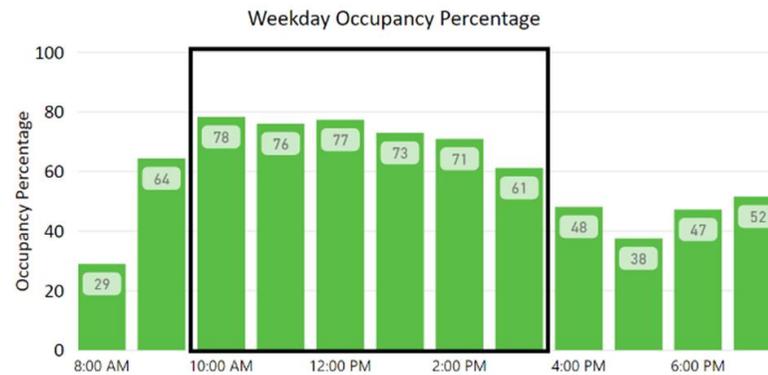
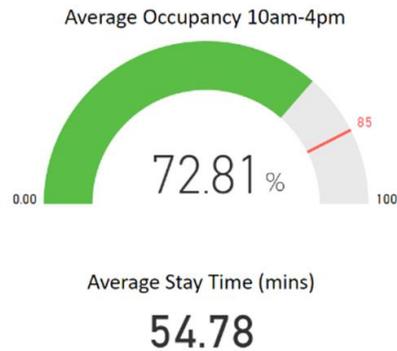
Southern - Precinct 4 | September 2018



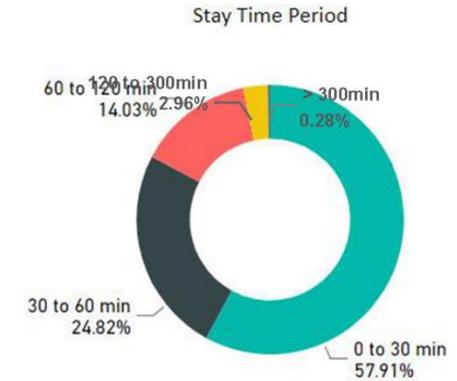
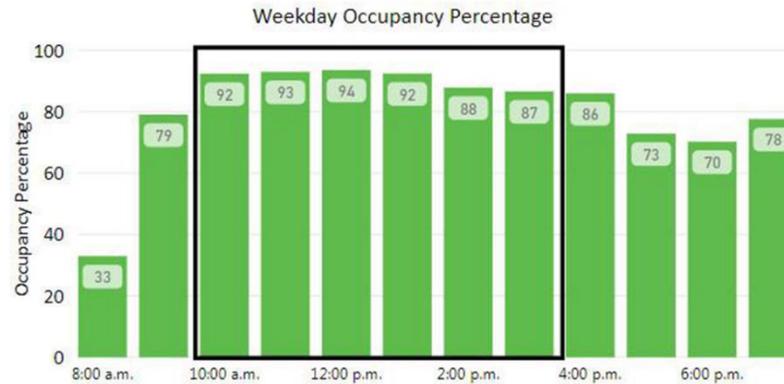
Southern - Precinct 4 | August 2018



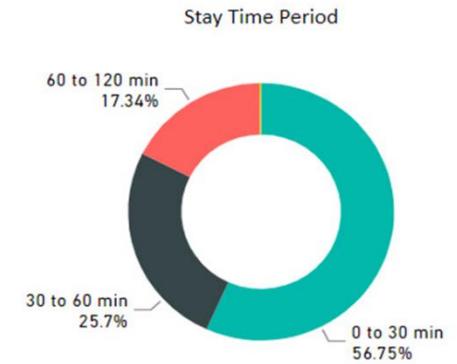
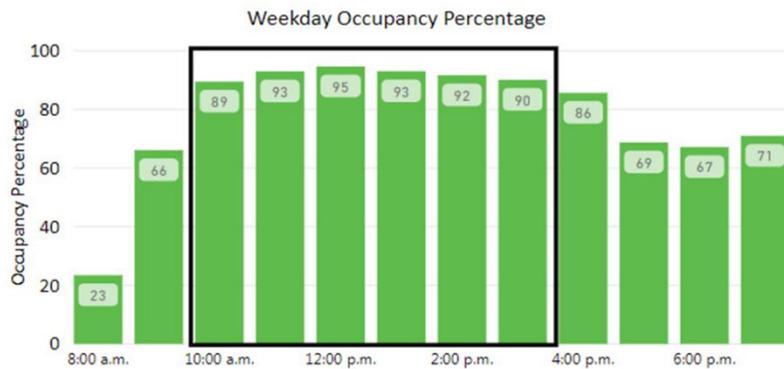
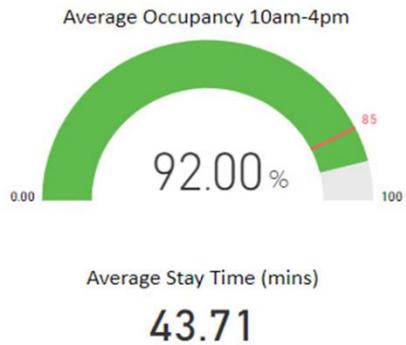
Southern - Precinct 4 | July 2018



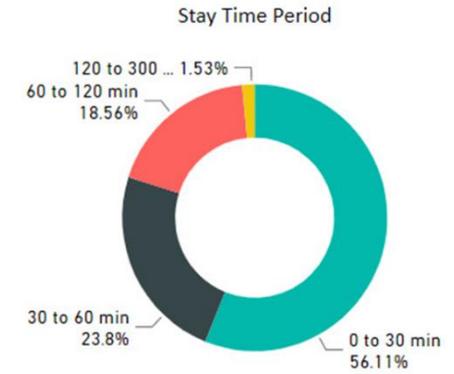
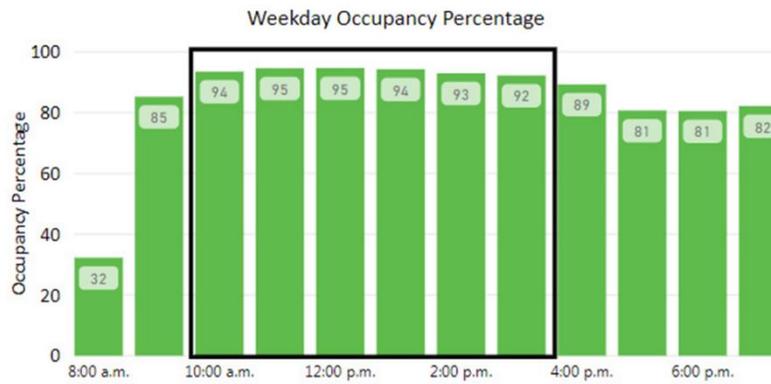
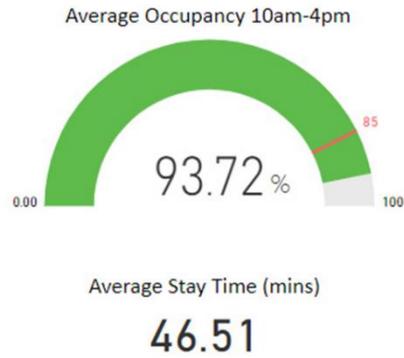
Barton St | February 2019



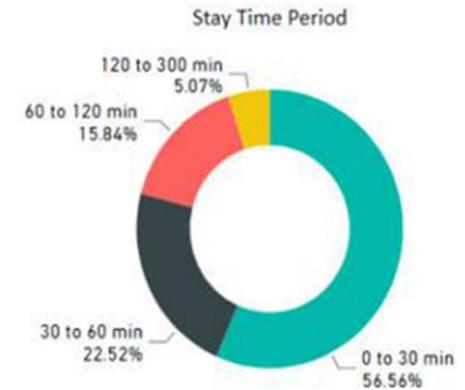
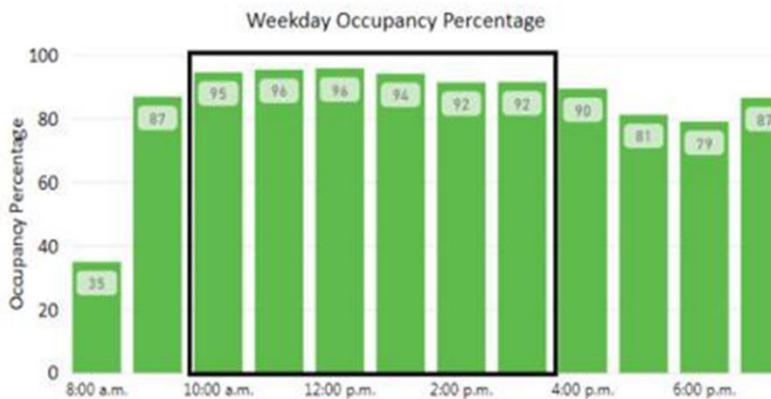
Barton St | January 2019



Barton St | December 2018



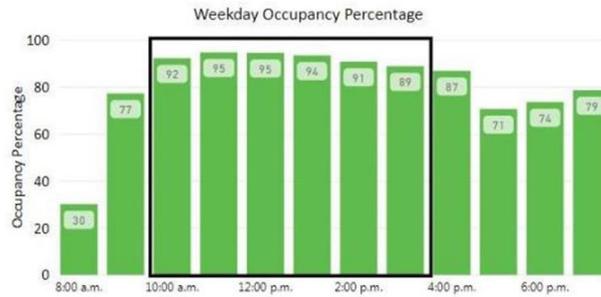
Barton St | November 2018



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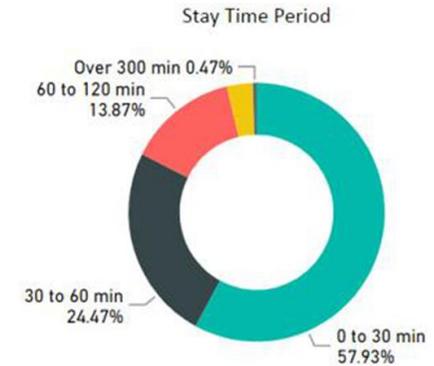
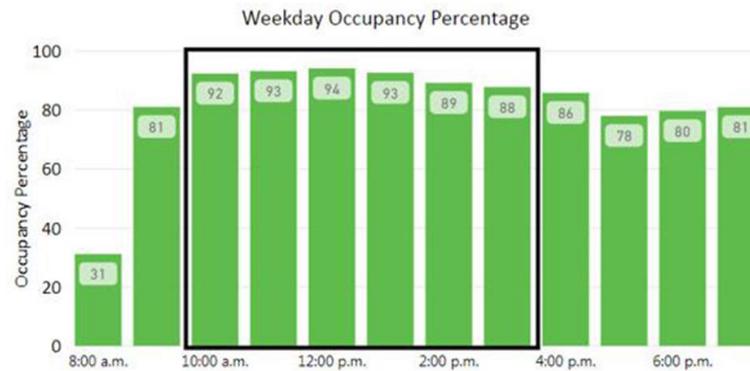
Barton St | October 2018



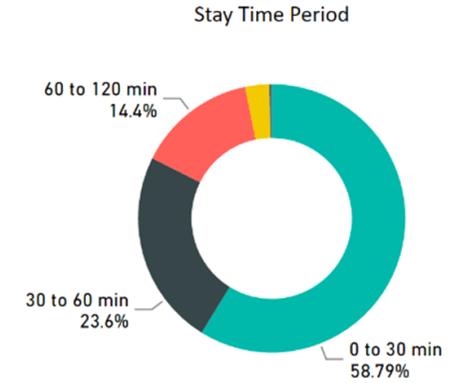
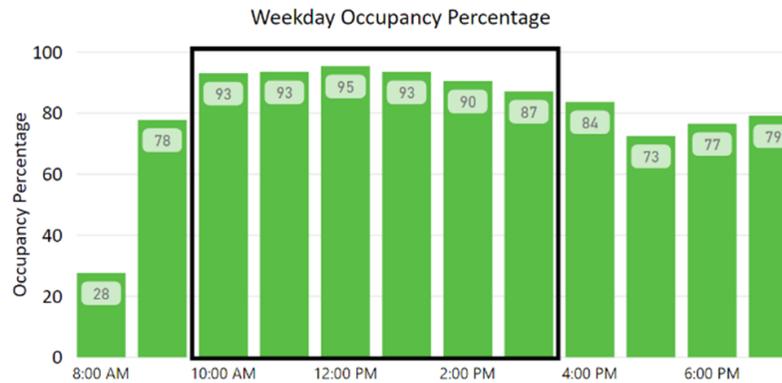
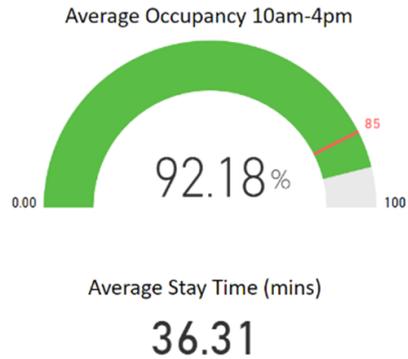
Commentary

- Refer to clause 5.3 for summary of key points

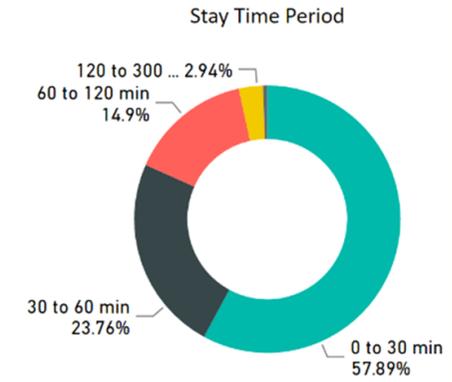
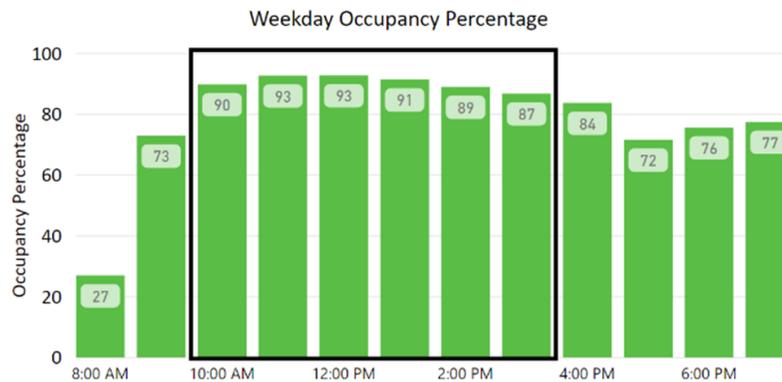
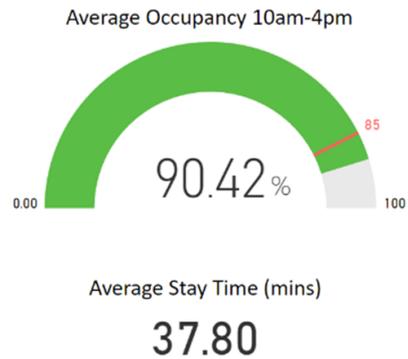
Barton St | September 2018



Barton St | August 2018



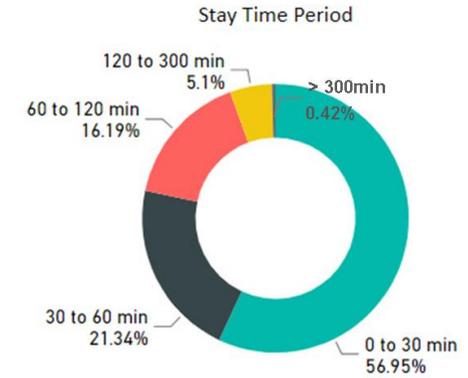
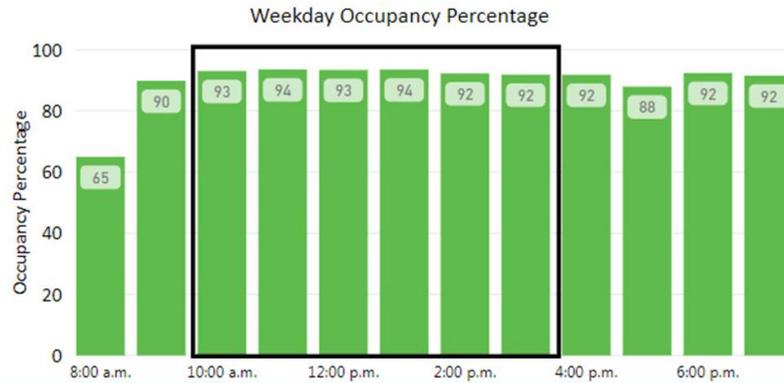
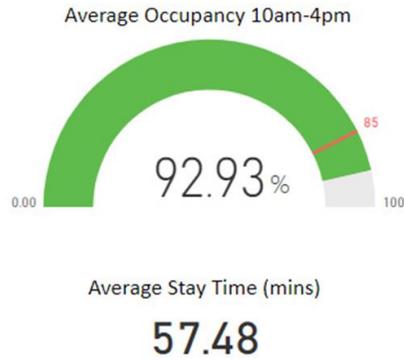
Barton St | July 2018



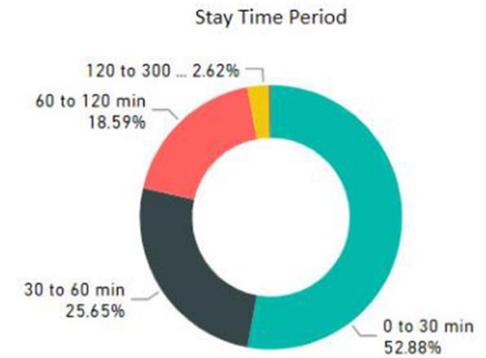
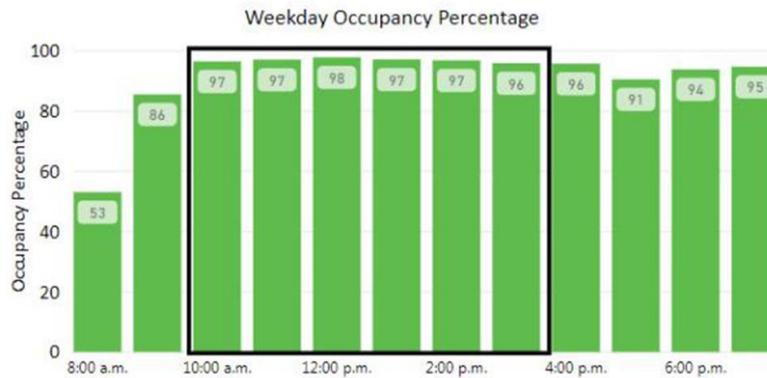
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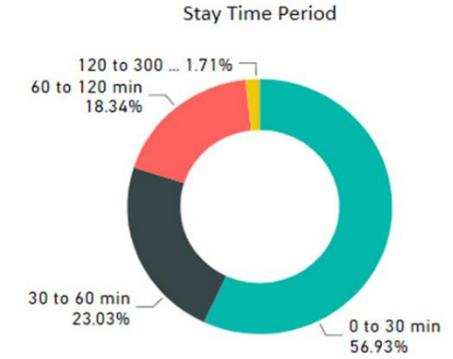
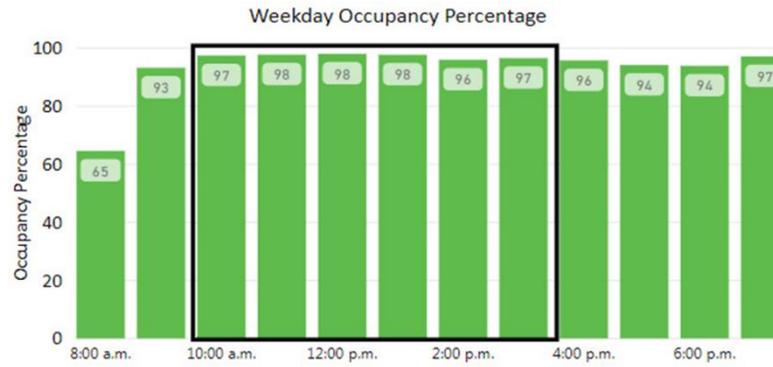
Ward St East | February 2019



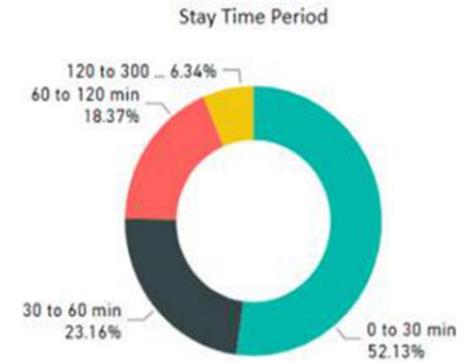
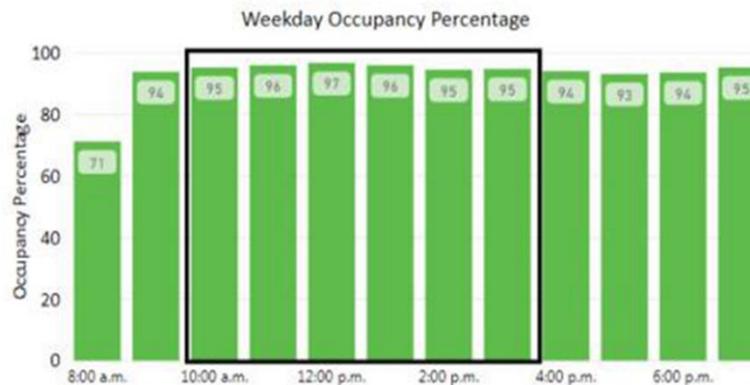
Ward St East | January 2019



Ward St East | December 2018



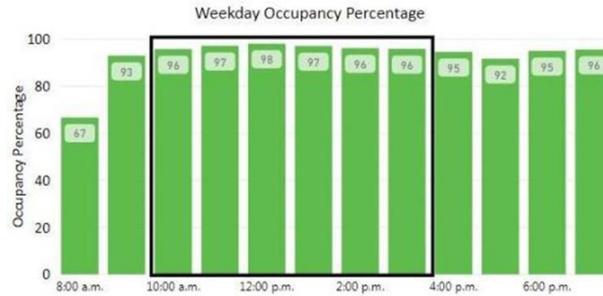
Ward St East | November 2018



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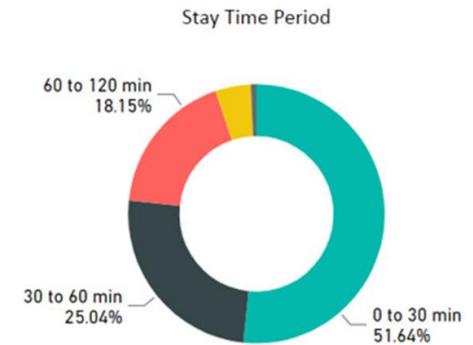
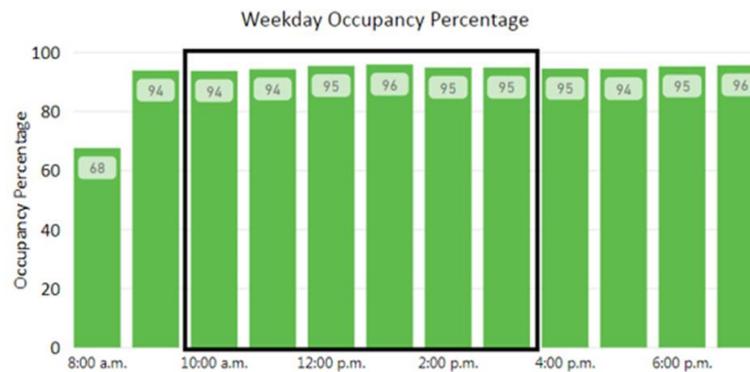
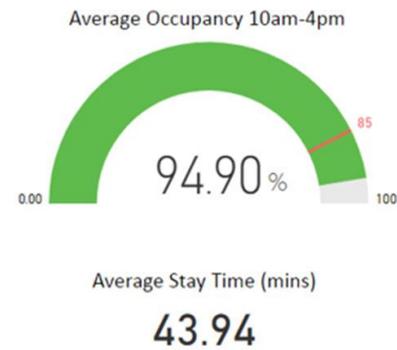
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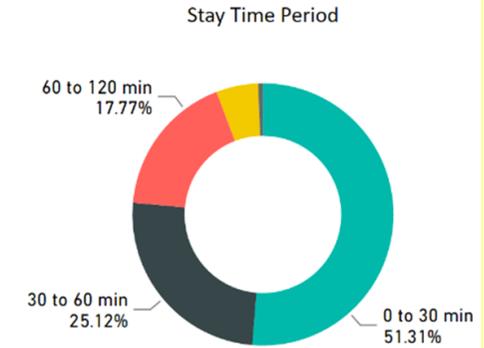
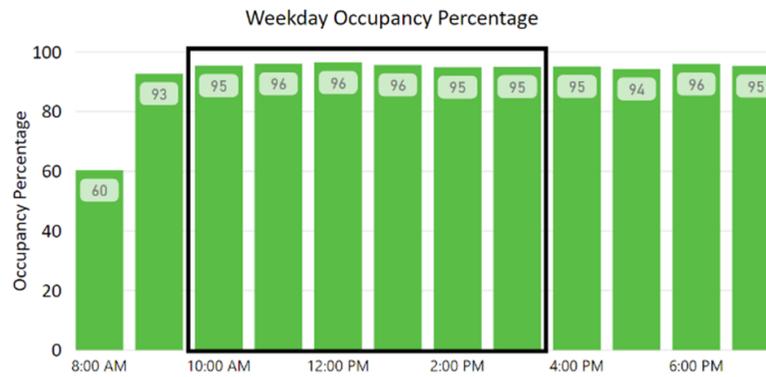
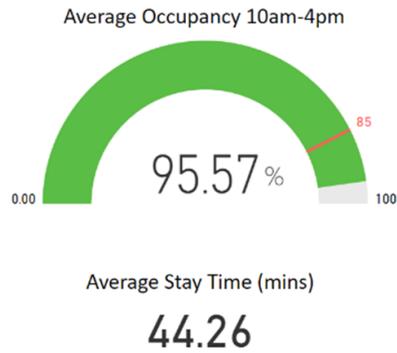
Commentary

- Refer to clause 5.3 for summary of key points

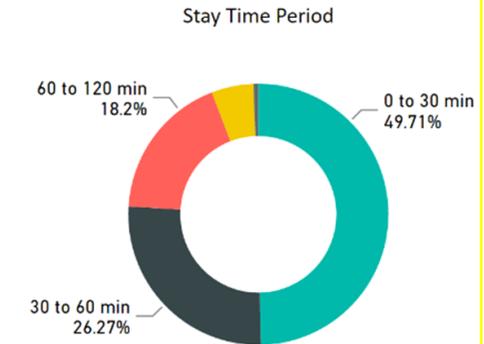
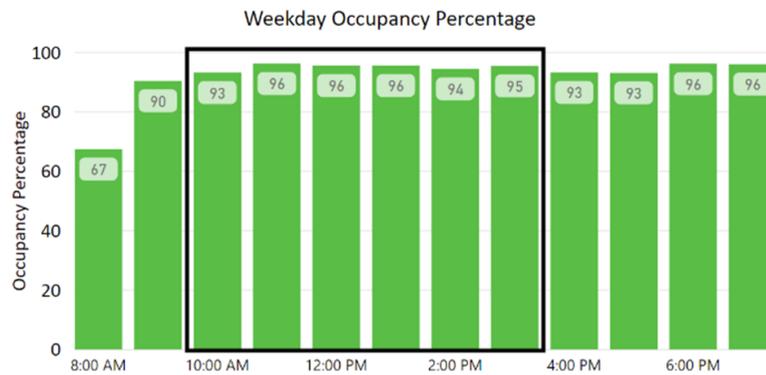
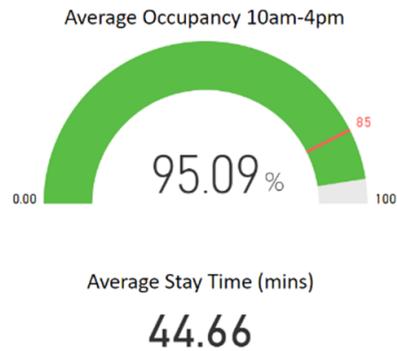
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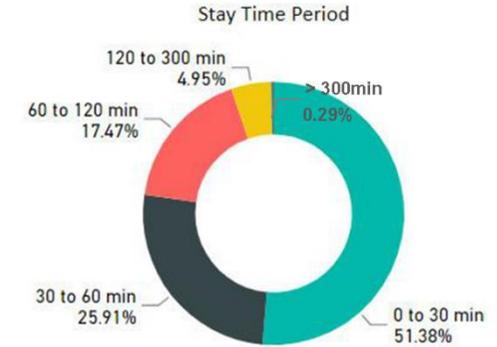
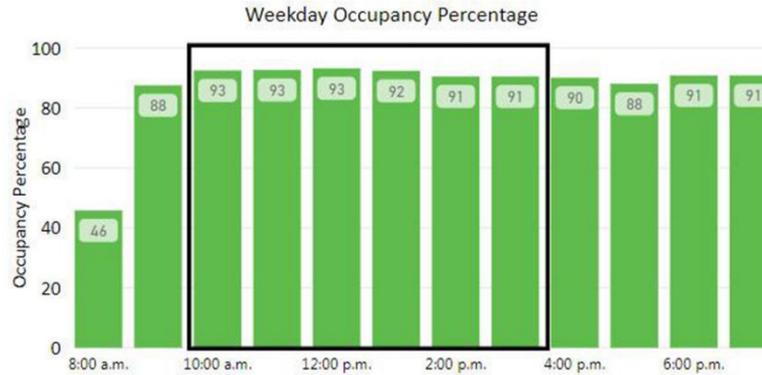
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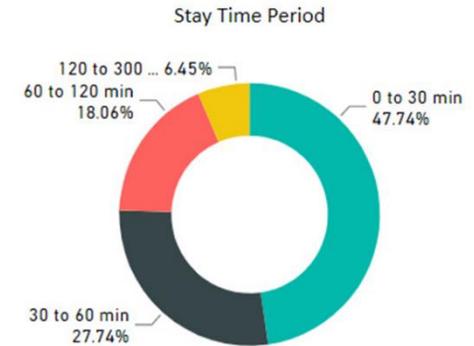
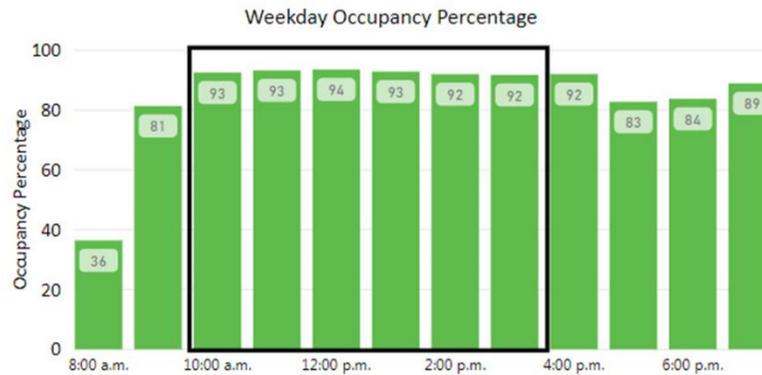
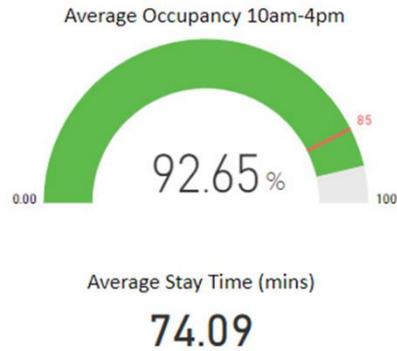
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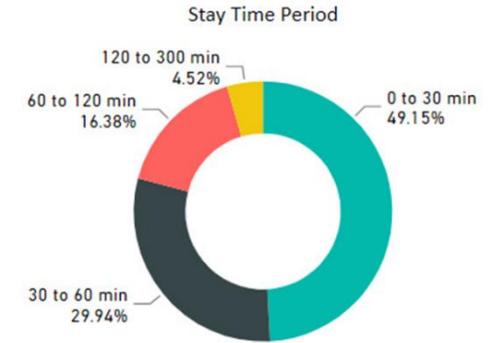
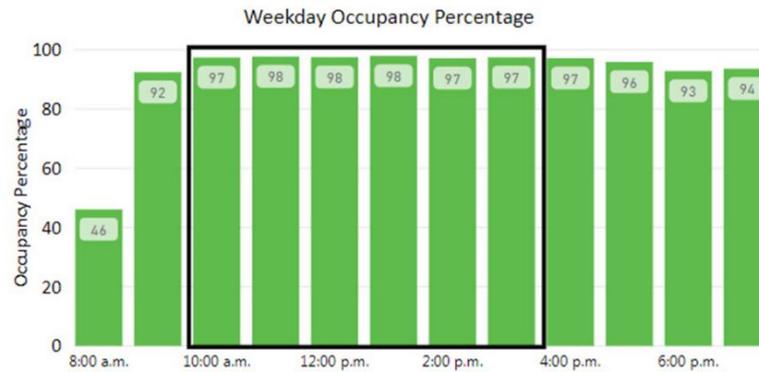
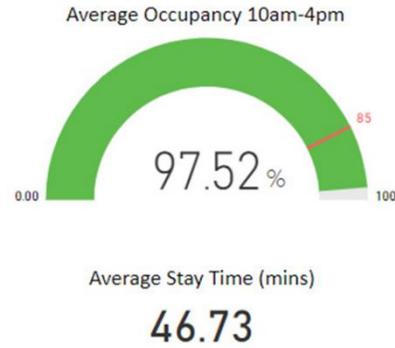
Worley Place | February 2019



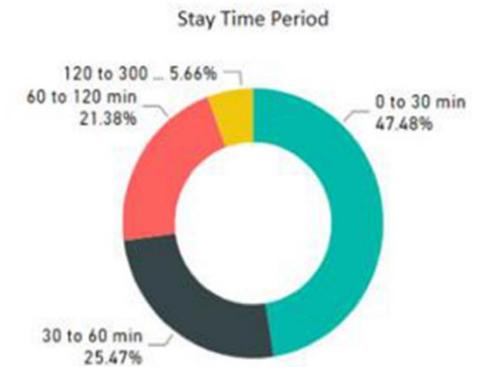
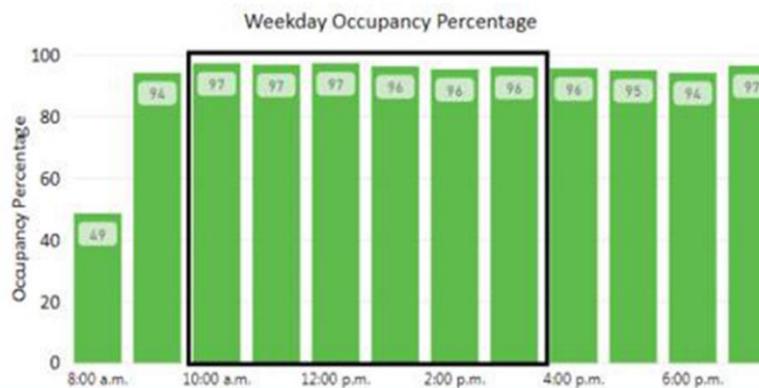
Worley Place | January 2019



Worley Place | December 2018



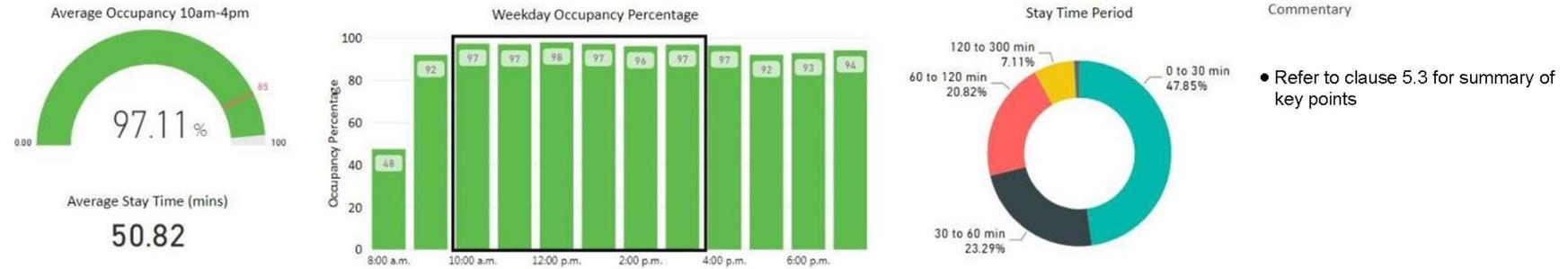
Worley Place | November 2018



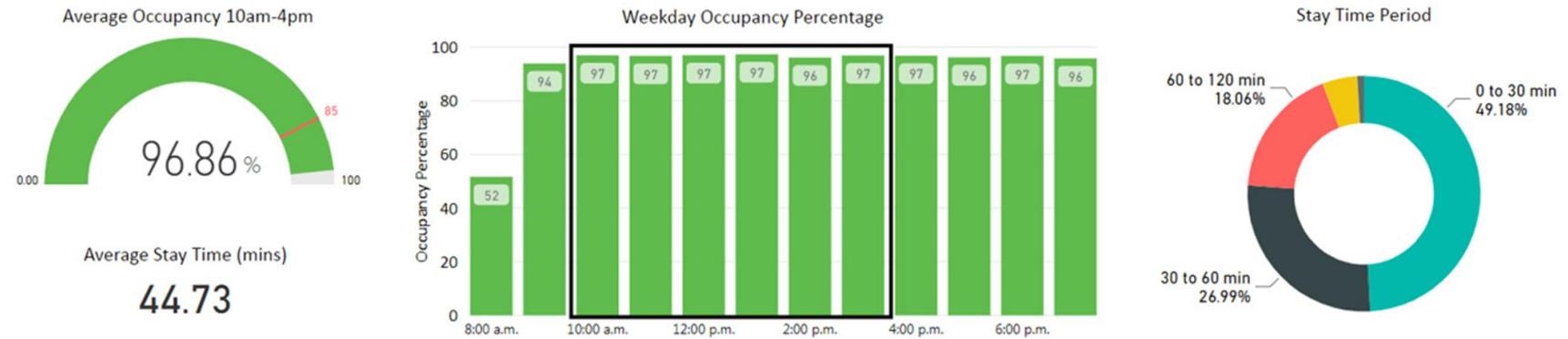
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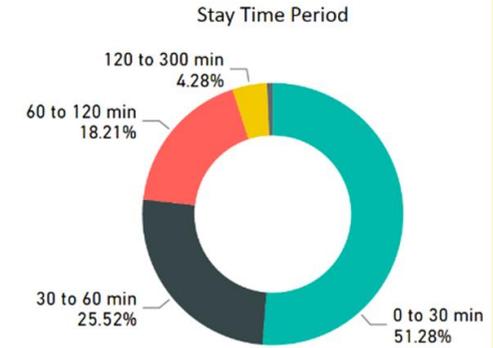
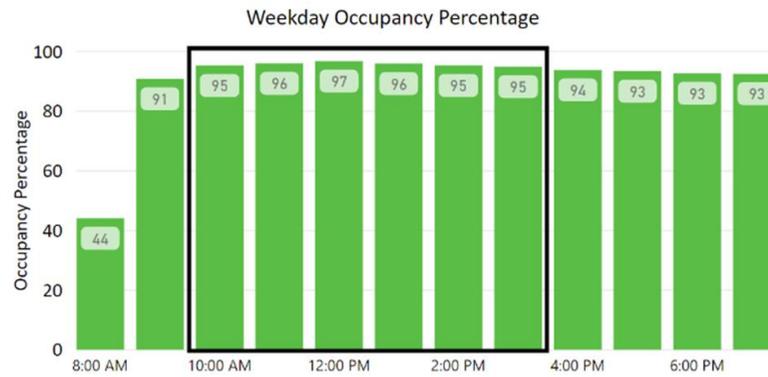
Worley Place | October 2018



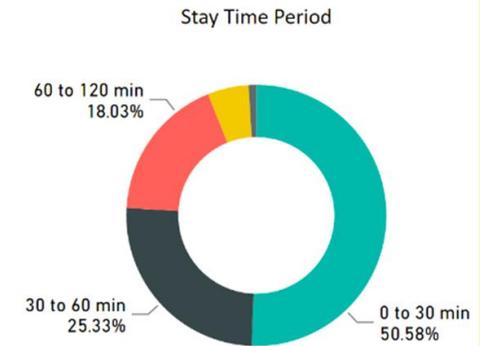
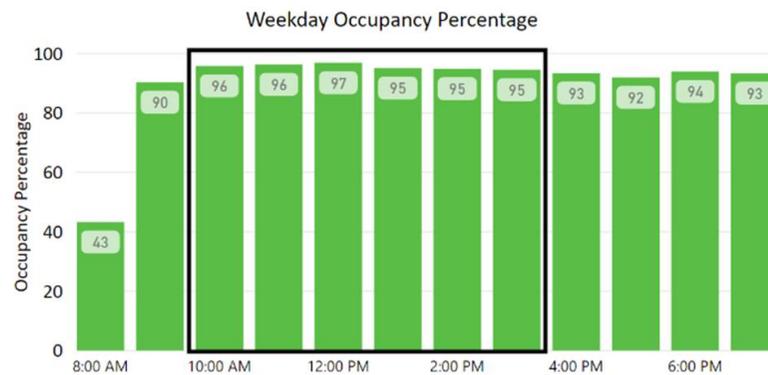
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Worley Place | August 2018



Worley Place | July 2018



Victoria St | February 2019

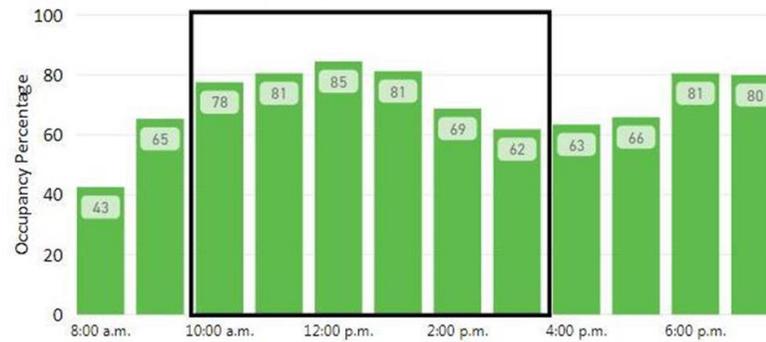
Average Occupancy 10am-4pm



Average Stay Time (mins)

53.67

Weekday Occupancy Percentage



Stay Time Period



Victoria St | January 2019

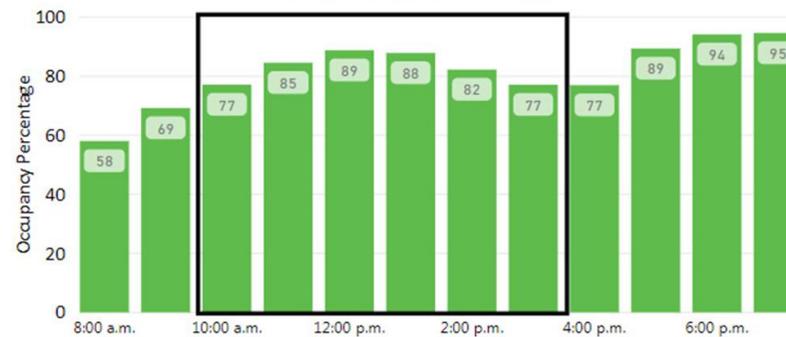
Average Occupancy 10am-4pm



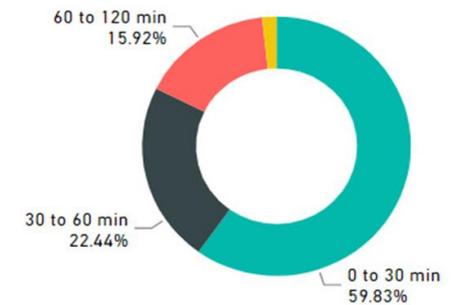
Average Stay Time (mins)

57.24

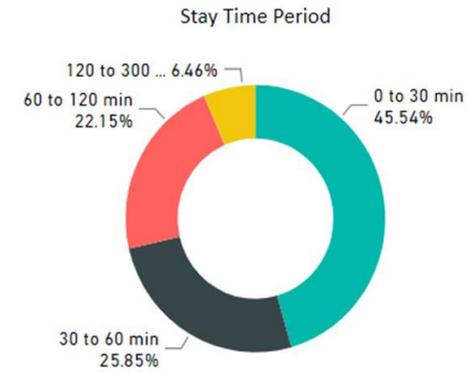
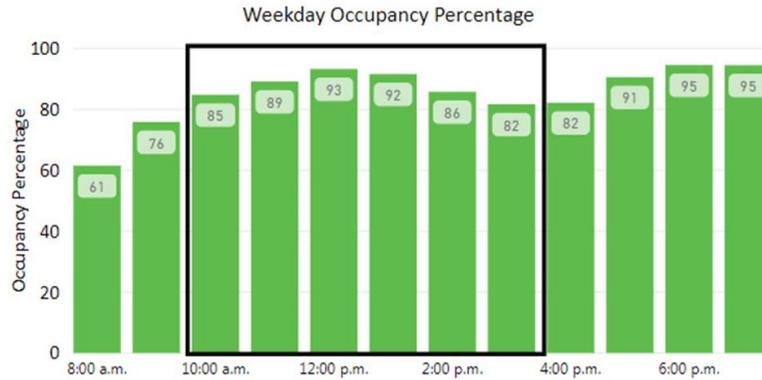
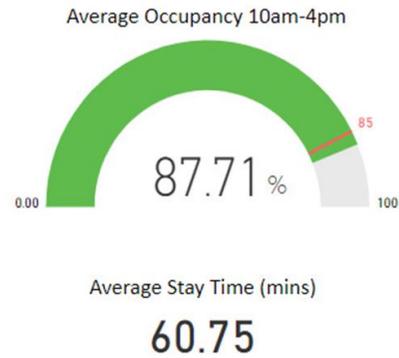
Weekday Occupancy Percentage



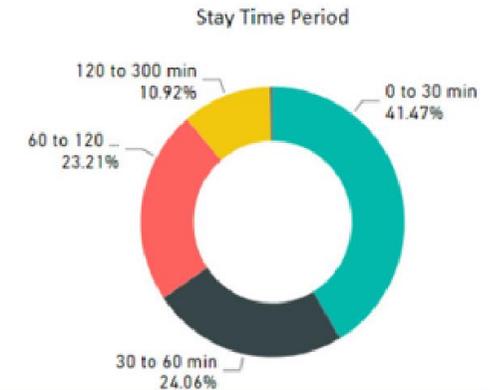
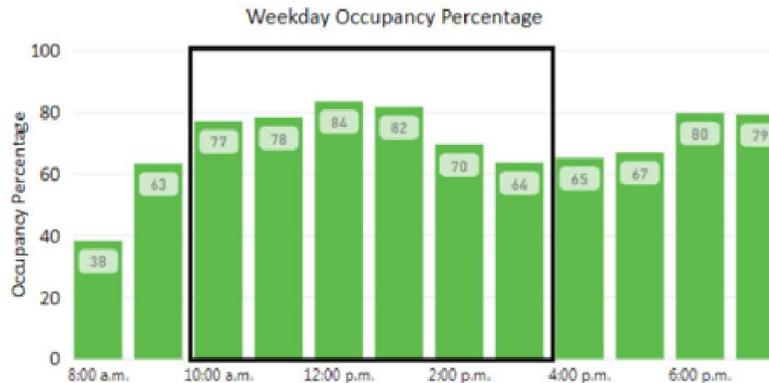
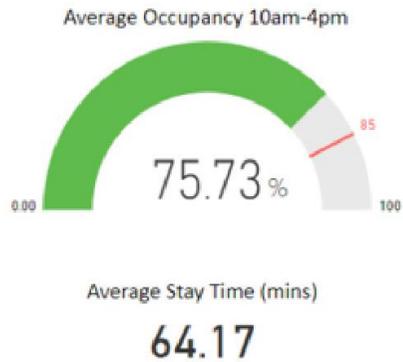
Stay Time Period



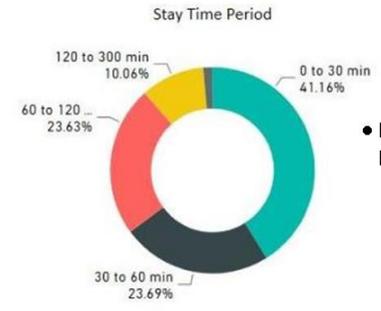
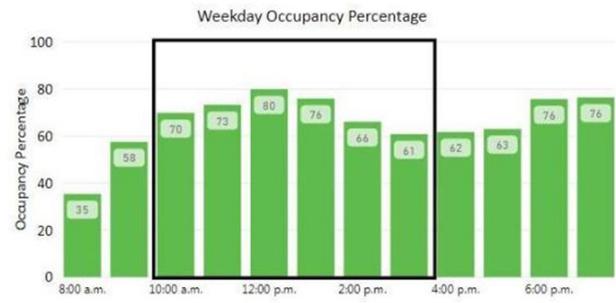
Victoria St | December 2018



Victoria St | November 2018



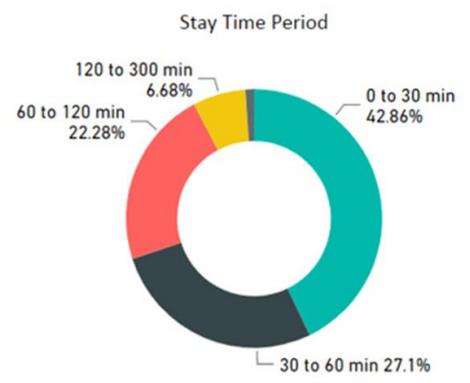
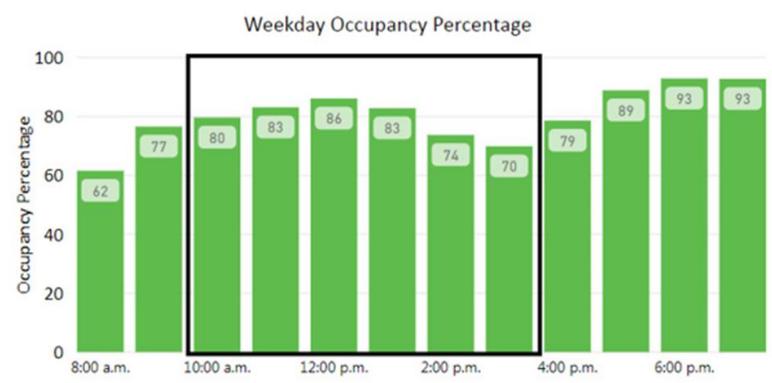
Victoria St | October 2018



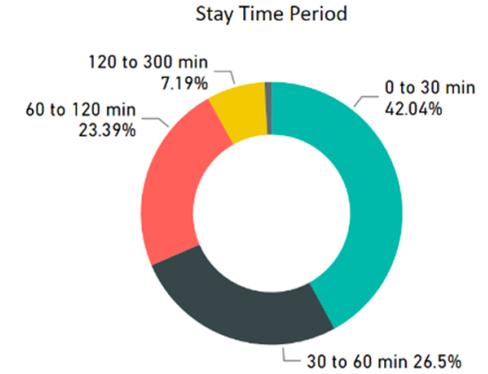
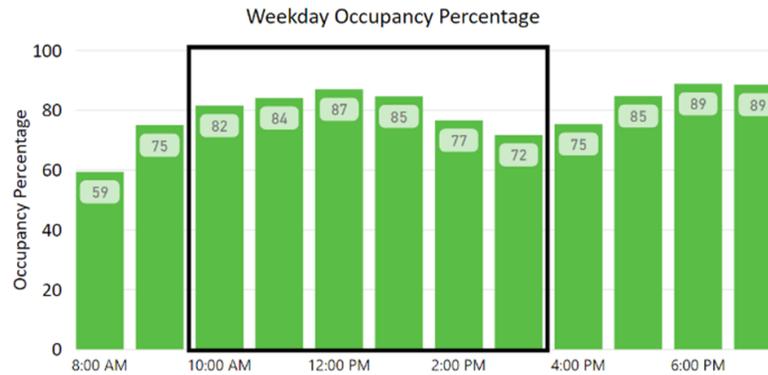
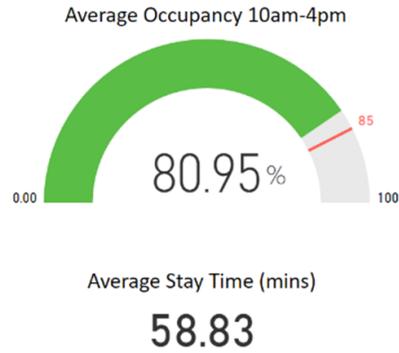
Commentary

- Refer to clause 5.3 for summary of key points

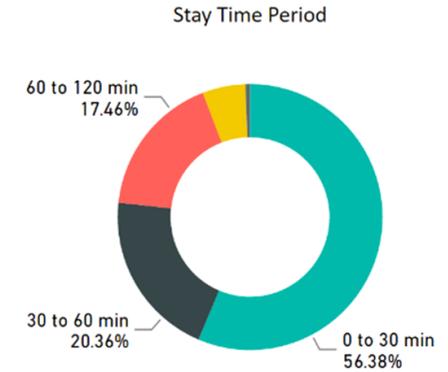
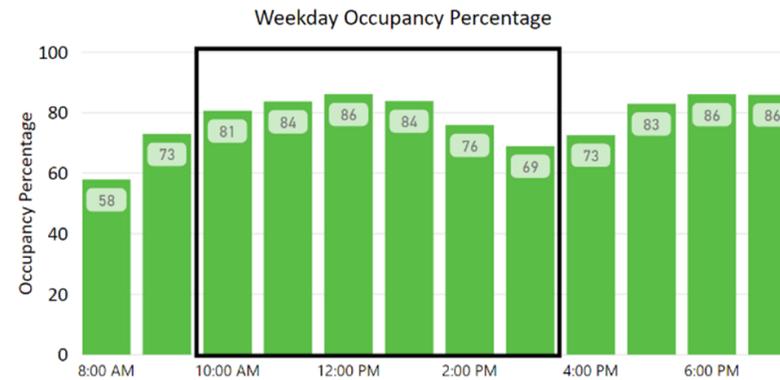
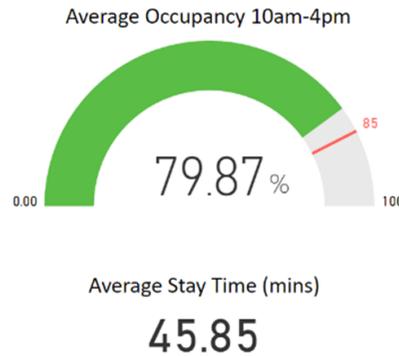
Victoria St | September 2018



Victoria St | August 2018



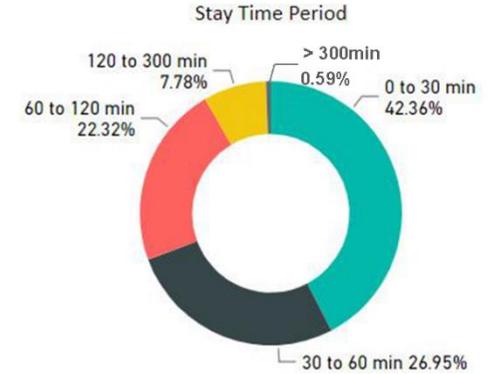
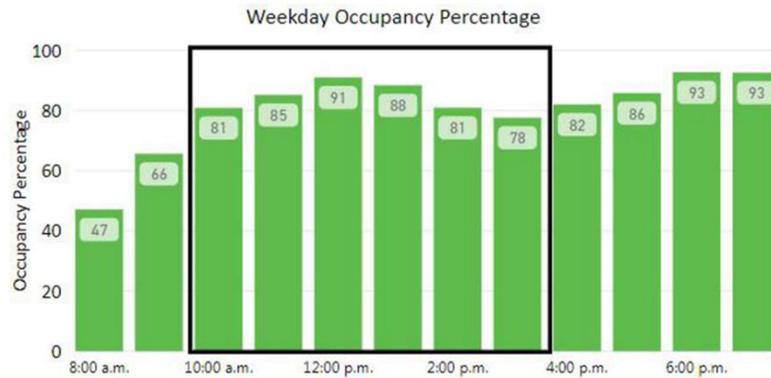
Victoria St | July 2018



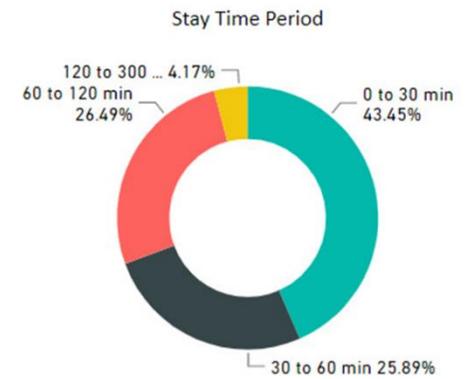
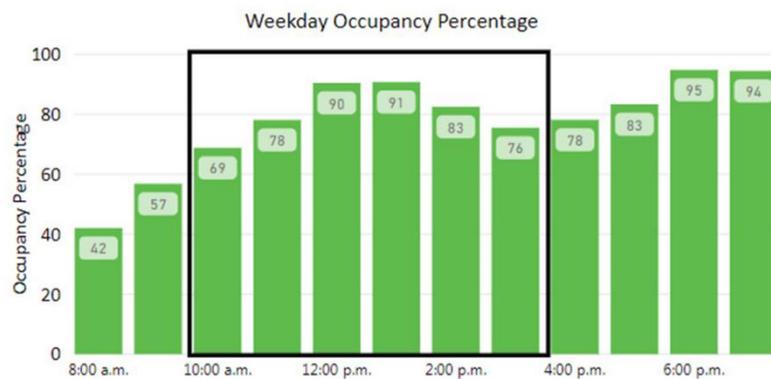
Item 11

Attachment 2

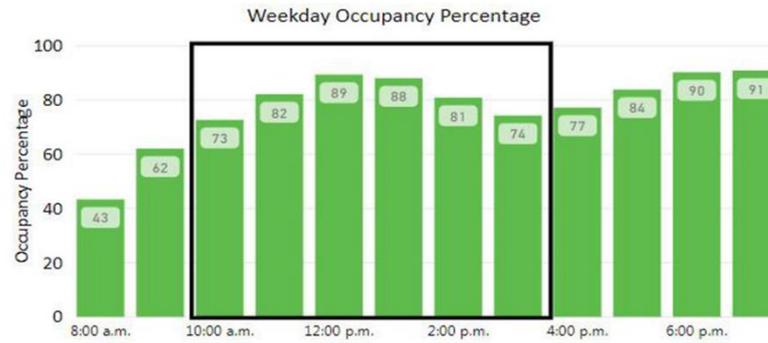
Alexandra St | February 2019



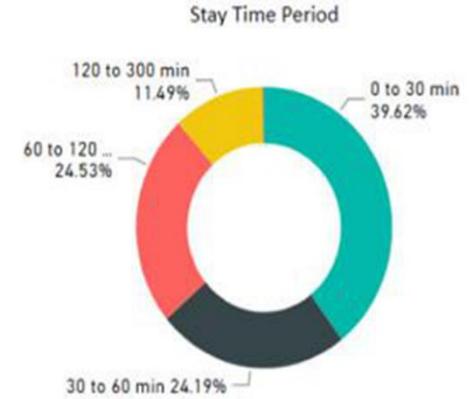
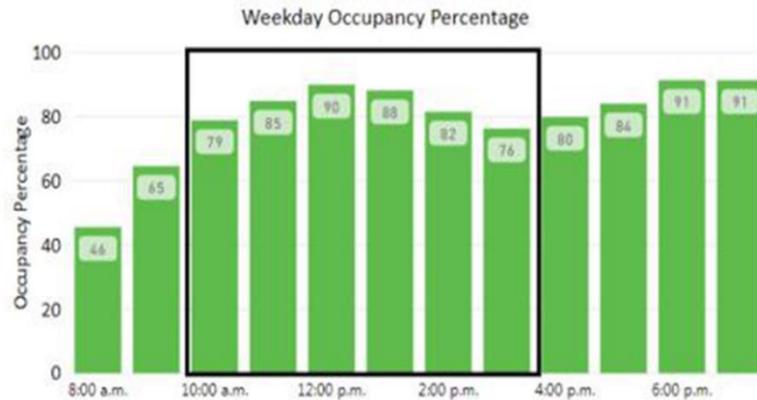
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Alexandra St | December 2018



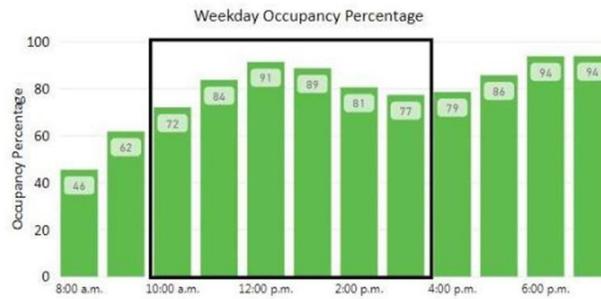
Alexandra St | November 2018



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Attachment 2

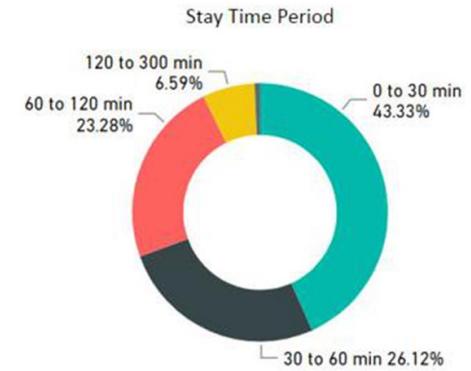
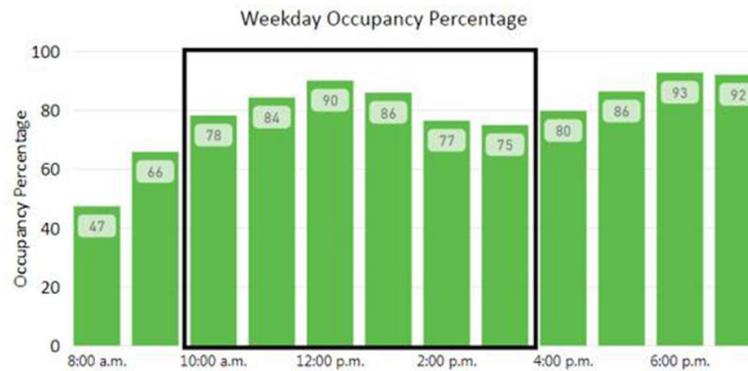
Alexandra St | October 2018



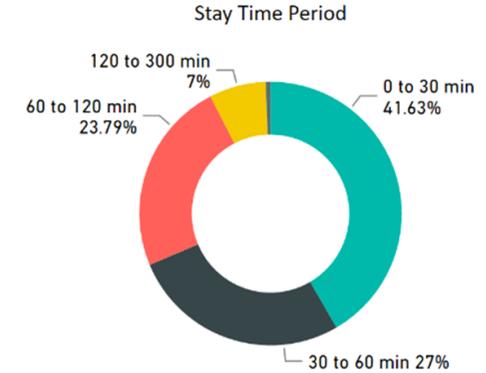
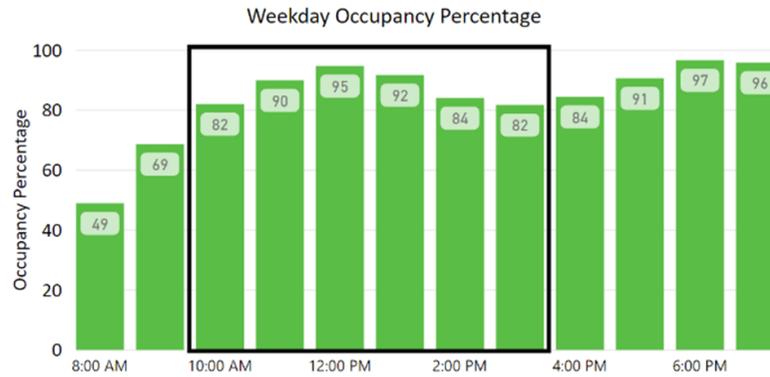
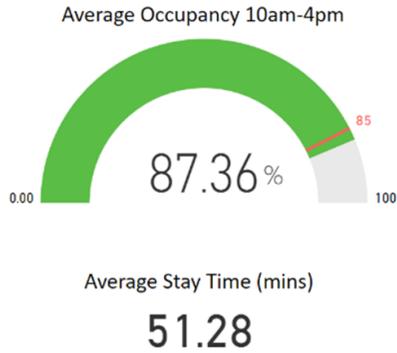
Commentary

- Refer to clause 5.3 for summary of key points

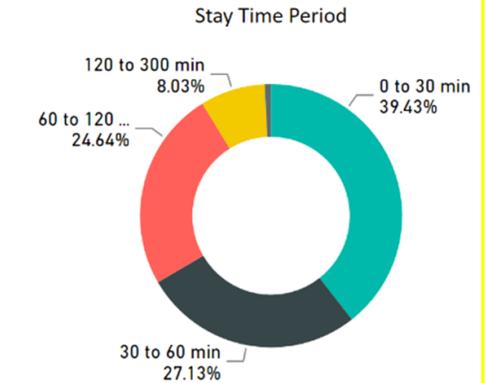
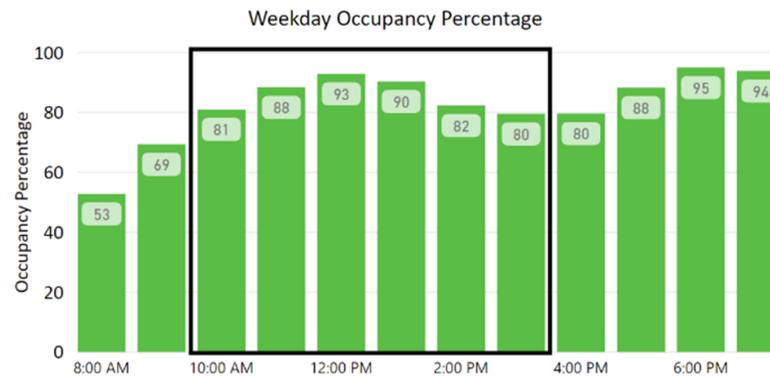
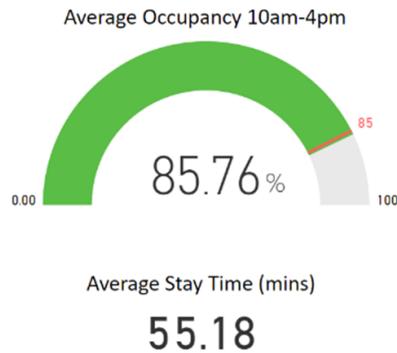
Alexandra St | September 2018



Alexandra St | August 2018



Alexandra St | July 2018

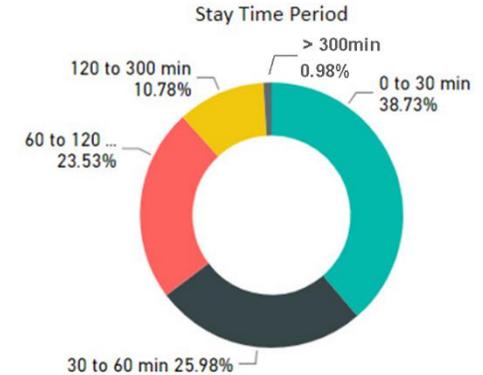
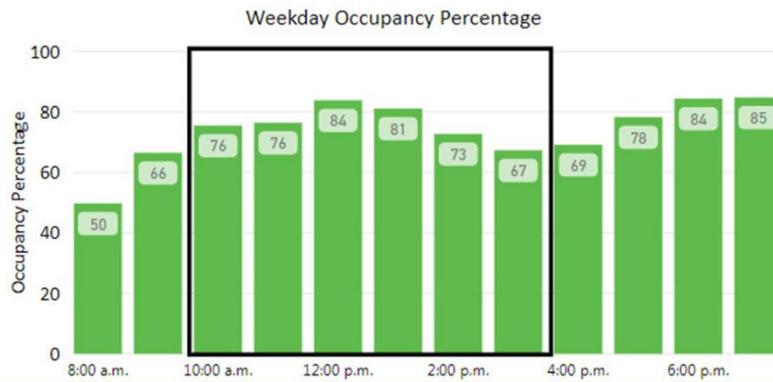
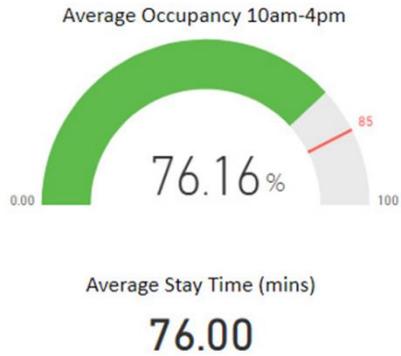


Item 11

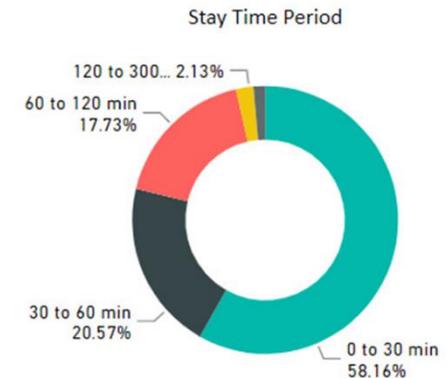
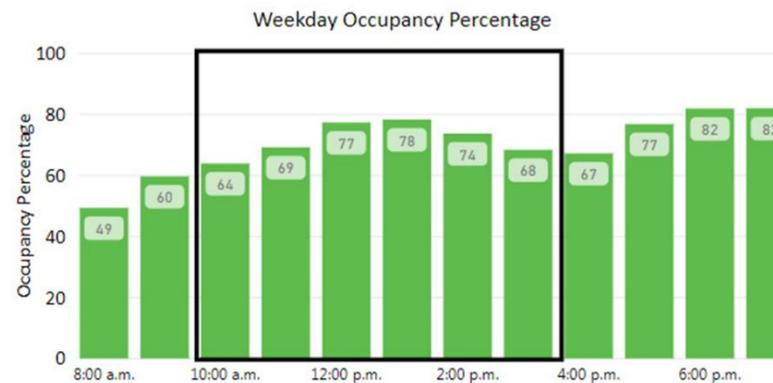
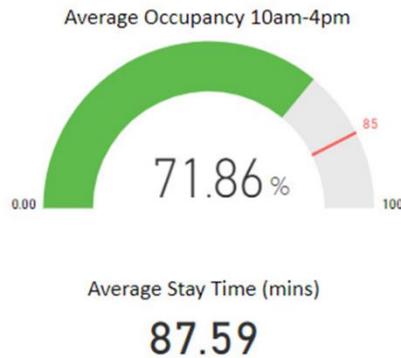
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Hood St | February 2019



Hood St | January 2019



Hood St | December 2018

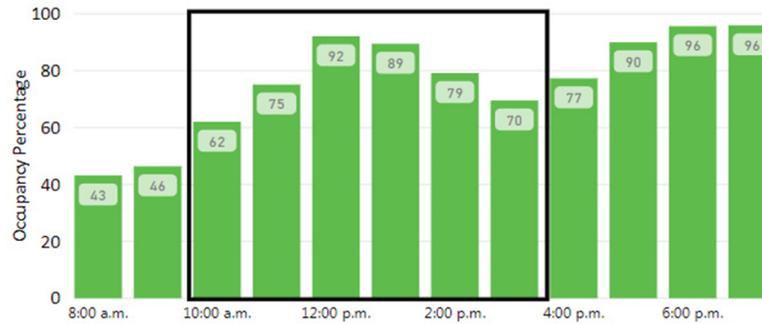
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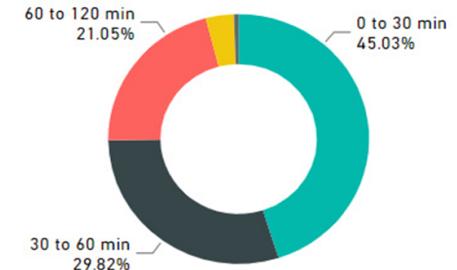
Average Stay Time (mins)

54.03

Weekday Occupancy Percentage



Stay Time Period



Hood St | November 2018

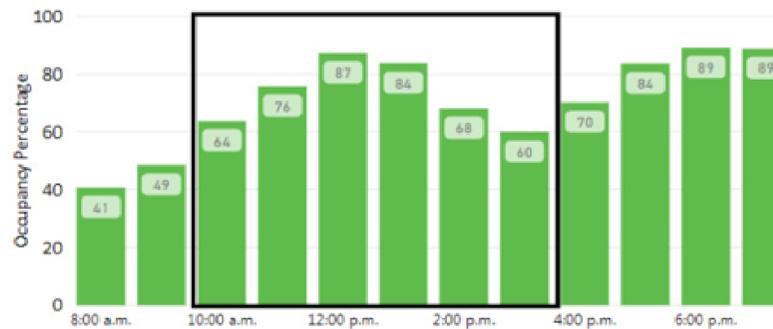
Average Occupancy 10am-4pm



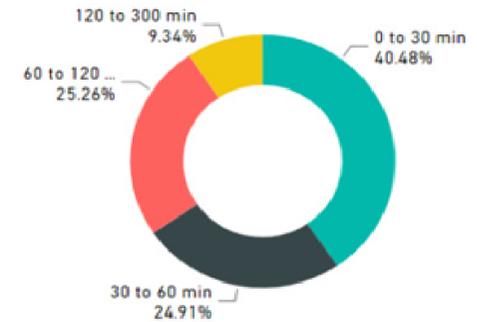
Average Stay Time (mins)

57.93

Weekday Occupancy Percentage



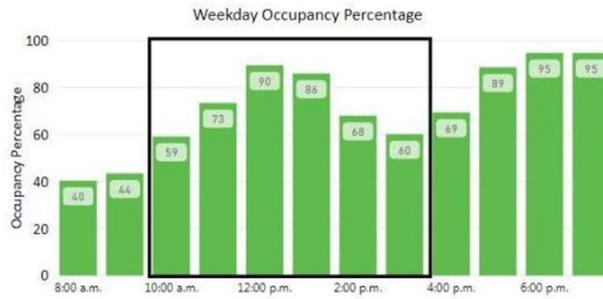
Stay Time Period



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Attachment 2

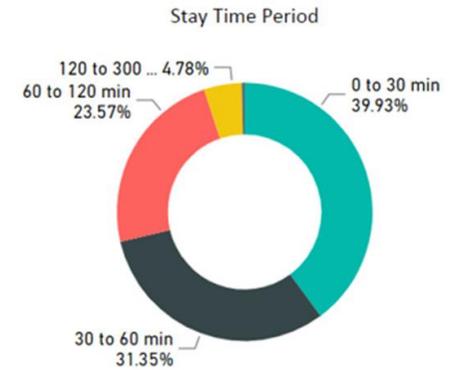
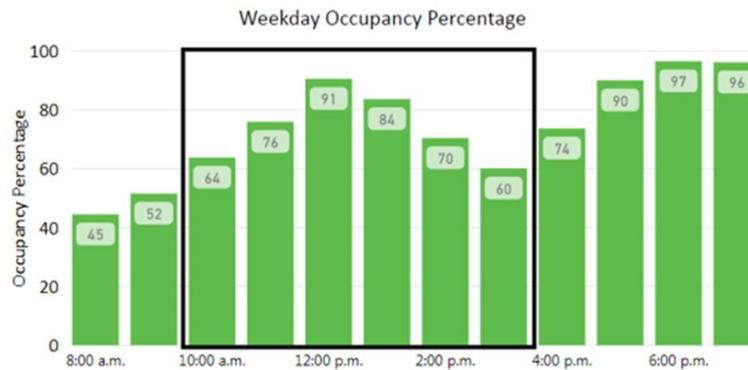
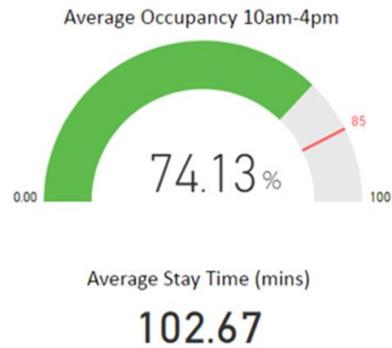
Hood St | October 2018



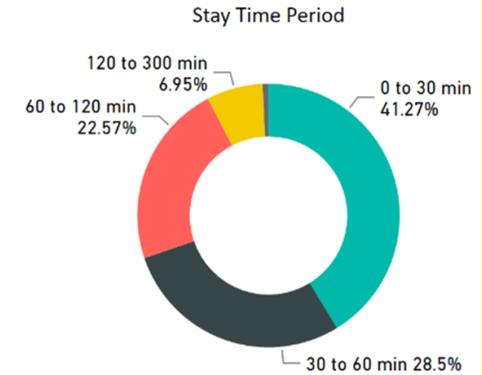
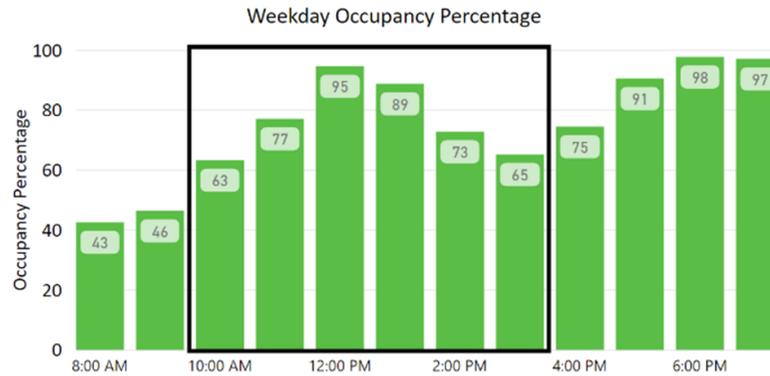
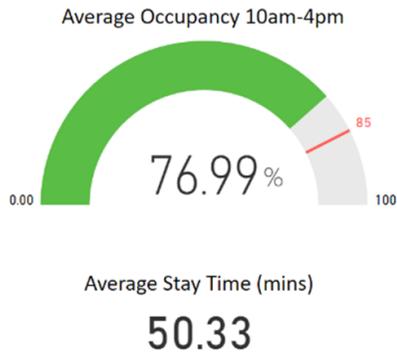
Commentary

- Refer to clause 5.3 for summary of key points

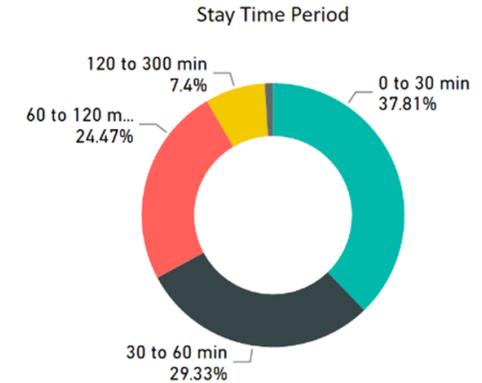
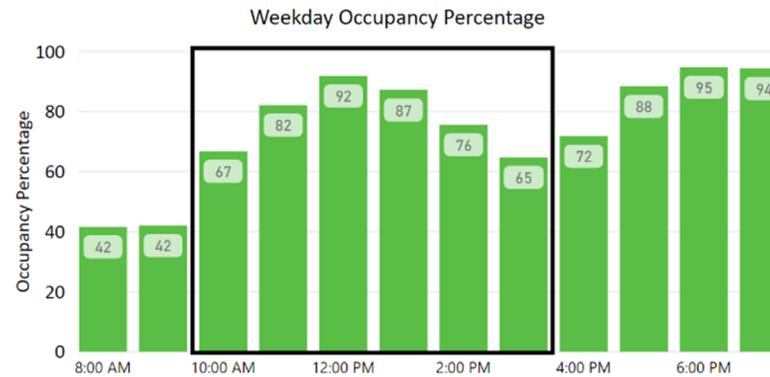
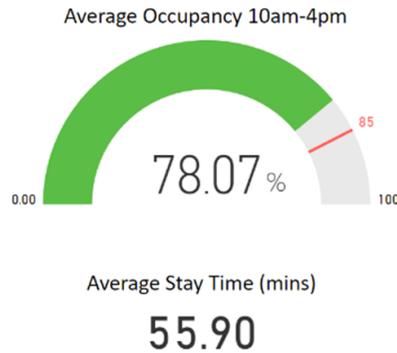
Hood St | September 2018



Hood St | August 2018



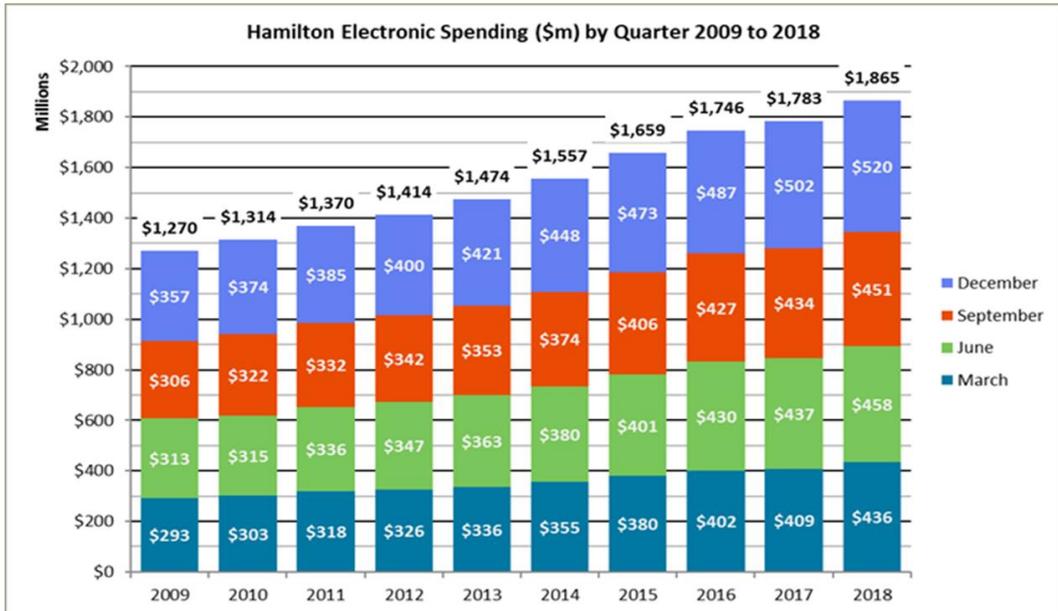
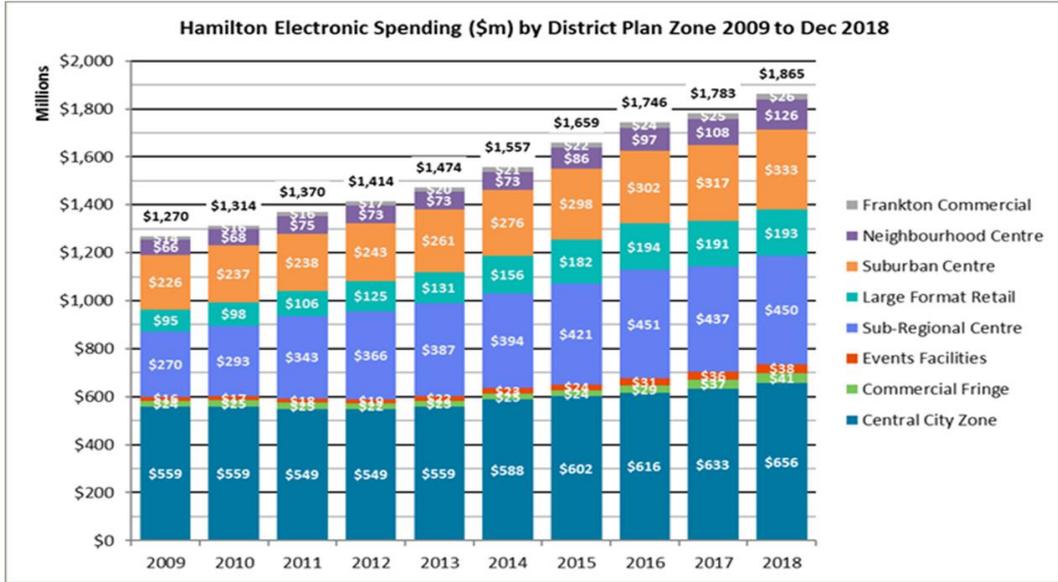
Hood St | July 2018



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Attachment 2

Key Theme 3 — Increase in Retail Spend in the Central City

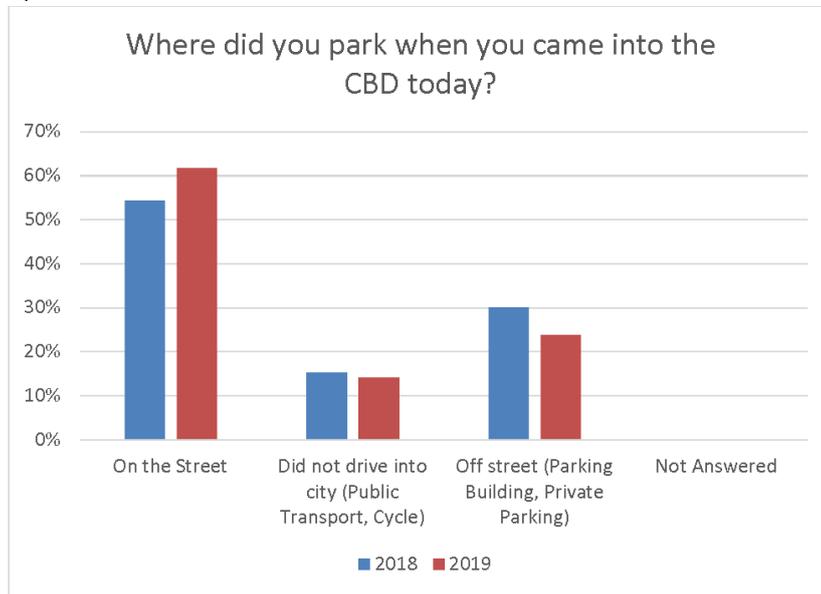


Central City 2 Hour Free On Street Parking Trial – On Street Customer Survey

Presented below is a summary of the customer survey data. Collection of this data was reported to Council at the 29 March 2019 Growth and Infrastructure Committee.

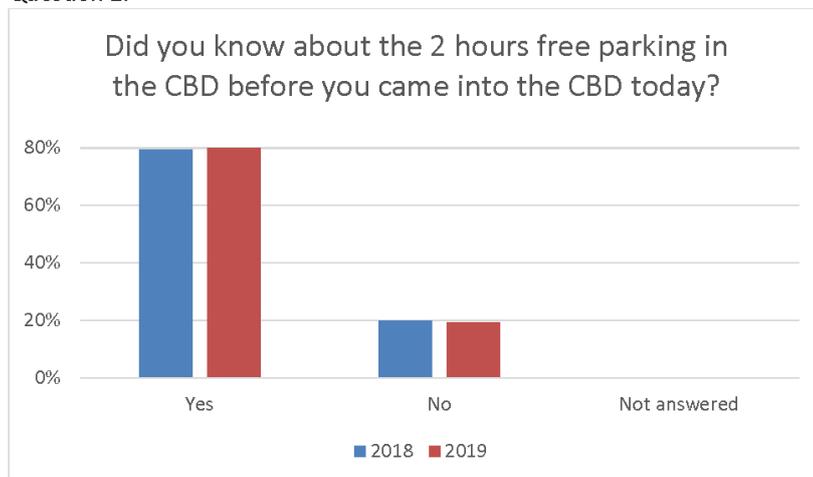
Number of Surveys: 479
 Date of Collection: 18 February 2019 – 1 March 2019
 Method of Collection: Survey data collected through on street collection by Council staff in Precincts Two and Three, using questions approved by the Parking Taskforce, plus the addition of one another questions to gauge customers understanding of how the trial is funded (i.e. Q5).

Question One:



Question 1: Where did you park when you came into the CBD today?	2018		2019	
	Count	%	Count	%
On the street	278	54.7%	296	61.8%
Off street (Parking Building, Private Parking)	151	29.7%	114	23.8%
Did not drive into city (Public Transport, Cycle)	77	15.2%	68	14.2%
Not Answered	2	0.4%	1	0.2%

Question 2:



Question 2: Did you know about the 2 hours free parking in the CBD before you came into the CBD today?	2018		2019	
	Count	%	Count	%
Yes	404	79.5%	384	80.2%
No	102	20.1%	93	19.4%
Not Answered	2	0.4%	2	0.4%

Question 3:



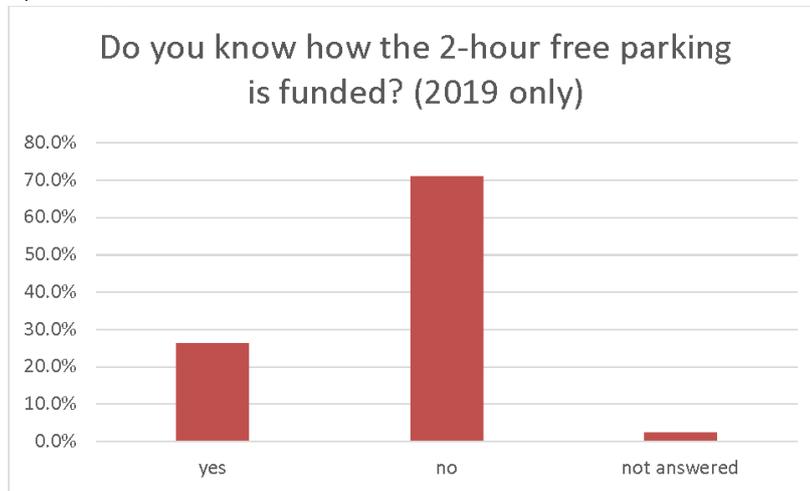
Question 3: Since the 2 hours free parking has been available, have you paid for parking prior to using your 2 hours free?	2018		2019	
	Count	%	Count	%
Yes	123	24.2%	109	22.8%
No	352	69.3%	352	73.5%
Not Answered	33	6.5%	18	3.8%

Question 4:



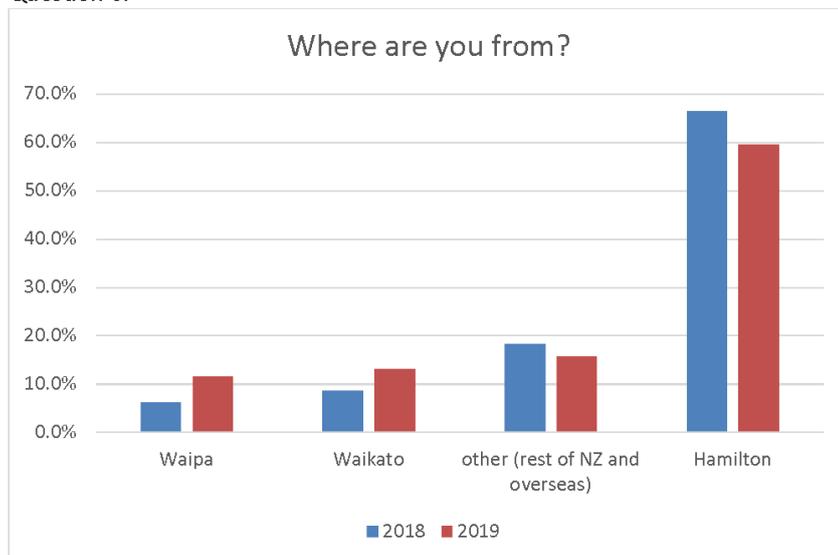
Question 4: Do you think the 2-hours free parking is a good idea?	2018		2019	
	Count	%	Count	%
Yes	468	92.1%	458	95.6%
No	22	4.3%	12	2.5%
Not Answered	18	3.5%	9	1.9%

Question 5:



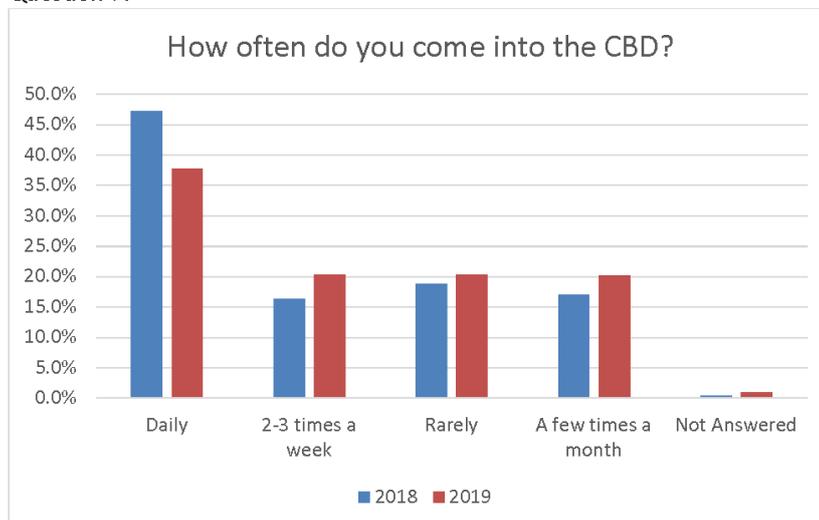
Question 5: Do you know how the 2-hour free parking is funded? (2019 only)	2018		2019	
	Count	%	Count	%
Yes	N.A.	N.A.	126	26.3%
No	N.A.	N.A.	352	71.2%
Not Answered	N.A.	N.A.	18	2.5%

Question 6:



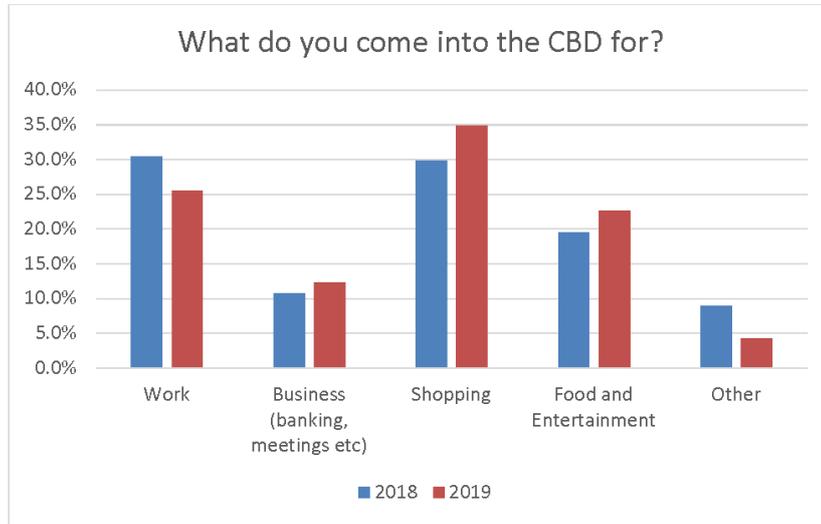
Question 6: Where are you from?	2018		2019	
	Count	%	Count	%
Waipa	33	6.4%	53	11.6%
Waikato	45	8.7%	60	13.1%
other (rest of NZ and overseas)	95	18.4%	72	15.8%
Hamilton	344	66.5%	272	59.5%

Question 7:



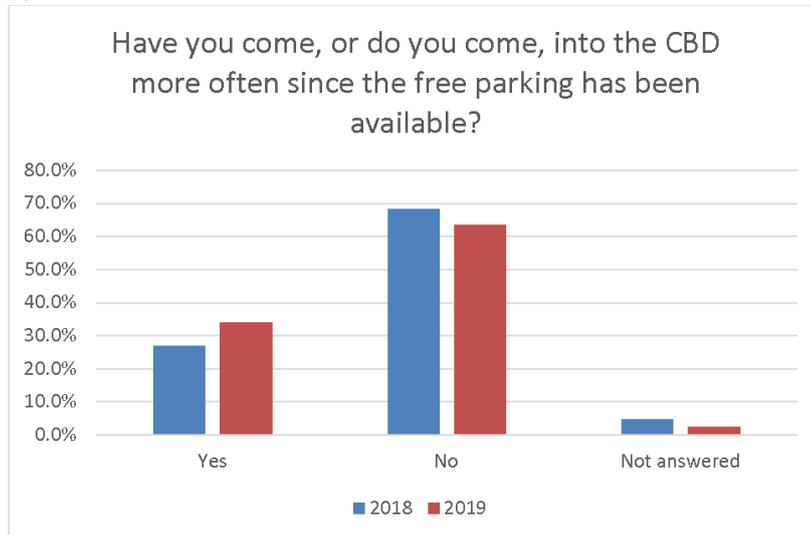
Question 7: How often do you come into the CBD?	2018		2019	
	Count	%	Count	%
Daily	240	47.2%	181	37.8%
2-3 times a month	83	16.3%	98	20.5%
Rarely	96	18.9%	98	20.5%
A few times a month	87	17.1%	97	20.3%
Not Answered	2	0.4%	5	1.0%

Question 8:



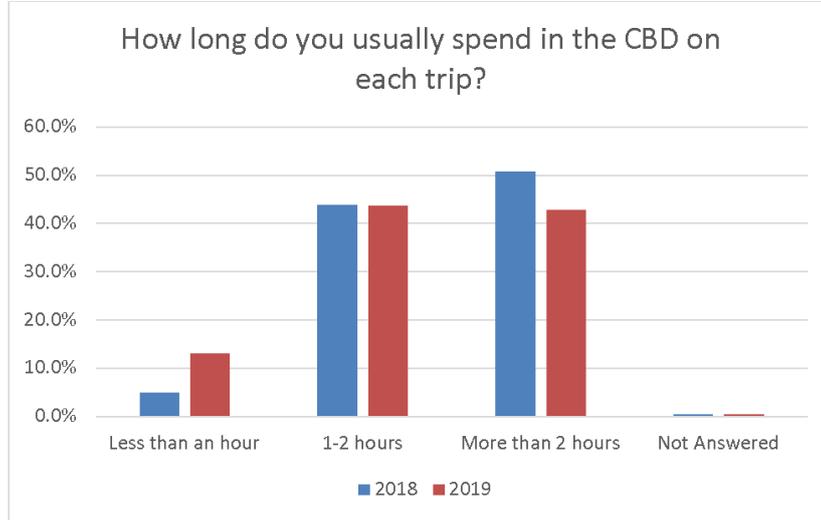
Question 8: What do you come into the CBD for?	2018		2019	
	Count	%	Count	%
Work	254	30.6%	200	25.6%
Business (banking, meetings etc)	90	10.8%	97	12.4%
Shopping	249	30.0%	273	35.0%
Food and Entertainment	163	19.6%	177	22.7%
Other	75	9.0%	34	4.4%

Question 9:



Question 9: Have you come, or do you come, into the CBD more often since the free parking has been available?	2018		2019	
	Count	%	Count	%
Yes	137	27.0%	163	34.0%
No	347	68.3%	304	63.5%
Not answered	24	4.7%	12	2.5%

Question 10:



Question 11: How long do you usually spend in the CBD on each trip?	2018		2019	
	Count	%	Count	%
Less than an hour	25	4.9%	63	13.2%
1-2 hours	223	43.9%	209	43.6%
More than 2 hours	258	50.8%	205	42.8%
Not Answered	2	0.4%	2	0.4%

Comments received in response to Question 4 – Do you think 2-hours free parking is a good idea?

Comment Categories	2018		2019	
	Count	%	Count	%
Positive	193	38.0%	126	26.3%
But confusing	61	12.0%	30	6.3%
But improvement needed	50	9.8%	24	5.0%
But hard to find a park	40	7.9%	15	3.1%
Other	14	2.8%	4	0.8%
Not a good idea	21	4.1%	7	1.5%
Survey question not answered	18	3.5%	4	0.8%
No Comment Provided	111	21.9%	270	56.3%

Survey #	Do you think the 2-hours free parking is a good idea?	Do you have any comments?	Categorisation
15	Yes	Great	Positive
17	Yes	Its wonderful, better than the base, I hate the base.	Positive
24	Yes	There's no bad things, but not so many benefits either.	Positive
26	Yes	Great idea	Positive
33	Yes	2 hours is good. Better signage on machine.	Positive
60	Yes	Noone was coming to the city when we had to pay. I worked in retail at the time	Positive
68	Yes	Great idea	Positive
71	Yes	Happy with it. It's a privilege.	Positive
75	Yes	I will come in more now. When it costs it puts me off coming in.	Positive

76	Yes	Great idea	Positive
79	Yes	Wonderful	Positive
83	Yes	Awesome	Positive
84	Yes	I'd love it in Auckland	Positive
85	Yes	Wonderful of Hamilton!	Positive
86	Yes	Fantastic. I used to get tickets but I don't now. It brings me back to the cbd instead of other centres. Others I know come back too.	Positive
88	Yes	As a tourist it's good to have a few hours free. \$2 an hour is reasonable though. Anywhere in Australia you pay so it is good to see was ok to pay cheap rate.	Positive
108	Yes	For shoppers only; not for workers	Positive
113	Yes	Extending would be great	Positive
120	Yes	Fantastic, wonderful for the city	Positive
121	Yes	It's excellent	Positive
125	Yes	Awesome for the city	Positive
127	Yes	Think it's brilliant	Positive
129	Yes	Bloody great, fee is high for over two hours	Positive
130	Yes	Good difference to cbd	Positive
136	Yes	Really good idea	Positive
145	Yes	Very good initiative	Positive
149	Yes	Bringing people to cbd	Positive

152	Yes	It's good. But thought you had to do something. Good of hcc	Positive
153	Yes	A lot of rich places in Melbourne charge a lot. Could cost 65 a day.	Positive
167	Yes	It's good , they need it, Wilson has been screwing people for ages, they've had a monopoly for a while	Positive
168	Yes	Because we only come in for appointments. 2 hours is fair.	Positive
169	Yes	Don't go back to the old way. It helps the shops. I shops at centreplace.	Positive
172	Yes	To bring people in , yes. I prefer the base, it's faster, more efficient. I don't come into town outside work.	Positive
204	Yes	Sometimes it's hard to remember time parked	Positive
206	Yes	Gets people in town	Positive
225	Yes	Retain free parking, it brings people in	Positive
234	Yes	If not free I go to the base.	Positive
244	Yes	Brings business back into town. Businesses suffering because of base. Needs to be advertised more, marketing etc	Positive
255	Yes	Parking is easy in hamilton	Positive
259	Yes	So much better, come in more often	Positive
260	Yes	Yes and no. We need more parking but happy this is an option. It's not a draw card. Shuttle buses would be better.	Positive
262	Yes	Great idea, makes doing business much more inviting	Positive
269	Yes	Great initiative	Positive
270	Yes	Free parking is a good idea	Positive
273	Yes	Fantastic, convenient	Positive

277	Yes	Love it	Positive
279	Yes	More people in the city, don't go yo team a as much	Positive
280	Yes	It makes me choose town over base	Positive
281	Yes	Free parking encourage s people to come in	Positive
282	Yes	Bring more people in city	Positive
285	Yes	Good for bring people into cbd	Positive
289	Yes	May it stay, good incentive for cbd as a rate payer I like it	Positive
291	Yes	Or people would go to base	Positive
295	Yes	It's great. It makes it so much easier.	Positive
296	Yes	Should be 4 hours. Wait , no, turnover is needed, 2 hours is reasonable. Base and chartwell is free.	Positive
297	Yes	If cars sit there all day, it difficult for retail businesses if they are there up to 6 hours, even if they've paid. 2 hours in encouraging people in as long as they use it properly. People can't find a park and will just leave.	Positive
298	Yes	Keep the 2 hours free.	Positive
302	Yes	Good to know, I was going to put money in	Positive
303	Yes	It will bring me in more.	Positive
310	Yes	Very good, if parking is free people enjoy shopping good for economy and young people. We care about our budget.	Positive
316	Yes	It encourages me to come into town	Positive
319	Yes	I think its wonderful	Positive
323	Not Answered	I think it's a wonderful initiative	Positive
324	Yes	I love it, means I come in more often	Positive
326	Yes	As long as the meter follow it	Positive

327	Yes	Brilliant if it can funded without a huge strain on ratepayers, perfect for my meetings . Sometimes private car parks are frustrating.	Positive
328	Yes	Parking is too dear otherwise	Positive
329	Yes	Wonderful , long overdue. 2 hours is a good time, good duration, good incentive	Positive
330	Yes	It brings me back to town	Positive
334	Yes	Wonderful. Tiranga is killing it's city being too greedy	Positive
335	Yes	Yes good idea. I try and run in run out	Positive
337	Yes	Awesome, come in more often and daughter	Positive
341	Yes	It makes it easier to come. It's good, fair	Positive
343	Yes	Keep it up	Positive
344	Yes	It's perfect coz I'm not here for long	Positive
347	Yes	It great, great for town, good for my jobs.	Positive
349	Yes	Great idea, buses are good too, we are pensioners, we like the free bus. If parking is too difficult we take the bus.	Positive
351	Yes	Keep it or extend it but don't get rid of it. It's good, people love it. We work in town at night and see loads of people loving the free after hours parking .	Positive
355	Yes	It's great	Positive
358	Yes	Missed the boat, took a long time e to recognize need	Positive
363	Yes	I love it if it continues, I promote it	Positive
364	Yes	Good for business	Positive
368	Yes	I think it's awesome, other centers are confusing	Positive
370	Yes	Its s great initiative	Positive
374	Yes	My wife loves it	Positive

377	Yes	That's generous of hcc, thanks	Positive
379	Yes	Encourages me into the cbd instead of the base	Positive
381	Yes	Great idea, hcc needs to do something about cbd	Positive
384	Yes	It's made it easier. I'd rather I pay it my rates than through the meters. It's good for Hamilton tourism. You don't get that anywhere else. Parking is a big thing for most people, it's great for Hamilton. It used to be much harder. Don't change anything, don't make it longer.	Positive
385	Yes	Thank you for stopping and helping	Positive
387	Yes	It's great, it's generous. It's a good idea. I've never had a problem finding a park	Positive
388	Yes	Sometimes 3 hours would be better but 2 hours is great	Positive
394	Yes	It's great as I'm an area manager and I use the 2 hours for my meetings. Survey Note: driver said no to knowing about 2 hours free but had used it and had knowledge of how it worked.	Positive
408	Yes	It's never a bad idea. Some people may be discouraged. It doesn't change my choice to come here. I didn't know it was per car though, not per space.	Positive
410	Yes	\$6 an hour after is a bit much after. For Running errands it's perfect	Positive
411	Yes	Brilliant	Positive
416	Yes	I hope you're not getting rid of it. I moved from Wellington and it's so much better, much appreciated.	Positive
417	Yes	It good	Positive
422	Yes	Think it's the best thing that's happened for cbd	Positive
423	Yes	Keep it up	Positive
425	Yes	It's grand	Positive

430	Yes	Good idea, we don't need long.	Positive
431	Yes	It didn't attract me in , but it's good for the city	Positive
432	Yes	Should keep it, think it's great, best way to get people to cbd to shop	Positive
433	Yes	Depends on why you're here. Meter money is hassle	Positive
434	Yes	Keep it, keeps people lingering in town, draws us down into town more	Positive
435	Yes	Not just for me, for visitors and elderly, I'm glad it's policed to stop the office workers	Positive
436	Yes	It's good for me	Positive
437	Yes	It encourages people into the cbd to keep a vibrant heart to the city. It would be good to make the cbd as pedestrian friendly, buses etc.	Positive
440	Yes	Absolutely	Positive
441	Yes	It's a great service, I don't want to lose it so I don't use more than 2 hours. It's important for small retailers, and I don't like malls. It has made a difference though because its harder to find parks.	Positive
442	Yes	Love it	Positive
446	Yes	Good for the city	Positive
449	Yes	It makes it easier to come to town, it's great	Positive
451	Yes	It's great, makes me come in more	Positive
456	Yes	Getting people into cbd, well overdue	Positive
457	Yes	Yes but does it restrict the flow? Would 1 hour be better. 2 hours is great tho	Positive
458	Yes	It's great for appointments and lunch dinner	Positive
460	Yes	Will bring people into town	Positive
462	Yes	Keep it up	Positive
463	Yes	It should continue, getting people back into the cbd, could be 60 mins and that would be fine	Positive
464	Yes	Best thing they've ever done	Positive

465	Yes	Good for city	Positive
472	Yes	Absolutely love it brings me to city	Positive
476	Yes	Keep it going	Positive
478	Yes	It's good for people coming to town	Positive
14	Yes	Its confusing.	But confusing
19	Yes	But marketing not appropriately worded at the demographic. Difficult for elderly and foreign.	But confusing
20	Yes	Too confusing. Marketing vague. Great idea. Lots of people in town.	But confusing
21	Yes	Needs to be advertised more. More signage, better signage. Great idea though.	But confusing
22	Yes	Great idea. Better signage would be good. FREE information is on the side of the meter.	But confusing
27	Yes	Good idea needs to clearer. Lots of people don't know.	But confusing
30	Yes	Wonderful idea. Its confusing. People don't understand. People always ask how it works. It's great to stop into specific shops briefly.	But confusing
73	Yes	Confusing. Meter flashing. It's not obvious	But confusing
95	Yes	Suggest more comms around the offering; people still confused	But confusing
101	No	Not enough info; not sure when to pay;	But confusing
138	Yes	Signs confusing, too small	But confusing
148	Yes	Confusing	But confusing
221	Yes	But confusing signage. Especially around paying after the 2 hours or how to start the 2 hours.	But confusing
223	Yes	Unfortunately people don't understand the system	But confusing
224	Yes	Publicity and marketing is key	But confusing
240	Yes	People don't understand. Confusing. Great idea, it's not explained in laymen terms	But confusing

265	Yes	Maybe a bit better explained, signage	But confusing
305	Yes	Definitely do. It should be all day . It's better than zero. Confusing though	But confusing
338	Yes	Took me a while to understand the signage	But confusing
356	Yes	It's good, don't understand how it works, information on what happens	But confusing
361	Yes	Think it's a good service. Don't think its clear	But confusing
378	Yes	Confusing, it took me weeks to get used to it and figure out how it works	But confusing
380	Yes	Confusing.	But confusing
382	Yes	But so confusing, it need something to tie together how long I've had.	But confusing
392	Yes	Make it clearer for out of town. First two hrs free would be better. Don't pay until after two hours	But confusing
395	Yes	Great idea, but not clear	But confusing
399	Yes	But Too confusing. The blue signs are awful. What do they mean? I just follow what others are doing.	But confusing
444	Yes	People struggle with the offer information	But confusing
445	Yes	Hard to understand, I misread the meter. It says 2 hours free in the cbd and I thought I was outside central area Survey note: ocation is Victoria street near Bryce	But confusing
470	Yes	Straight forward information would be good	But confusing
16	Yes	Don't get rid of it. Better advertising needed. Perhaps even in smaller nearby towns.	But improvement needed
23	Yes	Beneficial for business. I see quick turnover of cars. Town is busier, foot traffic is busier. Town would be dead without it. A lot of people still don't understand it though.	But improvement needed
31	Yes	Definitely, I hope they keep it. More signage required. I get lots of people asking. It's working well. Need more parks. Angle in Victoria for example.	But improvement needed

32	Yes	Its drawing custom to the cbd. Worley ward area is a bottleneck. Couriers complain a lot. No parking for them. Loading zones get taken. Because there's no on street parking, private parks are being taken, and double parked. People like 2hrs free. Some cars too big for parks, on st and underground. Underground 1 hour free needs to continue or be longer.	But improvement needed
54	Yes	1 hour would be better. Creates revenue for city. More incentive to use the bus. City is greener . 1 hour is plenty.	But improvement needed
65	Yes	Yes for shoppers, but not long enough if you want to have a meal. There are no provisions for volunteer workers. Most of whom are pensioners.	But improvement needed
137	Yes	3 would be better	But improvement needed
184	Yes	I think it should be free all day to rejuvenate the central city	But improvement needed
188	Yes	3 hours would be better	But improvement needed
219	Yes	But too confusing, too contested, too many homeless, so I avoid town. I avoid Chartwell too and only use base. I'm only here because I have to. I used to come but the base is easier.	But improvement needed
220	Yes	But maybe an hour would be better	But improvement needed
222	Yes	I guess it is for shoppers, but I don't like that it comes out of my rates. Rates are sky high. Finding parking is hard too. Parking wardens are nice though.	But improvement needed
306	Not Answered	Yes and no, good that it's free but no parks.	But improvement needed
308	Yes	Yes but I don't like that ratepayers pay for it. Anything to draw people into town is good.	But improvement needed
315	Yes	Don't think it's long enough	But improvement needed
331	Yes	Yes depending who's funding it. \$6 after is high. More car parks required. More mobility parks as well.	But improvement needed

350	Yes	Should have more hrs free	But improvement needed
375	Yes	Should be all day free	But improvement needed
396	Yes	6 dollars an hour is expensive	But improvement needed
405	Not Answered	I can never find parking any more, I ended up in Liverpool st to go to the library . I tried 3 times to find a park nearby. It's confusing. It has made a huge difference to parking but not to retailers.	But improvement needed
406	Yes	Prepay would good. Longer would good.	But improvement needed
419	Yes	Good idea, an alert would be good	But improvement needed
461	Yes	Should be more hours	But improvement needed
469	Yes	Make it 1 hour	But improvement needed
11	Yes	But no parks available. More payments options would be great	But hard to find a park
59	Yes	Because it's free it's harder to find parking. It's good	But hard to find a park
151	Yes	Definitely, but no car parks. If it's not free less people would come	But hard to find a park
229	Yes	It's harder to find a park. Loading zones are full too.	But hard to find a park
232	Yes	We need more free parking. Finding a park is hard. There's no parks.	But hard to find a park
252	Yes	Not enough parking	But hard to find a park
299	Yes	But theres not enough parks. I don't come into town because of the 2 hours free. I prefer the base. Accessibility to the 2 hours is limited.	But hard to find a park
309	Yes	Frustrating trying to find a park.	But hard to find a park
311	Yes	More spaces needed. It gets full easy.	But hard to find a park
336	Yes	Yes but loading zones are full now. There not enough parks. People don't understand how it works	But hard to find a park
365	Yes	I couldn't get a par, last eek	But hard to find a park
403	Yes	I think it works well, on Worley very hard getting a short term park	But hard to find a park
418	Yes	But hard to find a park.	But hard to find a park
439	Yes	It brings in people and they stay longer but it is hardrrvto find park.	But hard to find a park

443	Yes	It's great just harder to find a carpark	But hard to find a park
89	Not Answered	It doesn't bring me in any more but makes it easier when I do. It is a great idea to compete with other complexes. I question if the community would prefer paid parking and have less rates or redirected funds.	Other
284	Yes	Harwood street could be all day free for businesses	Other
300	Yes	It's good, wardens are pathetic, revenue gathering. That's why the cbc is dead. That's why we go to the base. Nobody stalking.	Other
450	Yes	Would be better if there was no parking and had little buses to transport people around town	Other
72	No	Because the ratepayer is funding it. Also difficult to understand how it works. It's not clear	Not a good idea
119	No	Because money has to come from somewhere	Not a good idea
171	No	2hours makes more questions than answers. It's confusing. Paying would be easier. Clearer signage needed. Signs are pay but it's free. There still needs to be more education.	Not a good idea
304	No	System being abused by shopkeepers and commuters.	Not a good idea
397	Not Answered	I'm against paid parking, 2 hours is not enough for shopping lunch etc, I don't like the app, and don't want to return to meter. I just leave, and go to where I don't have to pay. Retailers miss out, I go elsewhere rather than pay. I don't carry coins. 2 hours is better than nothing	Not a good idea
426	No	Think it was better with 2 dollar parking	Not a good idea
468	No	Parking should be free, waste of time, should be free all day	Not a good idea
144	Not Answered		Survey question not answered
386	Not Answered		Survey question not answered
413	Not Answered	I don't park in the city it's a one off thing	Survey question not answered
415	Not Answered	I don't use it, there's never any parks. I use the base a lot	Survey question not answered

1	Yes		No Comment Provided
2	Yes		No Comment Provided
3	Yes		No Comment Provided
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Item 11

Attachment 4

40	Yes		No Comment Provided
41	Yes		No Comment Provided
42	Yes		No Comment Provided
43	Yes		No Comment Provided
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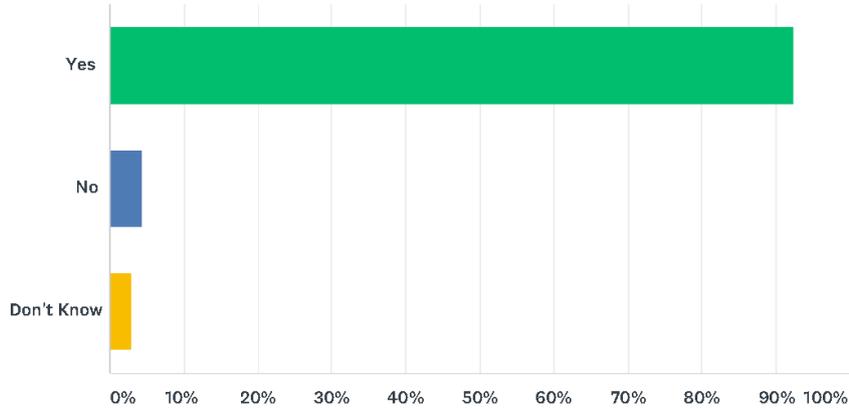
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474	Yes		No Comment Provided
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477	Yes		No Comment Provided
479	Yes		No Comment Provided
480			No Comment Provided

Q1 Do you think the 2 hour free parking is a good initiative?

Answered: 134 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	92.54%	124
No	4.48%	6
Don't Know	2.99%	4
TOTAL		134

#	COMMENTS	DATE
1	Fantastic for all businesses. Enough time to complete your business and free up for others	3/6/2019 8:16 AM
2	It's a good initiative but we believe it's being abused by workers. From comments we've heard a large percentage of the parks are occupied all day by staff, managers, and by residents that live in the city. Our customers tell us they can't find a space to park even when it's early in the day and there are few people on the street. Would it be possible to check with the traffic wardens to see if this is in fact a very true observation?	3/5/2019 7:44 PM
3	it has resulted in me going into town more especially on Saturdays	3/5/2019 10:23 AM
4	Although, it encourages office staff to utilize this free parking which makes it difficult for shoppers to find a park.	3/4/2019 6:48 PM
5	Have seen more people come into the Central City	3/4/2019 4:03 PM
6	Being in Worley Place, any incentive to get people into this street is a good one. I do have a problem when customers are not allowed to back into the spaces. Coming from the Garden Place end into Worley Place, it is easier and safer to back into a park - where as coming from the Ward Street end it is easier to drive into a park. I hate the thought of losing a potential customer because they couldn't get a park for this reason.	3/4/2019 12:13 PM
7	Yes! Please keep it. Our customers love it.	3/4/2019 11:34 AM
8	2 hour free parking stickers need to be placed at the front of ticketing machines, where people can see them (not on the sides).	3/4/2019 9:02 AM
9	We hear positive comments, especially from retailers and also our clients/customers who have come into the Hamilton CBD to drop-in to see us	3/3/2019 1:56 PM
10	Cars do move around with more regular frequency now.	3/2/2019 1:58 PM

HCBA Parking Survey Overview 2019

11	On the face of it, using rates to subsidise the use of cars is a terrible idea. However, due to the newness and stress-free free parking of The Base I think it's probably important for the vitality of the CBD for the time being.	3/2/2019 10:37 AM
12	It encourages people to come to the CBD.	3/1/2019 7:41 PM
13	We have had absolutely positive statements from pedestrians & customers alike. Many are very pleasantly surprised, and have decided to stay longer & shop because of it.	2/28/2019 5:05 PM
14	The signage is very poor and confusing and people from out-of-town don't realise they get two free hours and think the metre is swallowing their money.	2/28/2019 2:42 PM
15	Around the centre of the city. It is not long if you are a parent with a child or an elderly person who take a lot longer to get around	2/28/2019 11:54 AM
16	The freedom to park without requiring cash or cards has been great. It has created a more free flowing experience for shoppers who can park and shop in various parts of the CBD within the 2 hour time frame.	2/28/2019 9:05 AM
17	The feedback I hear from people is that a lot of people still don't know it's free parking in the CBD but for the people that do know about it, they love the fact that it's free for the first two hours which makes them more likely to pop into the CBD and not have to worry too much but they are concerned about going over the 2 hours as the price jumps up quite a bit after the initial two hours.	2/28/2019 8:50 AM
18	It has confused a lot of people, and I am wondering if it has been policed well, meaning it must be hard for the parking wardens to get around to check every vehicle. Of course people like free, but then the \$6 an hour after that defeats the purpose and we loose revenue.	2/27/2019 10:59 PM
19	however it is so confusing for the general public - every day we get queries about what they need to do and how will they keep track of the 2 hours when moving around CBD and what if they want to park for 3hours, what do they do? People always put coins into the meters irrespective of the signage on the meters...and as for the multitude of blue parking signs - what an eyesore!	2/27/2019 10:35 PM
20	It keep customers in the CBD which is a must as a owner of a fashion store plus you need to advertise it more	2/27/2019 9:19 PM
21	less income for city council. CBD need more parking, 2 hour fee parking can not attract people come to City Center. the limit parking is the reason why they don't want to come.	2/27/2019 7:12 PM
22	I perceive a positive effect, can't quantify this	2/27/2019 6:11 PM
23	Our customers have found it convenient, and easier to get a park when they only have a 30min or 60min appointment :)	2/27/2019 5:22 PM
24	Fantastic Idea have had alot of customers enjoy it and are more receptive to come into the cbd. Down side is it is poorly signed and worded and people are not understanding the terms	2/27/2019 3:36 PM
25	This has been a great introduction for the CBD. Customers love it they say it makes finding a park easier and two hours gives them plenty of time to shop. If they could then pay by cell phone to continue in the city it would be even better.	2/27/2019 3:20 PM
26	It allows people to come into the CBD to do what they need with out having to pay for parking.	2/27/2019 2:57 PM
27	The 2 hour free parking has brought more people to town, making it more lively. Good for everyone	2/27/2019 2:55 PM
28	Street signs should indicate 2 hours max and no need for parking meters to be used.	2/27/2019 2:50 PM
29	2hrs is too long-should be 1hr	2/27/2019 2:25 PM
30	I often have meetings which I used to organise for outside of the CBD - now I will organise them for areas in town and will do some shopping in town at the same time, whereas previously Chartwell would have got my business.	2/27/2019 2:16 PM
31	Brilliant initiative, makes the thought of going to the CBD much more attractive	2/27/2019 2:13 PM
32	It gives the Rate payers a good opportunity to visit the city; park without a hassell, complete their shopping and away two hours is great I'm using it tomorrow as going to a Auction - max time will be 90 minutes and my partner can go shopping	2/27/2019 2:06 PM
33	It's very convenient	2/27/2019 2:05 PM
34	Seems to keep cars parks moving and more opportunity to find one free.	2/27/2019 1:52 PM

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Attachment 5

HCBA Parking Survey Overview 2019

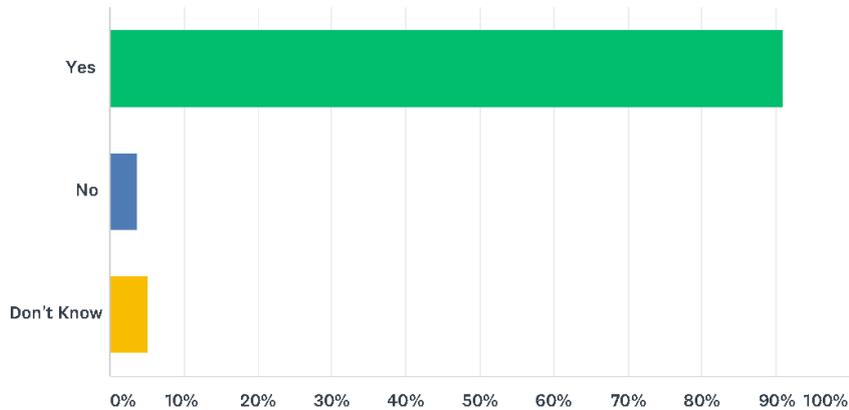
Attachment 5

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35	doesn't really make sense to me, as someone who parks central every day, when you say 2 hours free then the third hour is 6 dollars it actually equals the same as just paying for 3 hours of parking before you brought this initiative in so technically it isn't free for people like me who have to drive to work. if anything it becomes more expensive, and given there isn't much parking for people who live out of hamilton but work in hamilton we don't have many options but to pay the exorbitant prices. more understanding around the free parking would be great or a drop in the price for the 3rd hour, so maybe 3 dollars for 3rd hour, 4 dollars for 4th to a max amount of hours and \$\$, i still see people paying for parking when they initially park as the free parking signs are located on the side of the pay machine so 99% of people don't actually see them. a lot of the staff at our business are in the same position where we may spend around \$20 a day to come to work, for 5 days a week that can become expensive, but appreciate the free parking on the weekends.	2/27/2019 1:36 PM
36	but you can still put coins into the meter - how is it measured how much parking you have? (Should you not have the app/or ability to download the app). I see quite a few people reading the meters, but its not super clear on what to do.	2/27/2019 1:26 PM
37	I was one of the people who thought it was a bit ridiculous - didn't think it would have uptake at all - and I love it. Its frustrating that there's not more parks (and three hours would be better than two, if going to the movies or similar) but it has certainly encouraged me back into the city	2/27/2019 1:26 PM
38	Has definitely helped overcome the parking barrier of customers needing to pay for parking in town.	2/27/2019 1:22 PM
39	It should not have been attached to the technology. It should have included 10min 30min and 1hour parking	2/27/2019 1:20 PM
40	Whilst the idea sounds good on paper, the practical effect to our business is that our clients can no longer find any parking close by to our offices.	2/27/2019 1:04 PM
41	But more people are in town so it is harder finding a park at times	2/27/2019 12:53 PM
42	Good- when actual shop customers get the parks! More people from surrounding businesses steal the a parks and our regular customers dont get a park for miles.	2/27/2019 12:48 PM
43	This parking has allowed the CBD to revitalise itself with customers.	2/27/2019 12:42 PM
44	has worked well for me when accessing CBD businesses	2/27/2019 12:39 PM
45	We shouldn't be encouraging more people to drive, we should be encouraging walking, bicycles, and public transport.	2/27/2019 12:35 PM
46	Encourages people back to city centre	2/27/2019 12:32 PM
47	Directions need to be clearer. We have elderly clients who feed coins into the meters thinking they are paying for time after the first 2 hours, who also aren't up to speed with paying by app.	2/27/2019 12:30 PM
48	Great and love it!	2/27/2019 12:30 PM
49	The parking wardens are unnecessarily aggressive. There is an older gentleman that is always very confrontational to my clients.	2/27/2019 12:29 PM

Q2 Do you think the 2 hour free parking should continue?

Answered: 132 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes	90.91% 120
No	3.79% 5
Don't Know	5.30% 7
TOTAL	132

#	COMMENT	DATE
1	The current system is confusing and needs to be implemented better. Benefit is lost through people not knowing about the app, removal of time zones and people trying to pay beyond the two hours, especially if they don't come to the CBD often, but the payment registering immediately. If you know you are going to be longer than 2 hours why cannot the customer select time required and pay the cash balance once the two hours is taken into account?	3/7/2019 9:27 AM
2	We have to find a way to discourage staff, managers, and residents, from abusing this FREE two hour offer. Maybe a higher fine when the two hours is up. I would like to suggest that we have an article put in your monthly news letter. Staff should understand that the FREE parks are for our very own customers, they are special. Perhaps get council parking wardens to have a blitz on this behaviour.	3/5/2019 7:44 PM
3	As long as it can be policed to detour those who it's not intended for.	3/4/2019 6:48 PM
4	As I Operate a business where accasionally clients appointments run over 4 hours we do get complaints that \$6 per hour adds on a big expence to there appointment , some have paid \$18 extra. Don't Know what the answer is there, generally No Complaints.	3/4/2019 4:03 PM
5	These parks are constantly monitored so as long as they dont abuse it I think 2 hours is a good time limit..	3/4/2019 12:13 PM
6	Definitely, it has made such a difference to parking in the CBD	3/4/2019 11:34 AM
7	I think the 2 hour free parking should continue. However, businesses that operate during 8am-6pm should foot the bill (I know this has been previously discussed by council members) as this initiative benefits them directly. My partner and I own a business on Hood St that doesn't open until 10pm Friday and Saturday, so we should be exempt from this extra annual expense.	3/4/2019 9:02 AM
8	It would be a backward step if it didn't continue	3/3/2019 1:56 PM

HCBA Parking Survey Overview 2019

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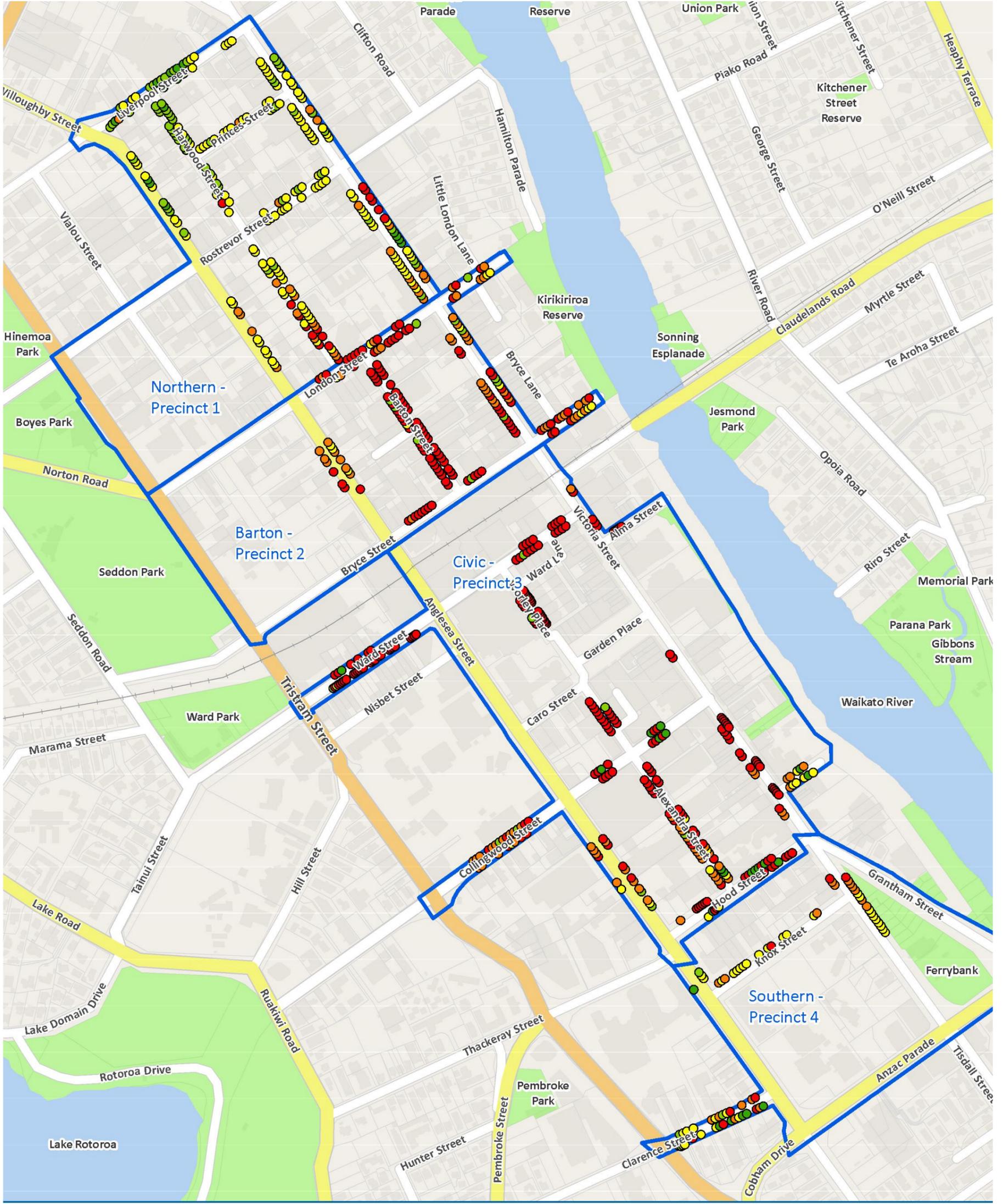
9	I believe, somewhat reluctantly, that until we have more substantially residents living in and very nearby the CBD the 2 hour free parking should probably remain.	3/2/2019 10:37 AM
10	If it brings more people to come to the CBD, then it should continue.	3/1/2019 7:41 PM
11	You NEED to overhaul the stupid old meters, no one has cash EVER, and so to think its a good way to encourage people to park after 2 hours is kidding yourself. And the small little things alluding to an app does not work. Proper meters like in Auckland or Wellington, or pay by space parking is the only way forward.	3/1/2019 3:19 PM
12	Of course it should continue! Absolutely! Why would one want to discourage people coming to town to shop! While it doesn't compare to all day free at The Base, it goes some way towards satisfying many shoppers!-- Terry Hooper e: wholesale@livingword.net.nz p: +64 7 8395607 634 Victoria St Hamilton 3204, NEW ZEALAND Please consider the environment before printing this email. The information contained in this email is exclusively for the person for whom it is intended. If you are not the intended recipient please delete this message and notify the sender.	2/28/2019 5:05 PM
13	I would like to see pay and display in some areas so people can park for longer	2/28/2019 11:54 AM
14	I'm 50/50 on this. I think the 2 hours parking is excellent and I have had feedback in that regard too. But it does seem to slow the turnover.	2/28/2019 11:04 AM
15	I think it should be \$2 or \$3 an hour with no free 2 hours and only from 8am till 5pm mon-Fri, and from 8am till 2pm sat, then free on Sundays.	2/27/2019 10:59 PM
16	yes until more CBD housing means the city has a 24/7 vibrancy	2/27/2019 6:11 PM
17	It is encouraging more people into the CBD that would otherwise head to the Base	2/27/2019 2:57 PM
18	For reasons given aboe	2/27/2019 2:55 PM
19	I believe that it certainly made a difference in the perception that parking in the CBD is expensive and the goal was to take that away.	2/27/2019 2:33 PM
20	Two hours is quite a generous initiative and personally wouldn't mind if it was only for an hour as most of my parking needs are for a much shorter duration.	2/27/2019 2:29 PM
21	In principle, however amended to 1hr	2/27/2019 2:25 PM
22	If it finished I would stop going to the CBD	2/27/2019 2:13 PM
23	Great idea to encourage us back into the City	2/27/2019 2:06 PM
24	It has been a real positive with respect to spending time within the central city.	2/27/2019 2:05 PM
25	Needs to be more clear that the first two hours is free.	2/27/2019 1:52 PM
26	needs more thought and planning around advertising of 'free parking' and maybe a reduction in cost for 3rd hour	2/27/2019 1:36 PM
27	It makes it easier to come into the city	2/27/2019 1:26 PM
28	Absolutely!!!	2/27/2019 1:22 PM
29	It needs to take away the meters and include 10min 30min and 1hour parking	2/27/2019 1:20 PM
30	As business owners in the CBD we have found that our clients can no longer find parking in Alexandra Street near our offices. When we first bought the floor in Caro House one of the reasons we bought it was because there was always plenty of street parking available to our clients. They now complain that they cannot find parking in the streets anywhere near us. And yet we are paying more rates to cover parking that our clients can no longer get! We also believe that people abuse the parking by using it for longer than they should, again causing less parking to be available in the area.	2/27/2019 1:04 PM
31	we find it super annoying as more business staff park in them than our customers!!! our customers would rather pay for parking and actually get a park instead of the surrounding businesses getting the free parks.	2/27/2019 12:48 PM
32	If it was removed the customers would disappear to The Base with its free parking and ease of shopping	2/27/2019 12:42 PM
33	Promoting and encouraging people to drive into the city is 20th C thinking	2/27/2019 12:35 PM
34	I do, but I do not understand the app	2/27/2019 12:33 PM

HCBA Parking Survey Overview 2019

35	but i don't know the cost and whether it's worth it.	2/27/2019 12:32 PM
36	definitely!	2/27/2019 12:30 PM
37	Yes but \$6 per hour afterwards is a completely outrageous amount of money.	2/27/2019 12:29 PM
38	Better communication and signage required. Hamilton people still don't know that can park for free.	2/27/2019 12:29 PM

Item 11

Attachment 5



KEY Occupancy Percentage Feb 18 to Feb 19, Weekdays 10am-4pm

- 0-25
- 26 to 50
- 51 to 75
- 76 to 85
- 86 to 100



GIS & CAD Services

DISCLAIMER: While Hamilton City Council has exercised all reasonable skill and care in controlling the contents of this information, Hamilton City Council will not be liable for any costs, loss, injury, damage or expense whatsoever whether direct, indirect, or consequential, suffered or incurred by any person in reliance on the information.

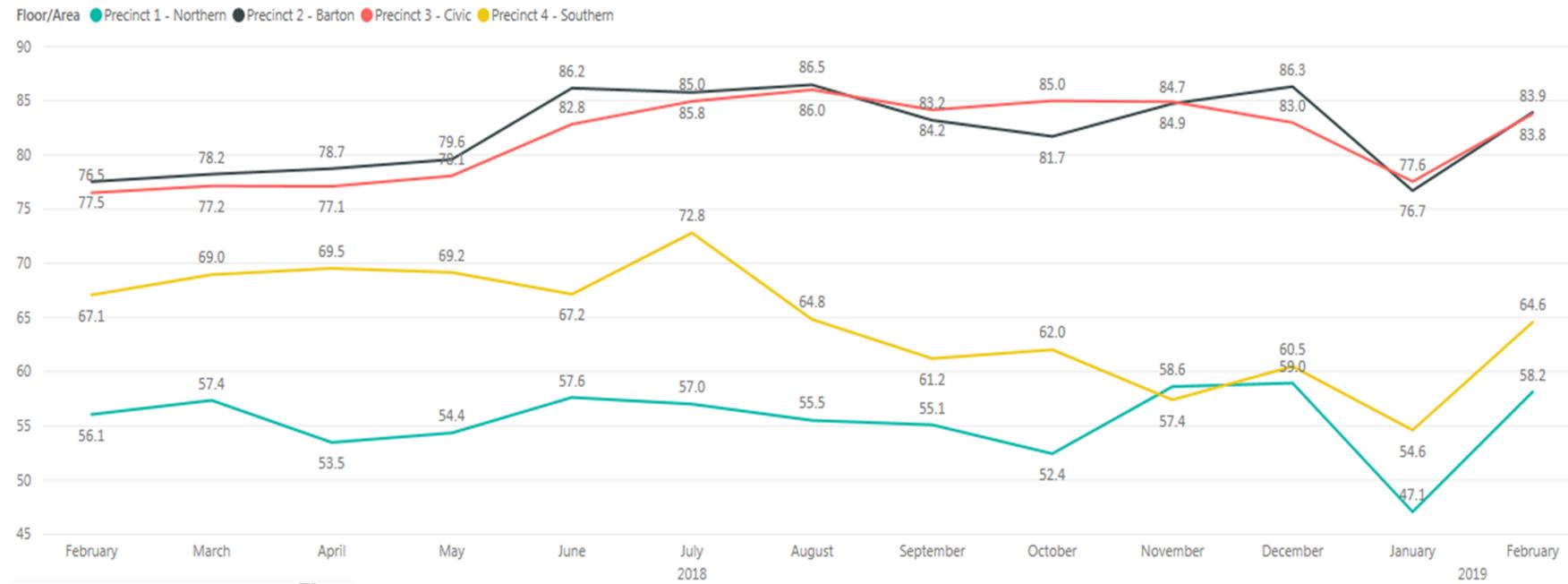


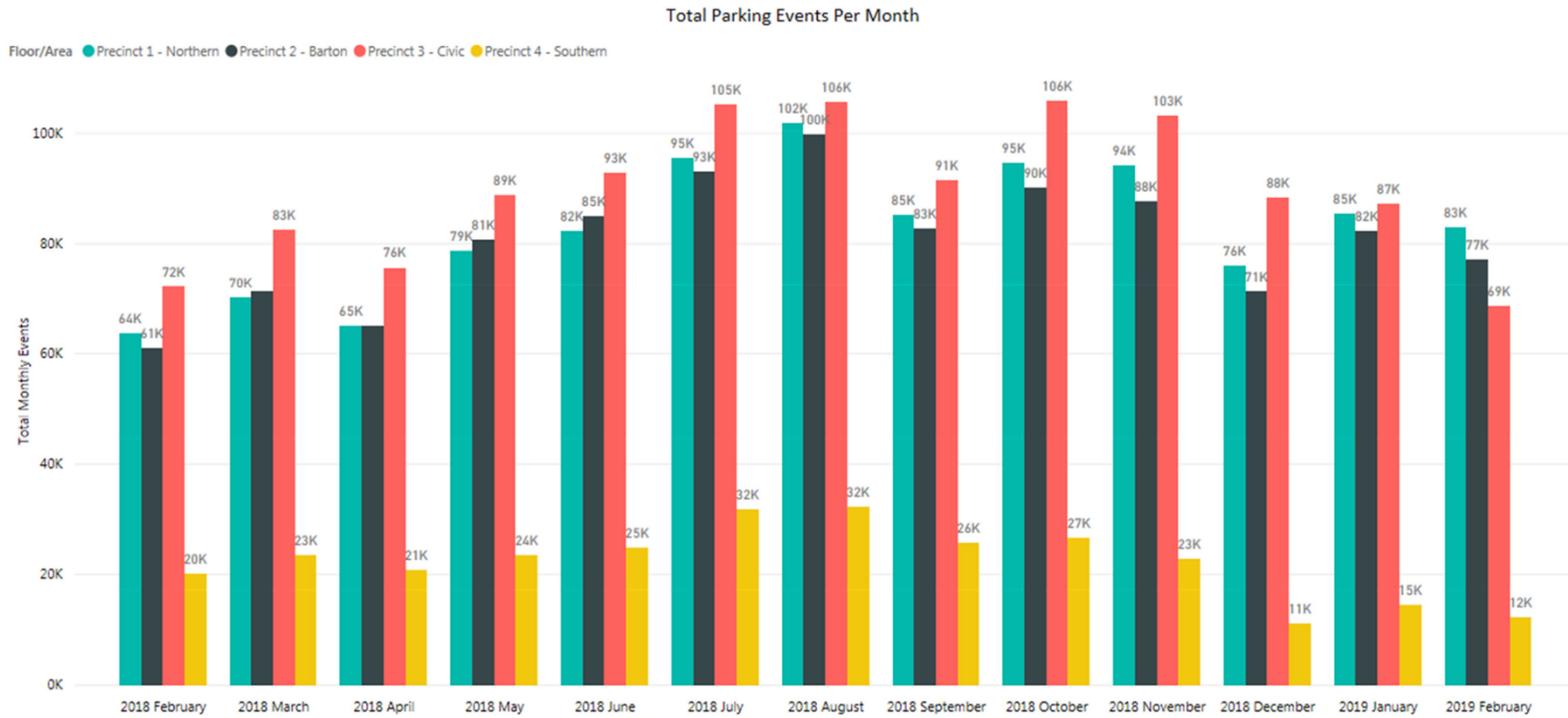
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HAMILTON
CBD Parking Bay Occupancy

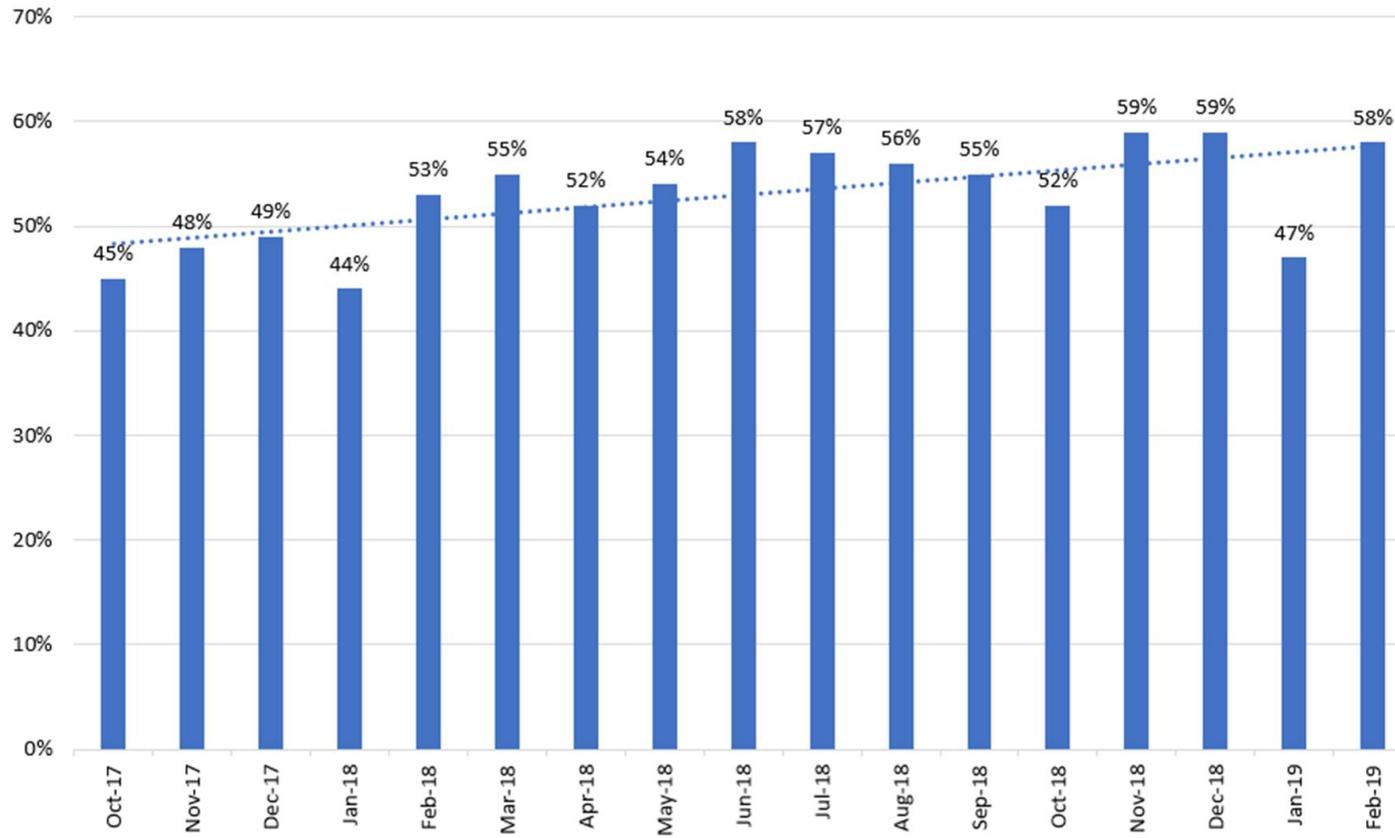
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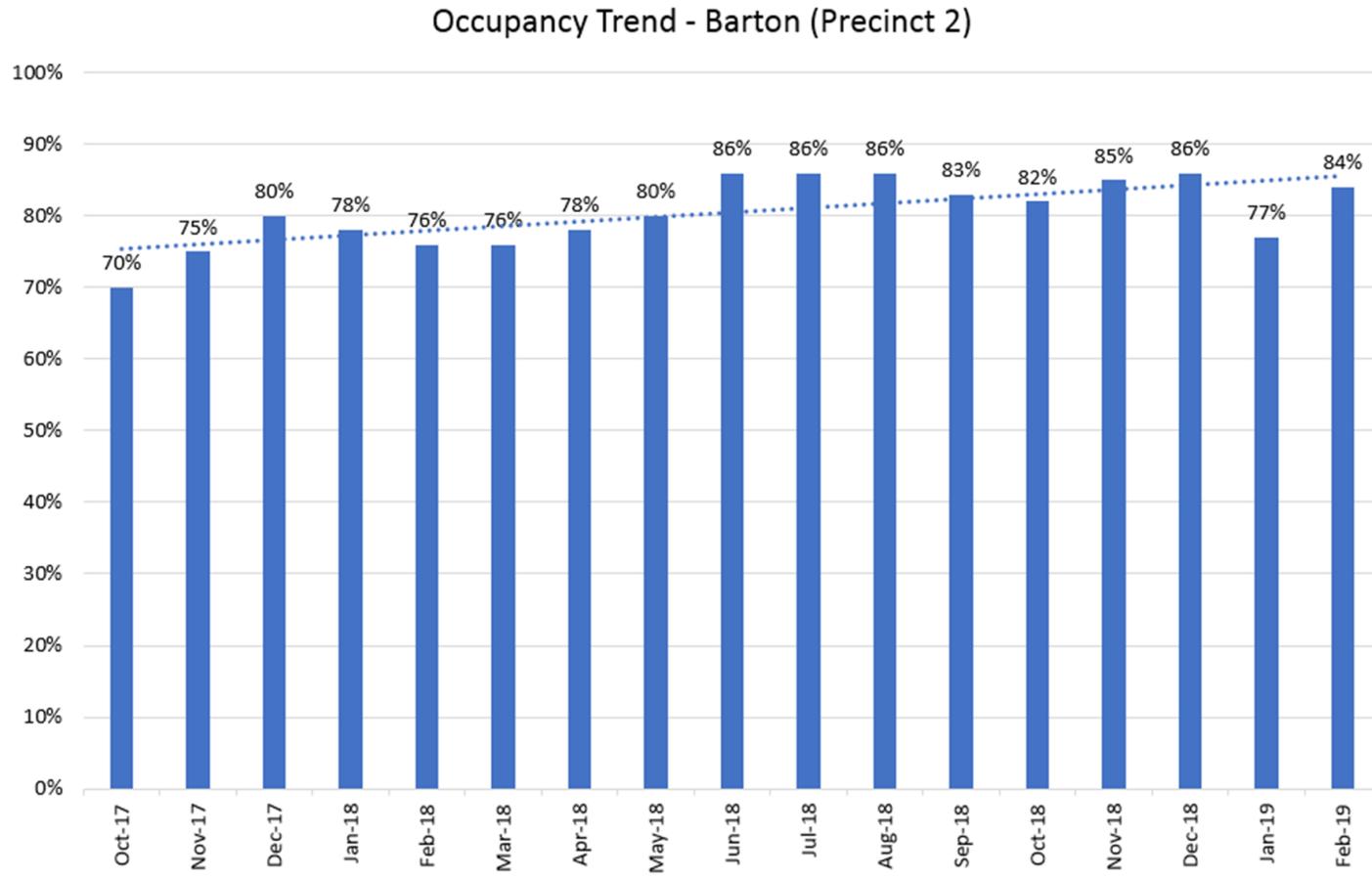
Historical Parking Occupancy (%) by Precinct – February 2018 to February 2019



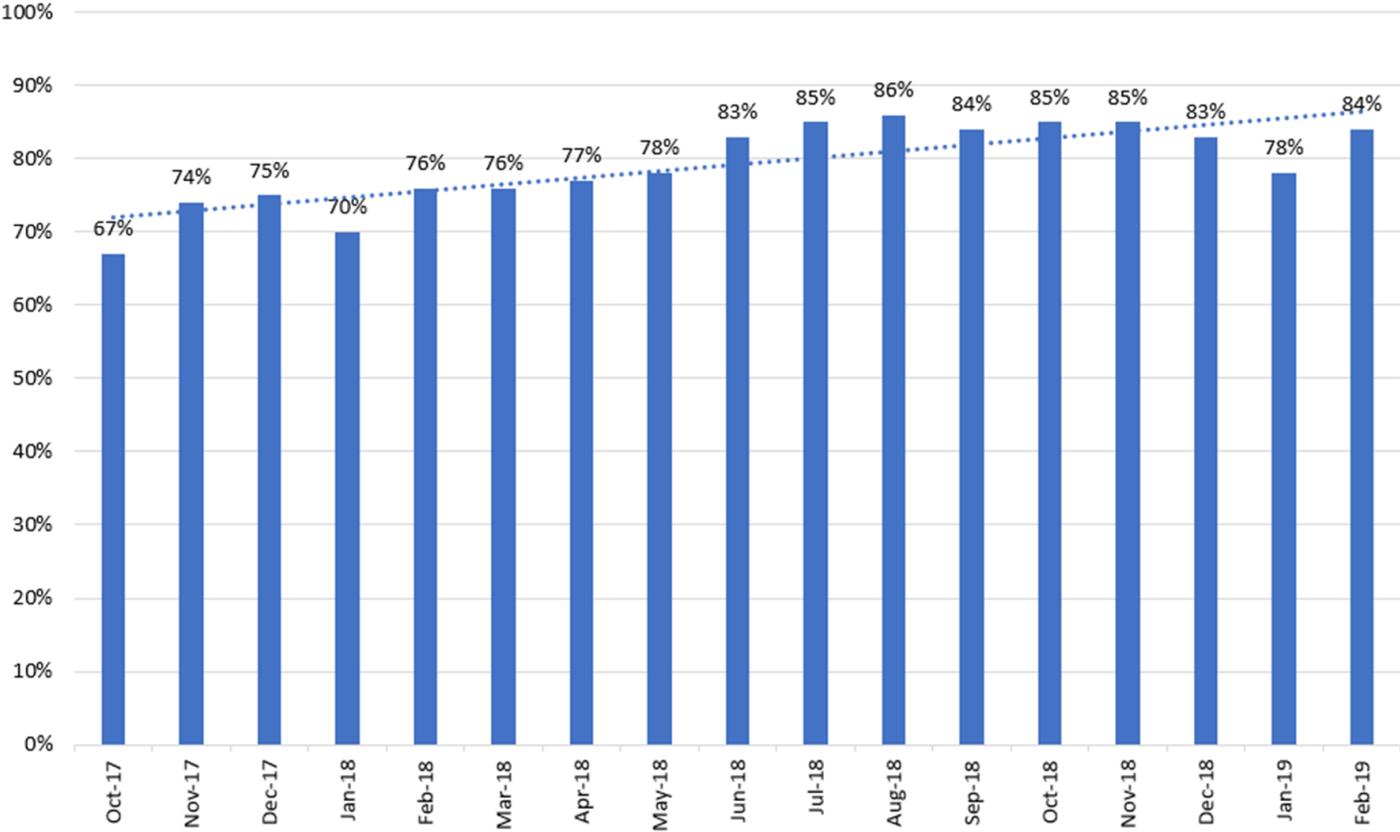


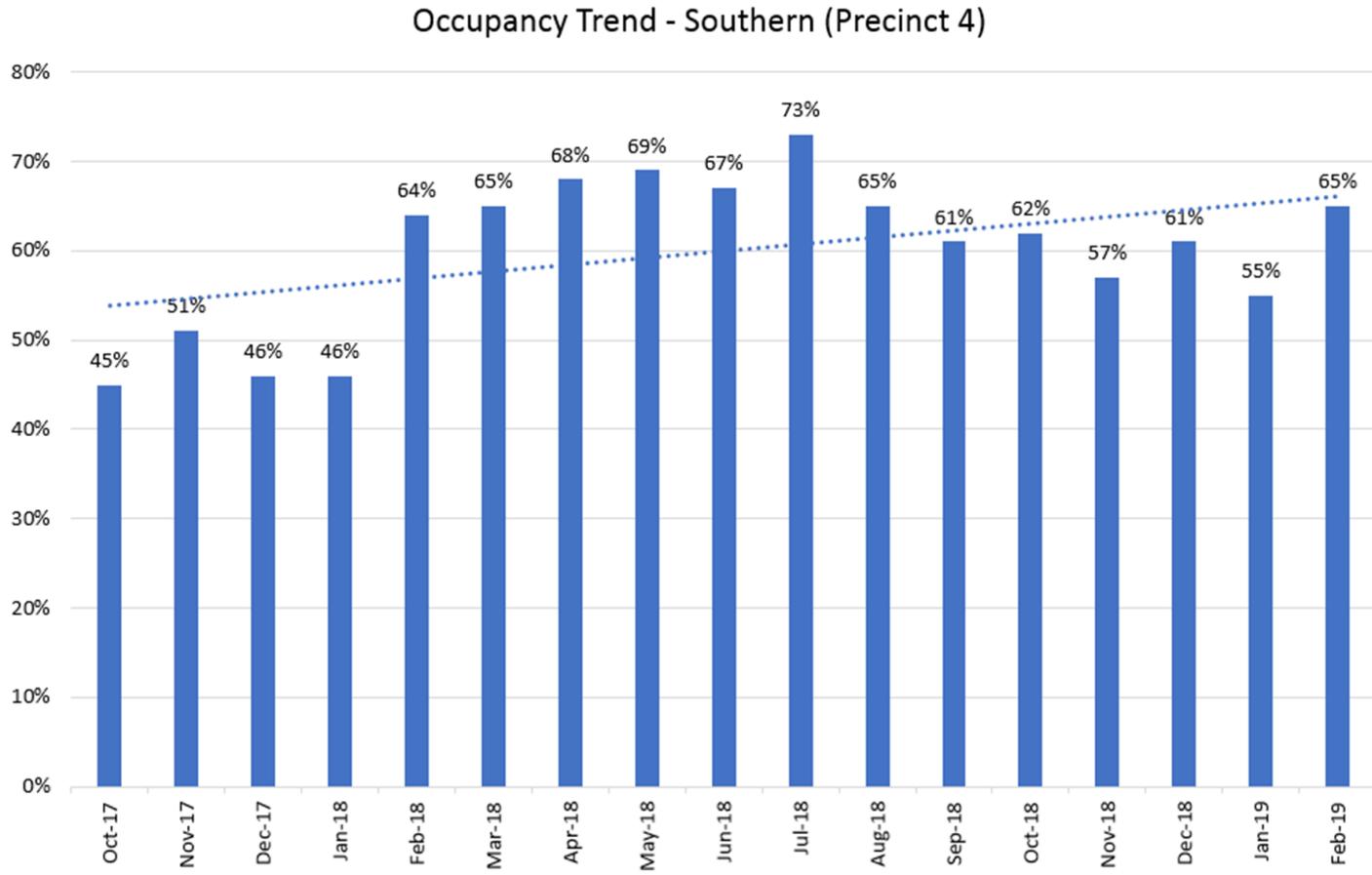
Occupancy Trend - Northern (Precinct 1)

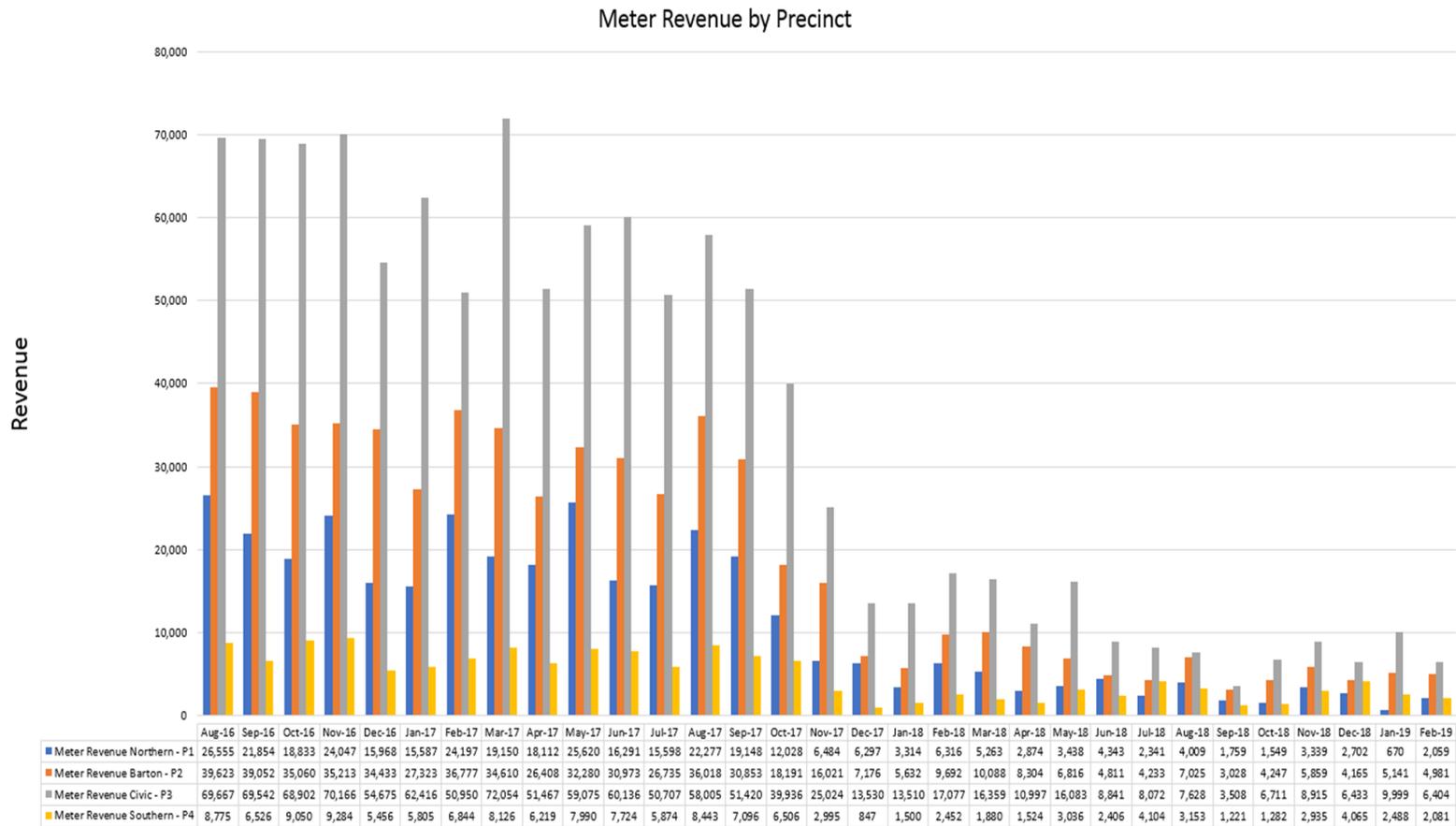




Occupancy Trend - Civic (Precinct 3)







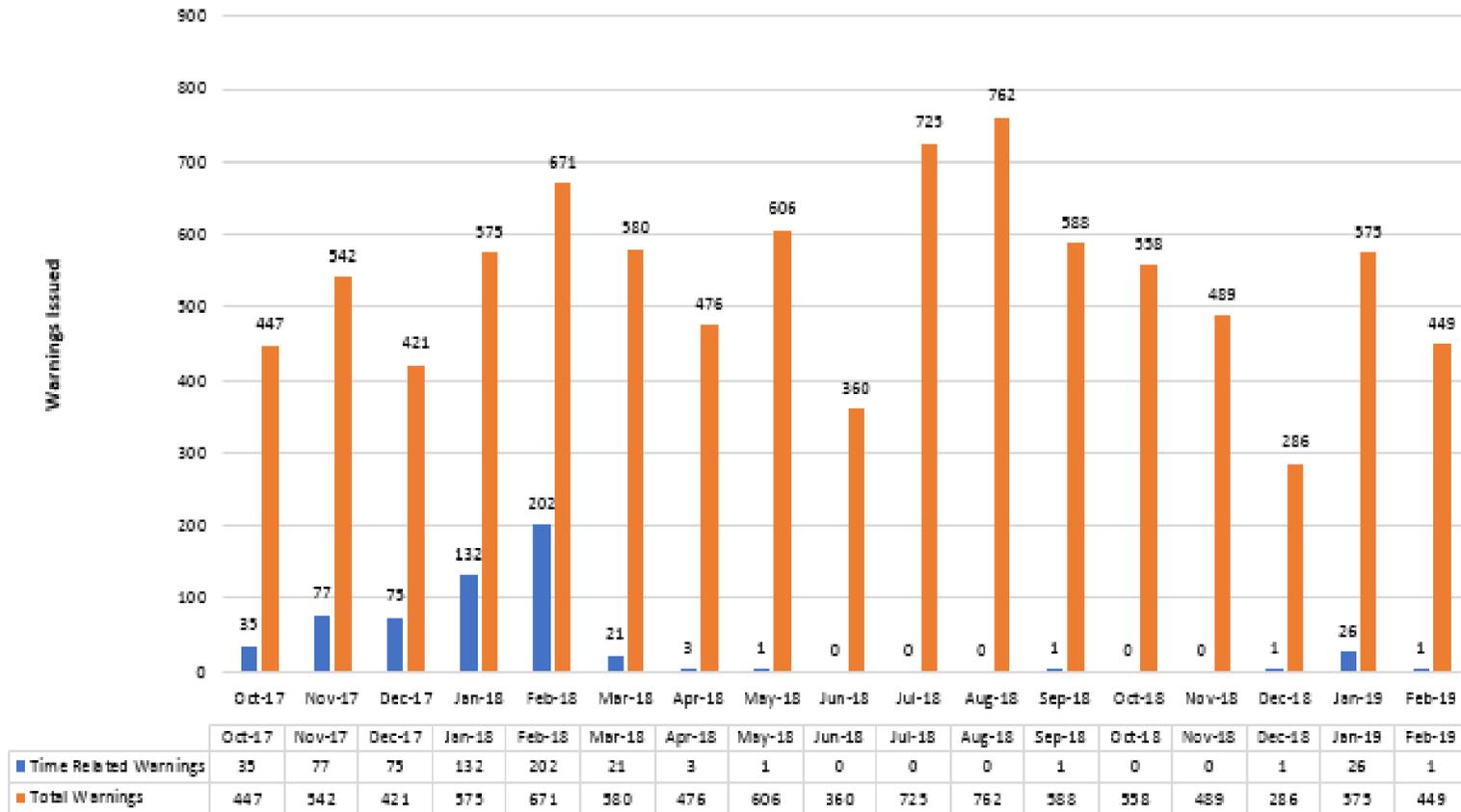
Warning and Infringements Update – February 2019

A total of 449 warnings, 1186 parking infringements and 397 traffic infringements were issued in February 2019.

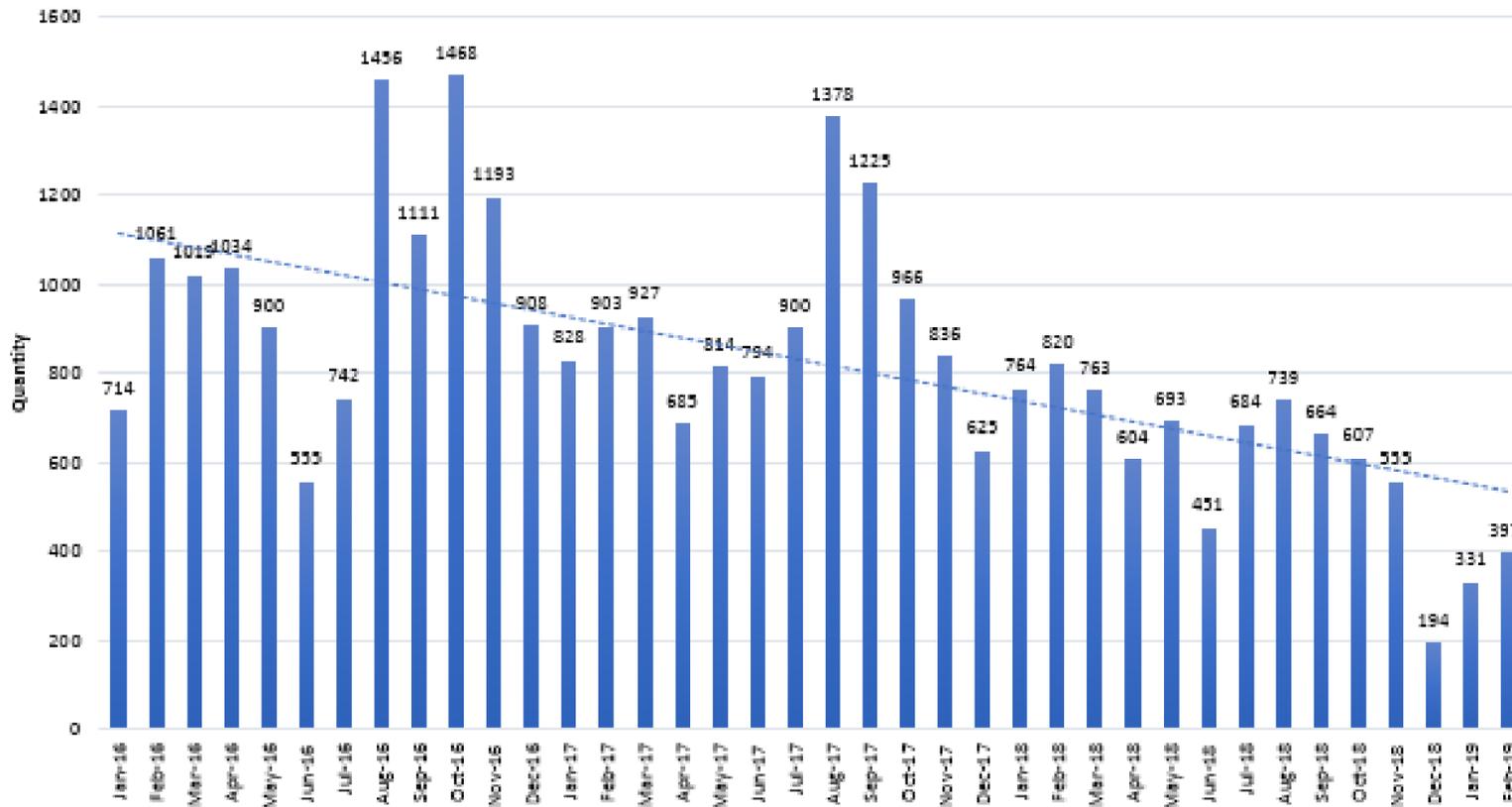
The following tables are provided:

- Time Related Warnings by Month
- Traffic Infringements issued by Month
- Composition of Traffic Infringement Notices (TINS) for 2018/19
- Parking Infringements issued by Month
- Composition of Parking Infringement Notices (PINS) for 2018/19

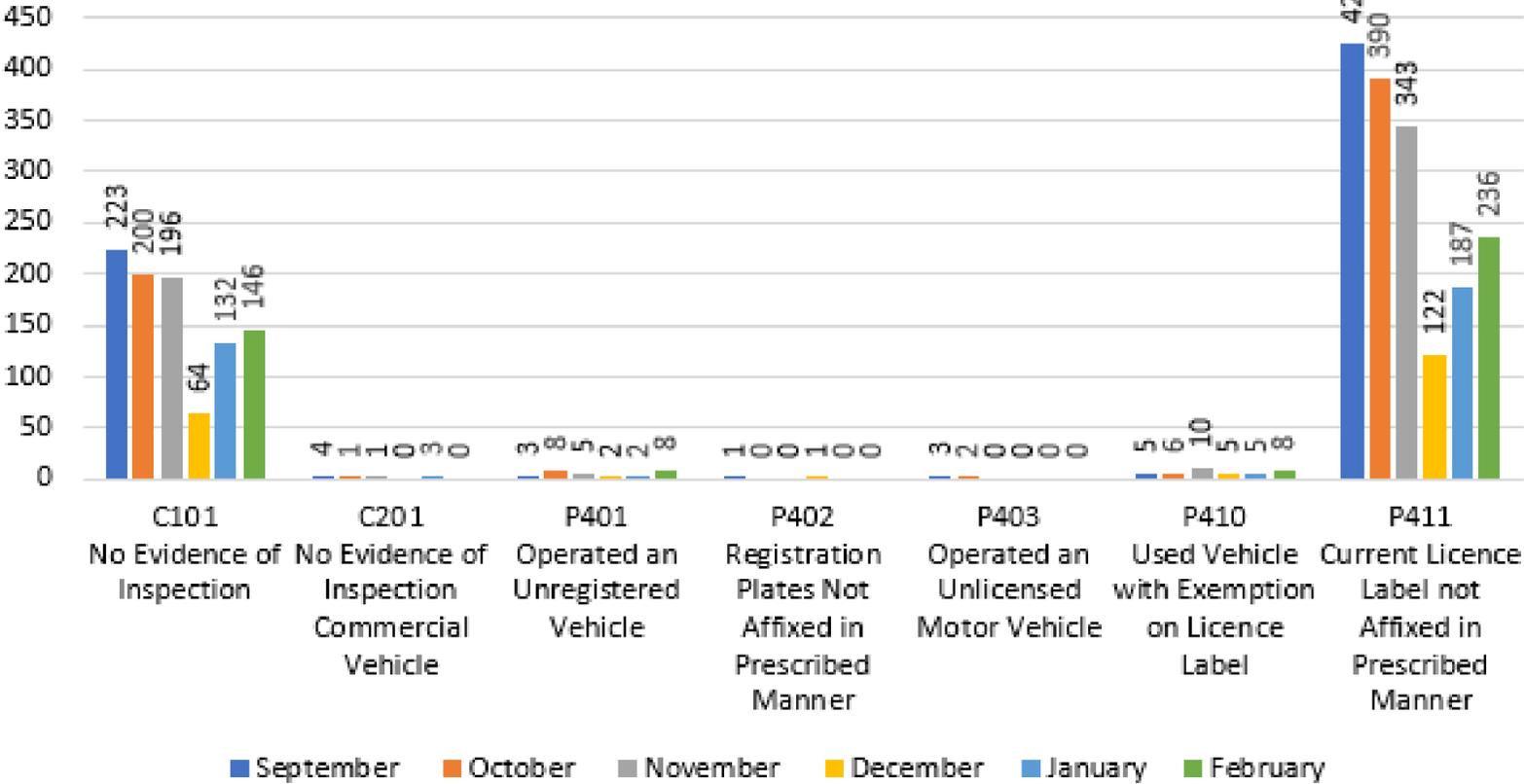
Time Related Warnings by Month



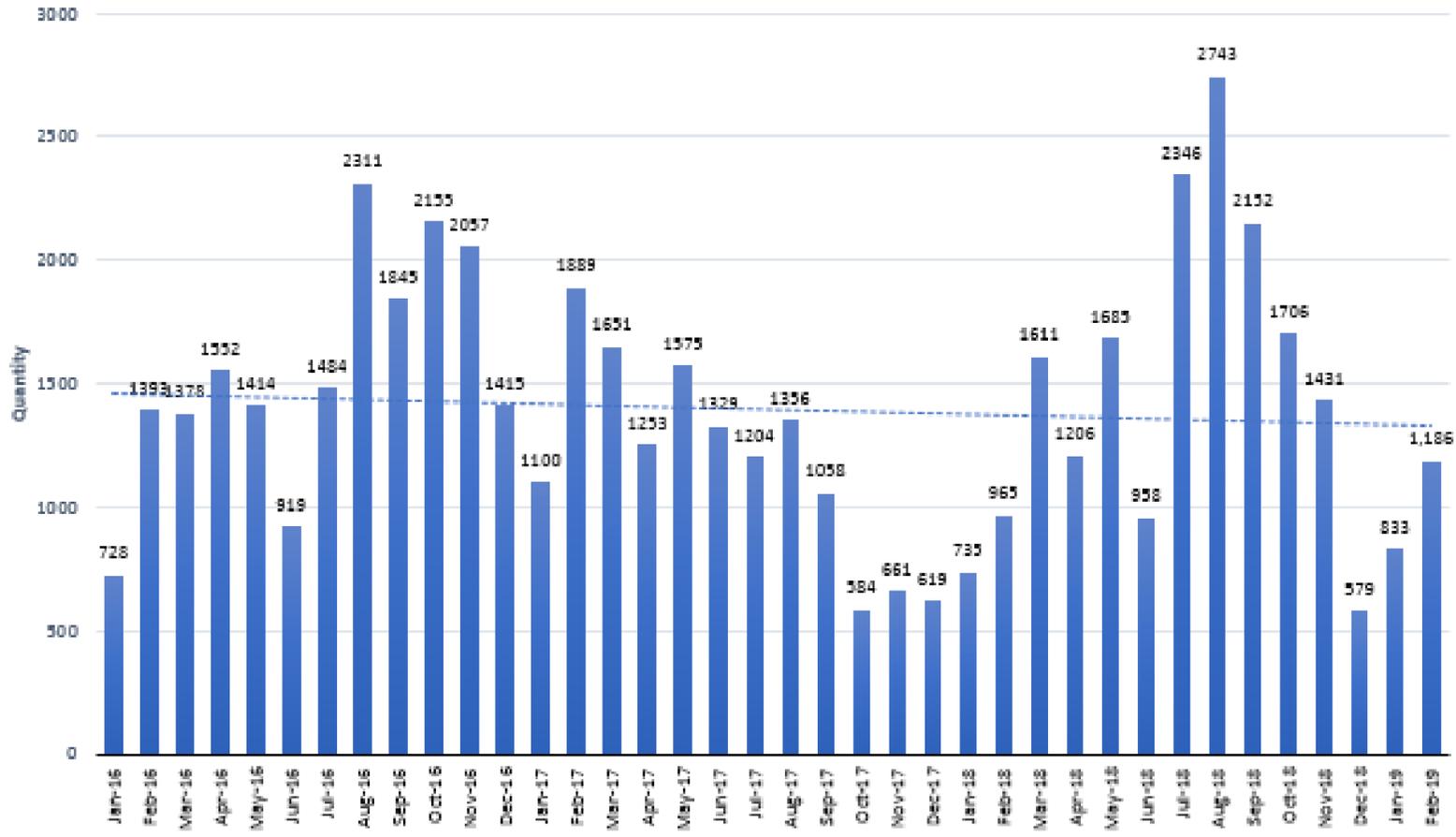
Traffic Infringements Issued by Month



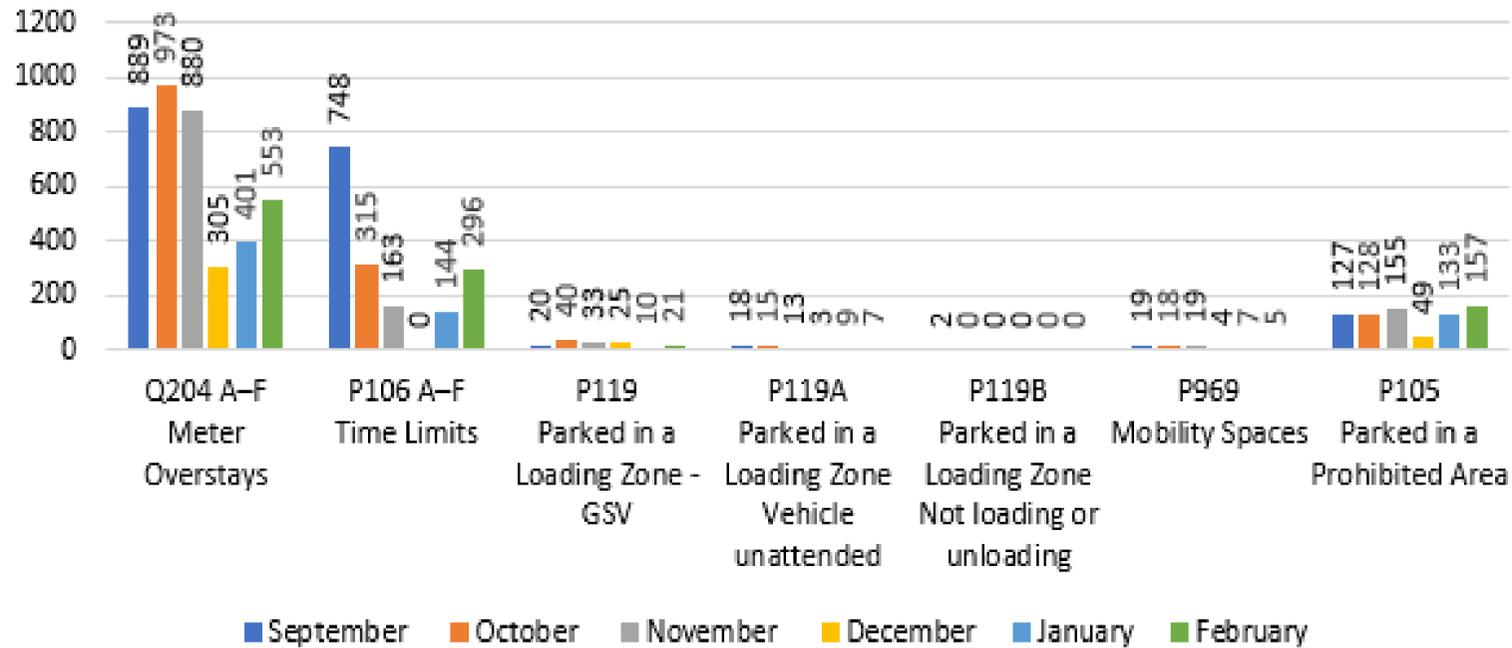
2018/2019 TIN's Composition



Parking Infringements Issued by Month



2018/2019 PIN's Composition



Council Report

Committee: Growth and Infrastructure Committee
Date: 29 March 2019

Author: Katherine Johns
Authoriser: Eeva-Liisa Wright

Position: Strategic Transport Planner
Position: General Manager
 Infrastructure Operations

Report Name: Draft Hamilton Speed Management Plan

Report Status	<i>Open</i>
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Purpose

1. To seek the Growth and Infrastructure Committee's approval of the Draft Hamilton Speed Management Plan for public consultation.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) approves public consultation of the draft Hamilton Speed Management Plan;
 - b) notes that the results of the public consultation on the draft Speed Management Plan will be brought back to the Growth and Infrastructure Committee with a revised document developed by the speed management working group for adoption; and
 - c) notes that if adopted the new Speed Management Plan will replace the current Speed Management Policy with effective immediately after 18 June 2019 Growth and Infrastructure Committee meeting.

Executive Summary

3. The Government Policy Statement on Land Transport (GPS) sets out a clear commitment to significantly reduce the number of deaths and serious injuries that occur on the transport network.
4. Accelerating the implementation of the Speed Management Guide to achieve safe and appropriate travel speeds was identified as a key achievement of this commitment.
5. To assist in the development of a Hamilton Speed Management Plan, a working group was formed, and a series of workshops held.
6. The working group developed eight principles and identified four prioritisation tools to assist in the development and implementation of a speed management programme within the city.
7. The principles and prioritisation tools were tested with the community through a variety of engagement channels. This was preceded by an awareness campaign to encourage the community to start talking about speed and how it impacts them. The community were also asked to identify on a map where they witness inappropriate speeds

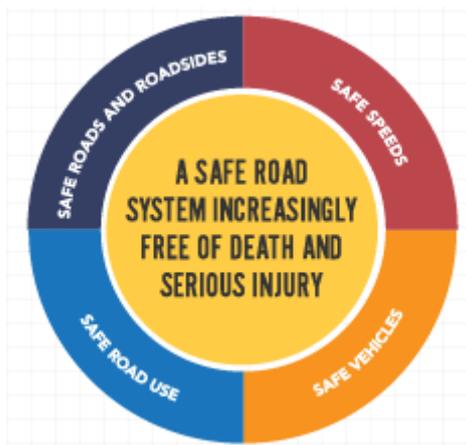
8. The engagement results were analysed and fed into the development of the draft Hamilton Speed Management Plan.
9. The draft Hamilton Speed Management Plan consists of two documents:
 - a technical document targeted at industry and stakeholders (Attachment 1), and
 - a community consultation document that translates the technical document into plain English. (Attachment 2).

Both documents will be available as part of the consultation process.

10. The recommendation is to approve the draft Hamilton Speed Management Plan for public consultation.
11. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.
12. 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.

Background

13. Transport Minister Phil Twyford announced the release of the GPS 2018/19 – 2027/28 on 28 June 2018. GPS 2018 took effect on 1 July 2018.
14. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years.
15. The Government's commitments make it clear that transformation of the land transport system is a priority. GPS 2018 presents a number of changes in direction, prioritising a safer transport system free of death and injury, accessible and affordable transport, reduced emissions and value for money.
16. In 2010, New Zealand adopted a Safe System approach to create a land transport system increasingly free of death and serious injury.



Under the Safe System approach, focus is on delivering safe roads and roadsides, safe speeds, safe vehicles, and safe road use so that if one part of the system fails other parts will compensate to protect people in the system, or reduce the severity of any impacts.

17. The GPS noted that investment should improve safety for all users through ensuring safe and appropriate travel speeds, and improving roads, roadsides and intersections.

18. In particular, GPS 2018 supported investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible (such as reviewing speed limits and/or making engineering improvements to make a road safe for its current speed limit).
19. The national Speed Management Guide was released in 2016 to fulfil part of the 2012-2015 Safer Journeys Action Plan.
20. The 10 April 2018 Growth and Infrastructure committee meeting considered an update on Speed Management and the changes that had occurred in the previous year. It was noted that a Speed Management Plan for Hamilton City would be developed in conjunction with community and key stakeholders during 2018.
21. As part of the development of the Access Hamilton Strategy, 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.
22. To assist in the development of a Hamilton Speed Management Plan a working group was formed and a series of workshops held. The working group consisted of representatives from:
 - Hamilton City Council Elected Members and staff
 - NZ Transport Agency
 - Waikato Regional Council
 - Waikato District Council
 - Waipa District Council
 - NZ Police
 - Waikato District Health Board
 - The Automobile Association (AA)
 - The Road Transport association (RTA)
23. Speed Management is broader than just changing speed limits. It must be a package of interventions focussed on achieving the appropriate speed for the environment and function of the road. Interventions may include, but are not limited to:
 - consideration of surrounding land use i.e. shopping centre or sports facility
 - function of the road i.e. arterial road for moving people efficiently or local residential road for access
 - design of the road i.e. does the infrastructure encourage the posted speed limit
 - education and upskilling of road users to encourage appropriate behaviour
 - enforcement of speed limits and inappropriate driver behaviour
24. The working group considered several elements in the development of the plan:
 - Targeting interventions where the greatest risks are identified on the network
 - Improvements to infrastructure to make the environment reflect the posted speed limit
 - Achieving greatest return for safety and efficiency
 - Education and awareness programmes
 - Speed limits
 - Local community knowledge and experience
 - Enforcement
 - Planning and road classification

Speed Management Principles and Prioritisation Tools

25. The working group developed eight principles and four prioritisation tools for the application of speed management in the city
26. The eight principles used to determine the safe and appropriate speeds and how these will be applied throughout the city are:
 - 30 km/h speed limits/environments around schools
 - 30 km/h speed limits/environments where there are lots of people moving on foot or by bike within a distinct area i.e. shopping precincts
 - Residential local roads will be constructed for a 40 km/h speed limit
 - New roads will be constructed appropriate to the function of the road and create a safe and appropriate environment
 - Existing roads will be upgraded for the access and speeds appropriate for the users and function of the road
 - Investment will be targeted to achieve the greatest access and safety outcomes
 - Work with partnering road controlling authorities to provide a consistent approach
 - Speed management interventions will be delivered in a logical, area-based approach
27. The four prioritisation tools to assist in determining where the Speed Management Plan implementation should focus are:
 - routes which deliver maximum benefit in reducing deaths and serious injuries
 - areas that the community tell us have speed management issues
 - support changes in neighbouring streets and areas to provide a logical and consistent implementation
 - areas and activities which generate high numbers of people walking or biking
28. These were tested with the community along with the opportunity for the community to tell us where they considered speed to be an issue.

Community Engagement

29. To raise awareness of the Plan's development a community education and awareness raising campaign "Safer Roads for All" commenced in September 2018 to inspire conversations. This was a trigger campaign to start people thinking about speed.
30. It was important that the community had the opportunity to engage in the development of the plan, recognising that local people know their local roads best and are crucial to conversations about road risk and speed management. To enable people to share their views a combination of channels was used:
 - online survey and mapping tools
 - Map display in three libraries
 - Chartwell
 - Glenview
 - Hilcrest
 - Social media campaigns
 - "Treats in the Park" community event
31. Across Facebook and the online survey, we had approximately 200 comments about the draft principles and prioritisation approach. Over 500 pin drops on the various maps were received of which, 67% had comments to reflect the reason why speed was considered an issue.
32. There were a small number of people who spoke against any reduction in speed and would like all roads to be faster, however the overwhelming majority were supportive in principle.

33. The key community themes identified regarding speed management were:
- Changing the speed limit alone isn't sufficient
 - The infrastructure must reflect the posted speed of the road, and this must be well maintained
 - Behaviour change and education is essential, many commenting that speed is not the only problem, distracted driving and parental behaviour at the school gate is a great threat to road safety which also needs addressing.
 - There is greater enforcement required, many commenting that enforcement of the current speed limits would be a large improvement
 - Targeting the vulnerable users, particularly children, is where the priority should be focussed
34. Overall the response to speed management is positive. The interventions need to be well worked through with the community in advance of any changes and include a wrap-around programme of infrastructure and education. There should be a strong focus on protecting children and vulnerable users to encourage more people to walk and bike.
35. The maps provided in the plan are a combination of community feedback and high-risk based areas and roads based on crash data.
36. The Draft Hamilton Speed Management Plan aligns with the strategic direction of Access Hamilton through improving safety for all road users and encouraging short trips by walking or biking.

Next Steps

37. The recommendation of this report is that the Committee approves the draft Hamilton Speed Management Plan for public consultation. It is proposed consultation will commence on Monday 1 April 2019 and close on Friday 4 May 2019. Additional time has been included due to the Easter period falling in April 2019.
38. The consultation will consist of both the technical Speed Management Plan and a Community consultation document being available on the Hamilton City Council website. The community will be asked to provide feedback on the content of the draft Hamilton Speed Management Plan. The feedback will be reviewed by the working group and any amendments made to the plan prior to bringing a report back to the June 2019 Growth and Infrastructure Committee meeting for consideration and adoption of the Hamilton Speed Management Plan.
39. Following the adoption of the Hamilton Speed Management Plan, a programme of work will be developed for implementation to start in the 2019/20 financial year.
40. The programme will include:
- A list of proposed speed limit changes based on the principals and prioritisation tools
 - Identification of physical works that will need to be undertaken to support any speed limit changes
 - Engagement and consultation activities
41. Consultation on the proposed speed limit changes will be undertaken in accordance with the Land Transport Rule: Setting of Speed Limits 2017 with the outcomes of the consultation being reported to the Regulatory and Hearings Committee for adoption by resolution.

42. Where new roads are being created, their safe and appropriate travel speeds shall be determined via the principals and Speed Management Guide and become operational upon opening to general traffic. These roads will be included in a regular update to the Regulatory and Hearings Committee for formal adoption and update of the Hamilton City Speed Limit registers.

Financial Considerations

43. The development of the Hamilton Speed Management Plan is funded through the operational budget of the 2018-28 10 Year Plan.
44. Implementation of the Hamilton Speed Management Plan is funded through the Minor Improvements Programme included in the 2018-28 10 Year Plan.

Legal and Policy Considerations

45. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.
46. The Hamilton Speed Management Plan will be brought back to Council in June 2019. If adopted the current Speed Management Policy will be superseded.

Cultural Considerations

47. The consultation on the draft Hamilton Speed Management Plan will be available on the Hamilton City Council website and promoted across all audiences for feedback. Opportunities for specific engagement with Iwi representatives will be sought via presentation at the Te Haa o te Whenua o Kirikiriroa meeting toward the end of March 2019.

Sustainability Considerations

48. The staff recommendation supports Sustainability Principle 5. The draft Hamilton Speed Management Plan promotes walking, cycling, public transport and other low carbon transport options through the provision of appropriate speeds for the environment and infrastructure and education campaigns to encourage appropriate behaviour.

Risks

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

Significance & Engagement Policy

Significance

50. 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

51. Community views and preferences are already known to the Council through the engagement process followed prior to the development of the draft Speed Management Plan.
52. Consultation on the draft Speed Management Plan is set out above in this report under 'Next Steps'.

Item 12

Attachments

Attachment 1 - Draft Hamilton Speed Management Plan

Attachment 2 - Community consultation document

Speed Management Plan Hamilton City Council

He aha te mea nui o te ao

What is the most important thing in the world?

He tangata, he tangata, he tangata

It is the people, it is the people, it is the people



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

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1. PURPOSE OF THIS DOCUMENT

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

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

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

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

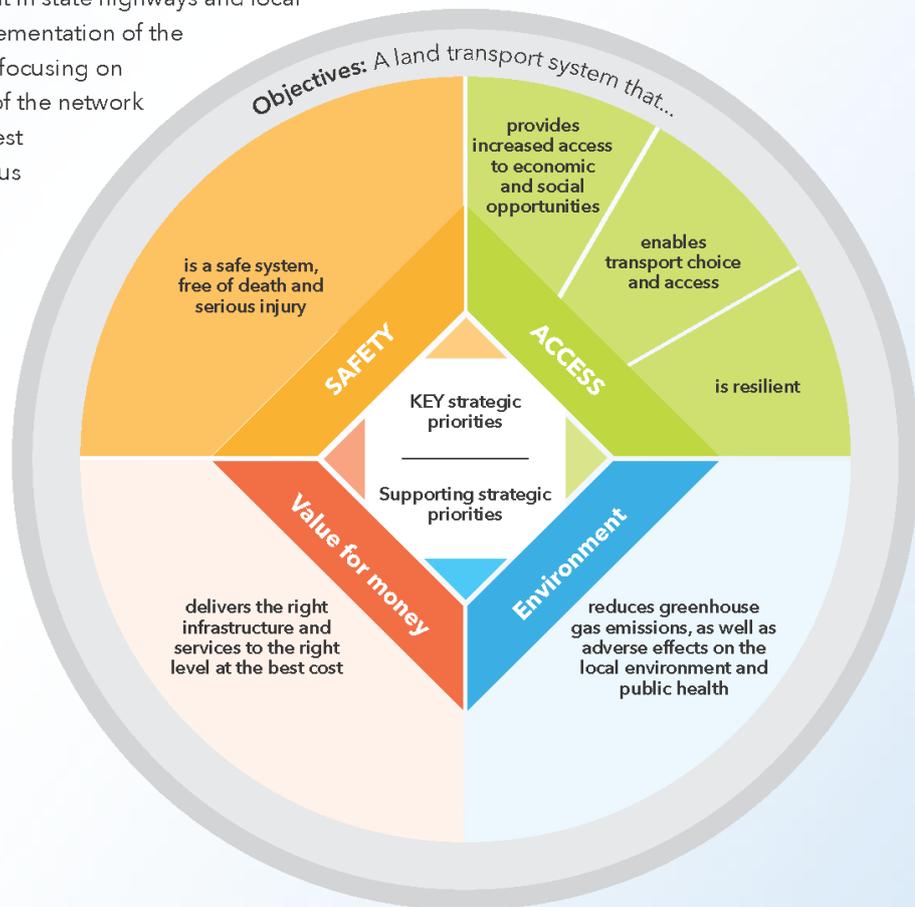
2. WHAT IS SPEED MANAGEMENT AND WHY DO WE NEED IT?

2.1. Government Policy Statement on land transport

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

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

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



2.2. Safer Journeys

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

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

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

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

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



2.3. Access Hamilton Strategy

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

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

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

2.4. One Network Road Classification (ONRC)

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

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

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

2.5. Speed management

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

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

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

2.6. The Speed Management Guide

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

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

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

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

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

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

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

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

2.7. Is speed an issue for Hamilton?

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

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

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

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

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

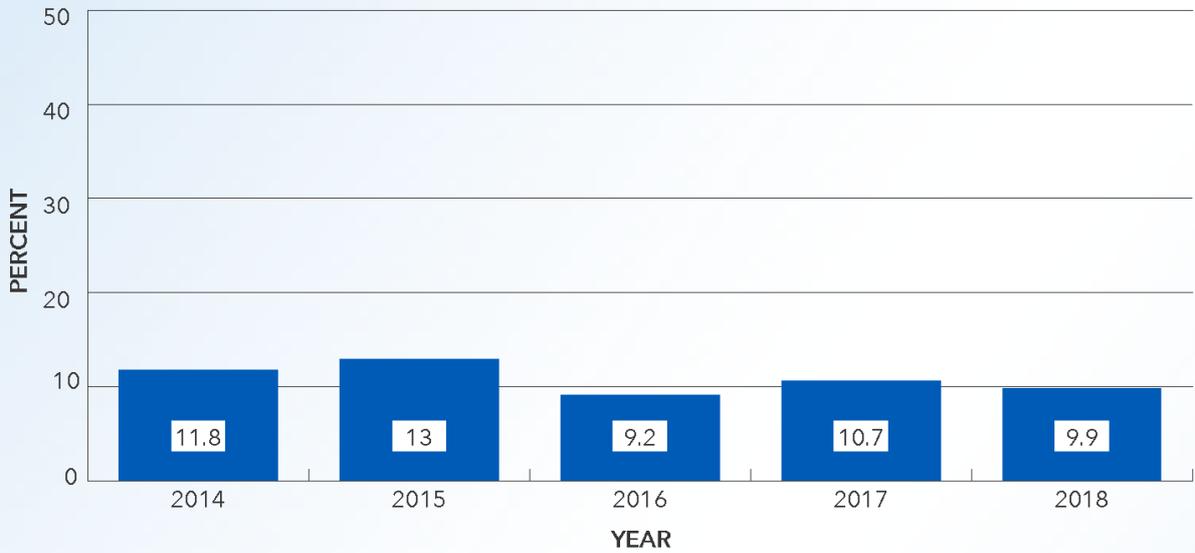
The top four contributing factors to fatal and serious injury crashes were:

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

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

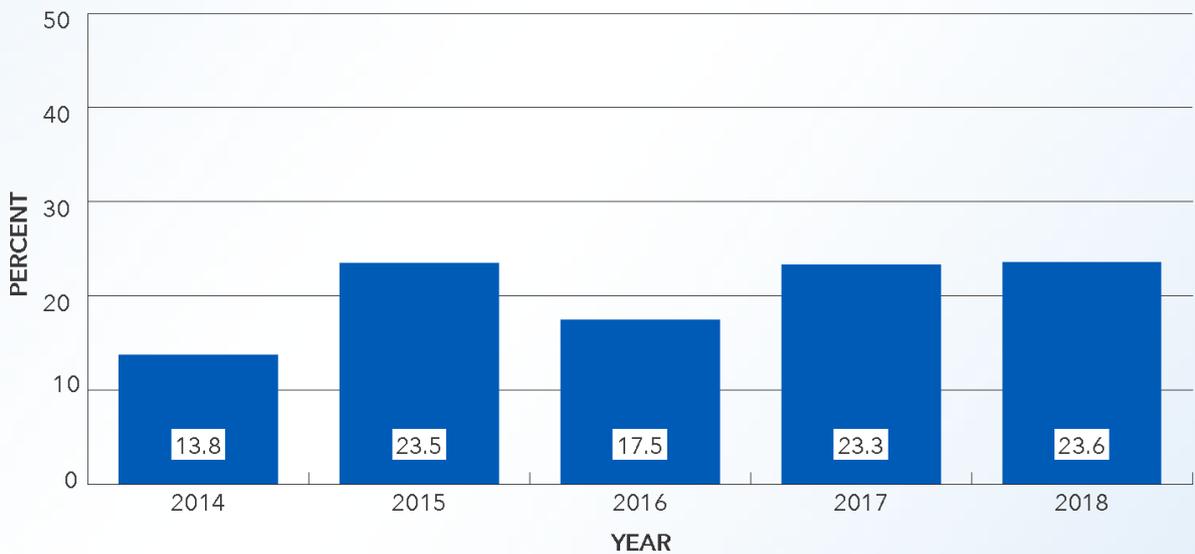
For Hamilton the percentage of all crashes involving inappropriate speed 2014-18 has varied from 9% up to 13%.

Percentage of all crashes involving inappropriate speed



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

Percentage of death and serious injury crashes involving inappropriate speed

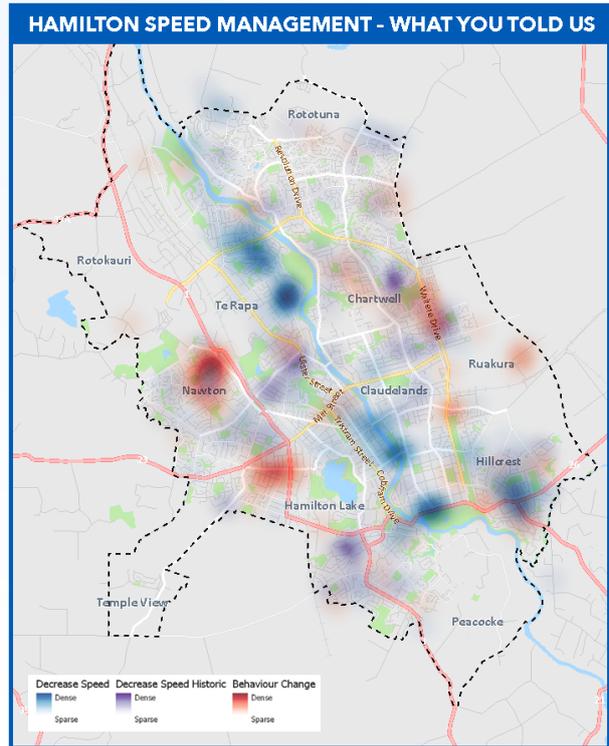


This means that under our Vision Zero road safety philosophy we can make a big difference in the number of death and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed we can reduce the number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

We also know that:

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

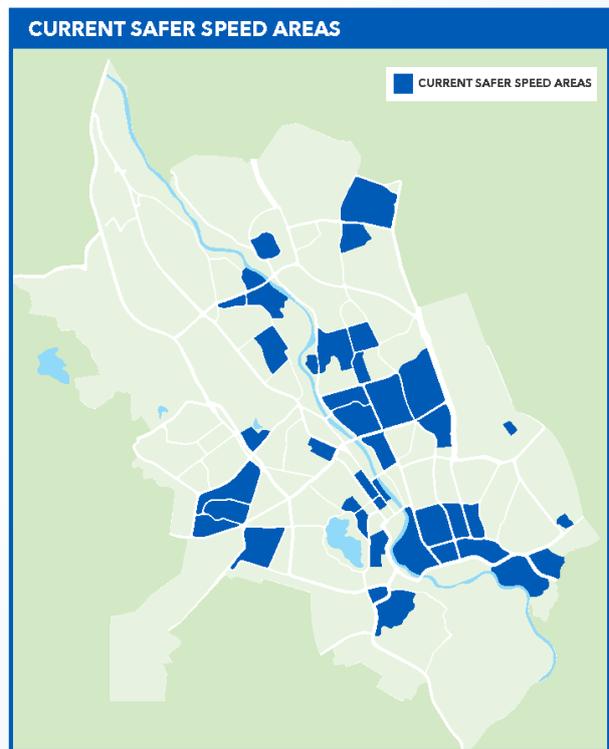
Our community has also told us that speed is an issue around the city. To the right is a heat map illustrating where they have told us speed is a safety issue, either through our engagement process or customer service complaints and feedback.



2.8. What has Hamilton city done about speed in the past?

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

The initial programme of works focused on the introduction of 40km/h speed limits outside schools via electronic variable signage. Once all these sites were completed, a solution was needed for the school sites that didn’t meet the warrant requirements for the electronic signage. A “Safer Speed Areas” programme on local residential streets was developed and ultimately lead to the introduction of over 380 streets with a permanent 40km/h speed limit, throughout the city. Engineering and education around speed limits also played a key part in rolling out the programme.



3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

3.1. Stakeholder engagement

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

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

3.2. Community engagement

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

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

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

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

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

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

4. SPEED MANAGEMENT PRINCIPLES

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

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

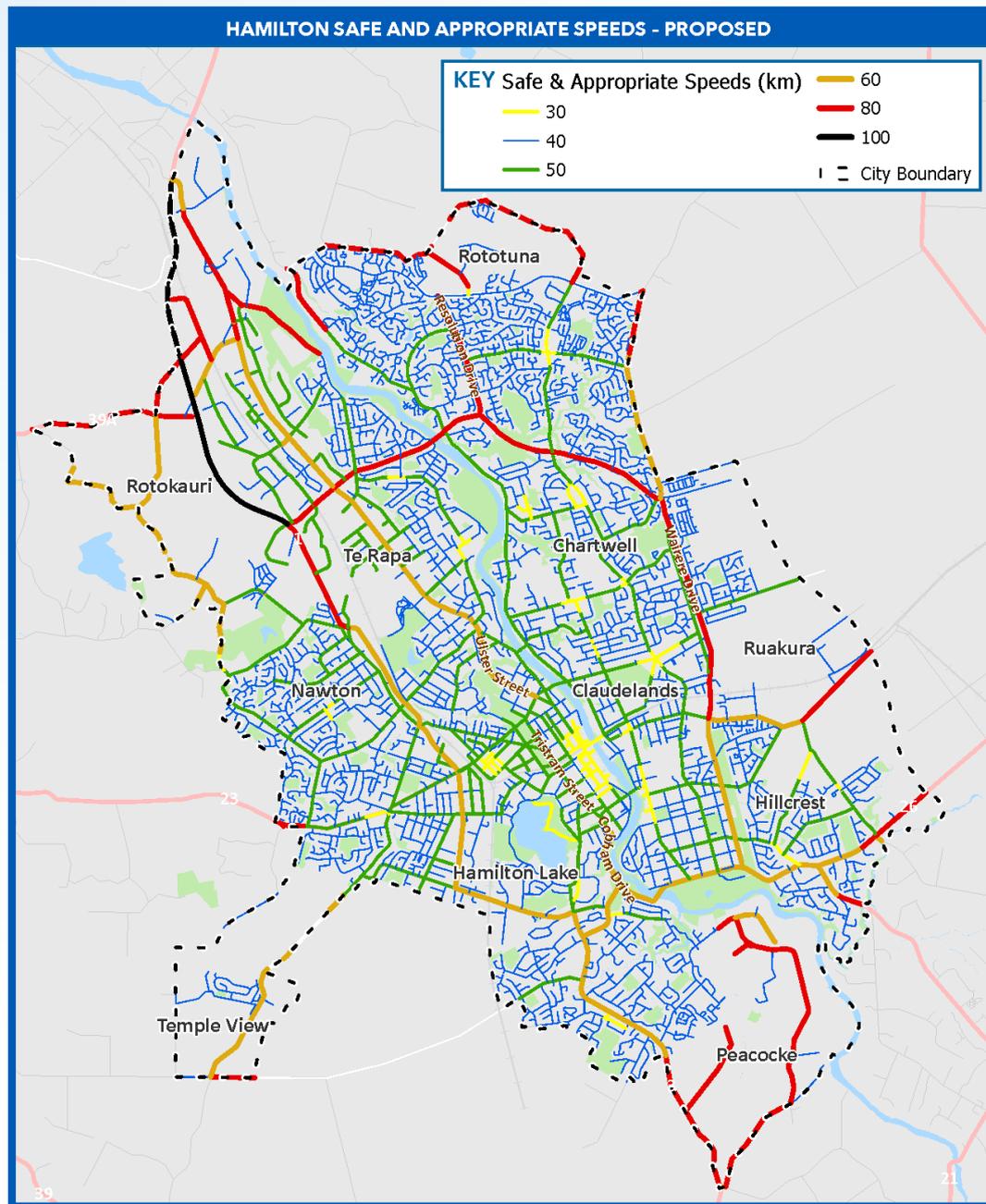
5. SPEED MANAGEMENT PRIORITIES

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

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

6. SPEED MANAGEMENT MAP

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



7. SPEED MANAGEMENT ACTIVITIES 2019

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

Hamilton's Speed Management Plan Stages

- Development of speed management principles and priorities
 - Stakeholder and community views sought on the principles and priorities, and speed concerns
 - Drafting of Speed Management Plan
- WE ARE HERE**
- Consultation with the community and stakeholders on the draft Speed Management Plan
 - Consultation feedback worked into the final draft Plan. Taken to Council for adoption
 - Development of speed management work and speed limit changes
- YOU'LL ALSO HAVE A CHANCE TO GIVE US FEEDBACK HERE**
- Further community and stakeholders feedback on proposed works and speed limit changes
 - Work approved, with speed limit changes going through the Speed Bylaw change process

7.1. What role does Hamilton City Council play in speed management?

Council has the following roles under the Safe System approach:



7.2. The speed management toolbox

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

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

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



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

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

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

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

8. For more information

Safer Streets for All

hamilton.govt.nz/saferroadshamilton

Current safety improvement projects

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme

Myths and FAQs about speed

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme/road-risk/Pages/FAQs-on-Road-Risk.aspx

NZ Transport Agency Speed Management Guide including toolbox

nzta.govt.nz/safety/speed-management-resources/

Hamilton Speed Limit Bylaw 2018

hamilton.govt.nz/bylaws

Safer roads, safer speeds **Hamilton**

HAMILTON SPEED MANAGEMENT PLAN

He aha te mea nui o te ao? He tangata, he tangata, he tangata

What is the most important thing in the world? It is the people, it is the people, it is the people

We want everyone who calls Hamilton home, or visits our city, to be safe when using our streets and roads. That means in our busy city we need the right speeds on the right roads for all, whether walking to the shops, biking to school, driving to work or making deliveries.

As a city Hamilton has a Vision Zero goal for road safety - we don't believe any loss of life on our streets and roads is acceptable. We're also a growing city, with more than 20,000 extra people expected to call Hamilton home in the next 10 years.

One of the ways we can make our streets safer is by better managing the speed people travel around the city. We'd like your feedback on our plan to do this.

Where we're at

In late 2018 we started working on a Speed Management Plan for Hamilton:

- We held workshops with people and groups involved in road safety, including the Police, AA, city councillors, and the Transport Agency to develop some principles of speed management.
- We asked you what you thought of these ideas
- We also asked you to tell us where you thought speed on our city's roads was unsafe or not right

You shared your views with us online, on social media, via library displays and at the Treats in the Park event at the Western Community Centre.

What you told us

Overall you were in support of better managing speed in our city. You said:

- Changing just the speed limit isn't enough
- Speed limits have to be supported by infrastructure like road layout, signage, planting
- Education and behaviour change is also needed
- Speed isn't the only problem - distracted driving and school gate behaviour is also a road safety concern
- More enforcement of speed limits is needed
- Priority needs to be given to making it safer for children and other vulnerable road users



Hamilton
City Council
Te kaunihera o Kirikiriroa

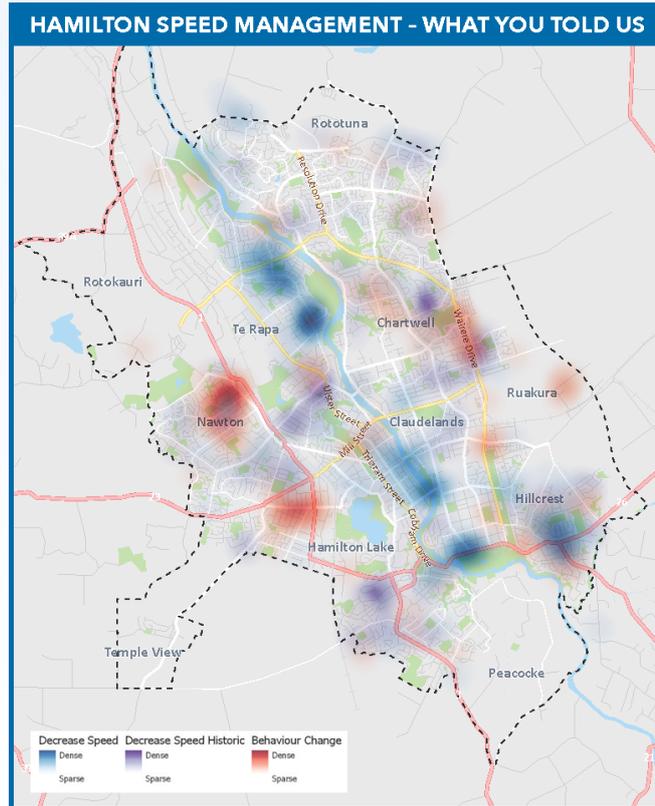
- You thought a 30km/h speed limit outside schools was appropriate at school times
- Some people said they didn't want any reductions in speed limits and would like all roads to be faster.

How we heard from you

- 200+ comments across online channels
- 500+ "pin drops" on maps
- Displays at Glenview, Chartwell and Hillcrest libraries
- Treats in the Park event

Here's where you think speeds aren't right

This map shows where you've told us speeds need to decrease, either during recent engagement or you've contacted us over the last few years. Behaviour change areas are where you've told us intervention is needed to manage speed related driver behaviour.



Our proposed speed management approach

Using the feedback from you and stakeholders we've developed principles to guide the work we do and what we'll give priority to. We've also developed these in line with the NZ Transport Agency's Speed Management Guide and the Government's Safer Journeys road safety strategy, to make sure all risks on roads and the different uses of roads are considered.

Guiding principles

- 30km/h around schools at the start and end of the school day
- 30km/h in busy places where there's lots of people walking and biking e.g. in shopping areas
- 40km/h in residential local neighbourhoods where people live and play
- New roads will be built and existing roads upgraded to reflect the purpose of the road and to create a safe and appropriate environment
- We will ensure consistency of speed management between neighbourhoods or areas
- Focus on where we'll get the biggest access and safety improvements
- We will be consistent with similar speeds and approach used by neighbouring councils and the Transport Agency

We'll give priority to

- Roads and routes which will bring the greatest reduction in deaths and serious injuries to people
- Places where there's strong community demand for change
- Changes which bring consistency to neighbourhoods and make sense
- Places where lots of people walk or bike, or where they will soon walk and bike

How we will use these

Using these principles, along with tools provided by the Transport Agency, the map below shows a speed management vision for Hamilton.

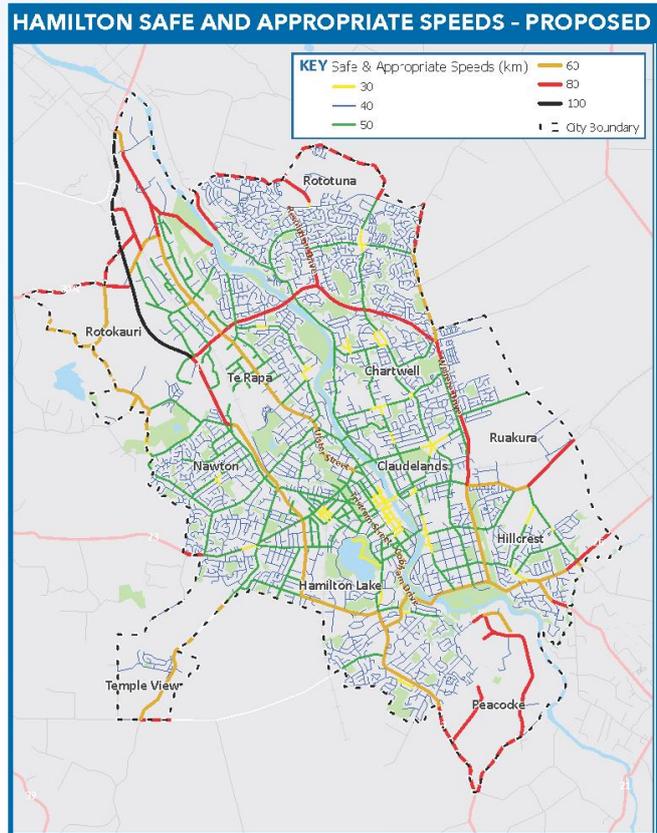
How and when we deliver this will be worked out using the priorities above and alongside national speed management work, such as changes needed to bring in 30km/h speed limits outside schools.

When changes are planned, the Council will engage with stakeholders and the community.

Here's what speeds we think should be where

Using the principles and priorities above along with NZ Transport Agency data, this map shows a plan of proposed safe and appropriate speeds on Hamilton roads.

The community and stakeholders will have a further opportunity to share their views on any speed limit changes once a proposed programme of work and timeframe for it is developed.



It's not just about speed limits

You told us making sure people drive at safe and appropriate speeds is about more than just speed limits - there's also road engineering and infrastructure, education, community engagement, and enforcement.

Infrastructure

Our roads also need to be built to support the way they are used and their function. For example, on streets where people live we might build raised safety platforms or pedestrian refuges or lanes for people on bikes. These are all visual signals to drivers to expect to see more people walking and biking, and to drive at a safer lower speed.



On roads expected to move more vehicles at faster speeds, such as Wairere Dr, we would expect to build off-road walking and biking paths and include other safety features such as separating oncoming traffic using median barriers or plantings.

Community engagement

We work with communities, schools and businesses to ensure proposed changes to speed limits or infrastructure will improve safety, bring better access for all and line up with what the community has told us about their streets. Local communities will always be kept informed on any proposed infrastructure changes.

If our speed management process shows a need for a speed limit change, a legal process has to be followed using the Hamilton City Speed Limit Bylaw 2018. We will always consult with stakeholders and the community before asking Council to decide on whether to approve a change to the Bylaw's register of speed limits.

Education and enforcement

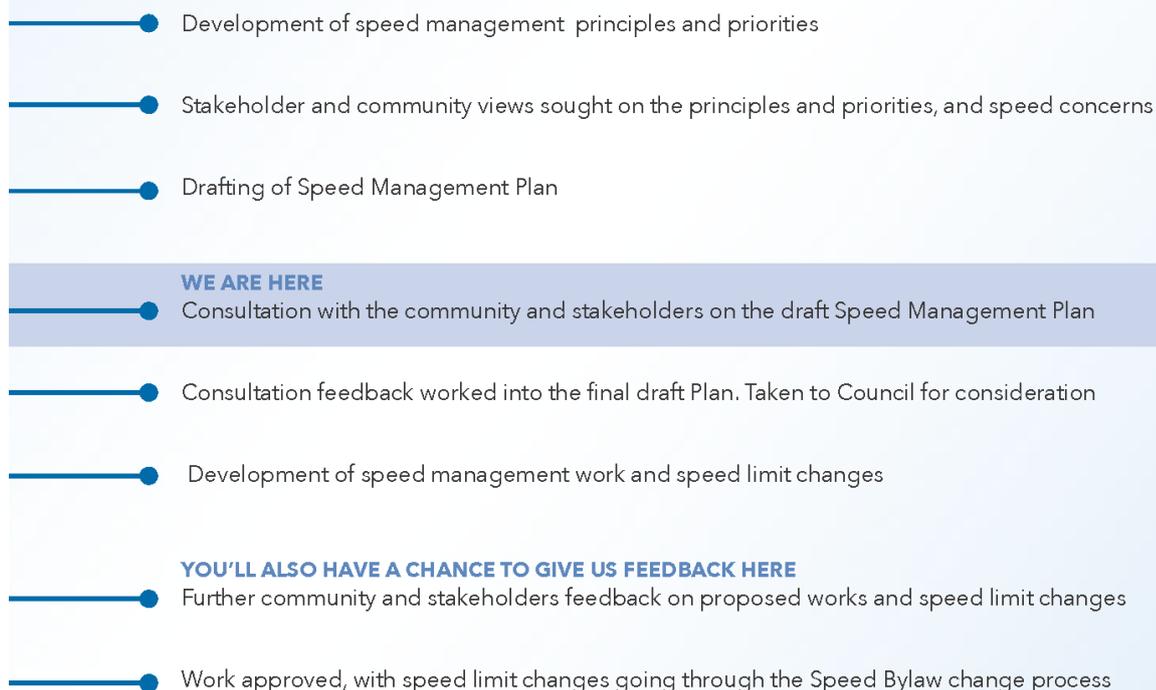
We work closely with our road safety partners at the NZ Transport Agency and the Police on campaigns to inform and educate all road users on speed and road safety, and to support the Police with their enforcement activities.

Next steps

We want to hear your views on this proposed approach.

- Tell us what you think at hamilton.govt.nz/haveyoursay
- View the full Speed Management Plan at hamilton.govt.nz/saferroadshamilton

HAMILTON'S SPEED MANAGEMENT PLAN STAGES



Council Report

Committee: Growth and Infrastructure Committee

Date: 29 March 2019

Author: Karen Saunders

Authoriser: Kelvin Powell

Position: Peacocke Programme Manager

Position: Acting General Manager City Growth

Report Name: Peacocke Programme Update

Report Status	<i>Open</i>
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Purpose

- To inform the Growth and Infrastructure Committee on progress of the Peacocke Programme of work for February-March 2019.

Staff Recommendation

- That the Growth and Infrastructure Committee:
 - receives the report;
 - notes that the Peacocke Programme Capital Report relating to the financial performance will be presented and discussed at the Finance Committee Meeting on 9 April 2019; and
 - notes that the next Peacocke Programme progress report will be presented to the Growth and Infrastructure Committee on 7 May 2019.

Executive Summary

- This is the second Peacocke Programme progress report to the Growth and Infrastructure Committee, covering the period February 2019 – March 2019.
- Overall, the programme is running to schedule. In particular:
 - Most of the consultancy contracts for design and investigation for the key pieces of infrastructure have been procured.
 - The SH3/Ohaupo Road Intersection is due to commence enabling works in April 2019.
 - Land acquisition is underway.
 - Resource consents are currently being processed for approximately 900 sections (including the Amberfield subdivision), with commercial and pre-application discussions indicating subdivision consents for a further 1000-1200 homes.
 - Consenting data indicates the overall yield of 3750 dwellings in 10 years is on track.
 - Environmental activities are progressing, with a Biodiversity Management Framework, an Ecological Monitoring and Management Plan and Concept Landscape Management Plans currently being prepared.

- Positive working relationships have been 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 and NZTA.
 - The first public open day for Peacocke is planned for 3 April 2019.
5. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

Background

6. The first Peacocke Programme update was presented to the Growth and Infrastructure Committee on 12 February 2019.
7. Following feedback from the committee, a report will be taken to every Growth and Infrastructure Committee for the remainder of this triennium and the reporting content has been updated to include financials and risk in order to create a comprehensive report.
8. The Peacocke Programme financial report will also be reported as part of the Capital Portfolio report to the Finance Committee meeting on 9 April 2019.

Peacocke Programme Vision and Objectives

9. 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.
10. Over the next 10 years, the Peacocke Programme is projected to deliver a third of Hamilton's medium-term housing needs.
11. 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.
12. The Programme supports the delivery of the 2018-28 10-Year Plan and the following community outcomes:
- **A city that embraces growth** – we have the infrastructure that meets our current demands, supports growth and helps build a strong economy;
 - **A great river city** – we embrace our natural environment and have green spaces, features and community facilities that make Hamilton a great place to live, work, play and visit
 - **A Council that is best in business** – we are customer focussed, financially sustainable and have the best people delivering the best outcomes for the city.
13. 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
14. Ensure financial sustainability for Hamilton City Council and the Community.

Discussion

Programme resourcing and governance

15. The Programme board has been established, which includes Council general managers and representatives from Waikato-Tainui and NZ Transport Agency.
16. Project teams are in place and fully resourced.

Commercial, planning and consenting activities

Pre-application Discussions

17. Commercial negotiations and pre-application discussions are underway with three major developers in the area which could deliver a yield of up to 1000-1200 homes within the first 10 years.

Development activity

18. In 2018, Hamilton granted 1,436 building consents (an historic high since 1973 -1974), ranking the third in all New Zealand Territorial Authorities. The growth in the surrounding Waikato and Waipa districts was also strong with a total of 1,253 building consents granted. The 'Golden Triangle' cities (Hamilton, Auckland, and Tauranga) contributed 16,654 or 48% of total building consents granted within New Zealand.
19. Several resource consents are currently being processed for subdivisions in Peacocke for over 900 sections (see Attachment 1 showing development activity in Peacocke). This includes the major Amberfield subdivision consent application in Peacocke Stage 2 (for approximately 860 sections).
20. The Subdivision consent application for Amberfield has a hearing date set for early May 2019. Technical and regulatory staff have been focussed on transport, biodiversity and wastewater caucusing in preparation for the hearing.
21. Development activity has largely occurred in the Peacocke Stage 1 area. There have been 36 houses granted building consent for the 2018/19 FY to date (an increase of 13 houses since the previous Peacocke update on 12 February 2019). A total of 456 houses are now built in Peacocke Stage 1 and ready to live in (an increase of 6 houses since the previous Peacocke update on 12 February 2019).
22. Staff are undertaking analysis on the projected growth yield across 10 years based on current and updated consenting activity and will report back to the next Growth and Infrastructure Committee (7 May 2019).

Council activities to enable development

23. The two District Plan Change projects are underway, as per previous Peacocke update to the committee (12 February 2019). Plan Change 1 is focussed on the removal of the master plan provisions. Plan Change 2 is focussed on the structure plan.

Environmental Activities

24. Staff have been engaging closely with the Department of Conservation at a strategic and operational level.
25. The status of the Biodiversity Management Framework is continuing as per the previous report to the Growth and Infrastructure Committee on 12 February 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.

26. The conditions of the Southern Links designation require the preparation of an Ecological Monitoring and Management Plan (EMMP). The EMMP will explain how the project will monitor, manage and mitigate effects on birds, bats, lizards and aquatic wildlife. This will include significant gully and stream restoration work (e.g. more than 10ha within the catchment), pest control, and bat roost protection and enhancement (e.g. providing artificial bat roosts). The EMMP will be lodged for certification in March/early April 2019 and has been developed in consultation with the Southern Links Tangata Whenua Working Group, the Department of Conservation, Waikato Regional Council, Riverlea Environmental Society and Mangakotukutuku Streamcare Group.
27. Various bird, bat, lizard and aquatic surveys have been completed to date to help develop the EMMP and set baseline data for future monitoring. This includes significant investment in acoustic and thermal imaging surveys and trapping and tracking monitoring of long-tailed bats. This has contributed a significant amount of information on bats in the southern Hamilton area.
28. 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.
29. To ensure consistency, a Concept Landscape Management Plan (CLMP) is being prepared for the Peacocke part of Southern Links. Lodgement for certification is expected in March/early April 2019. The CLMP reinforces and builds upon existing Southern Links urban design and landscape work from the designation process and describes strategic design principles expected to be carried through into detailed plans. The CLMP has been developed in consultation with the Southern Links Tangata Whenua Working Group and NZ Transport Agency. LMPs will be separately developed and certified at later dates as part of each sub-project.
30. The Integrated Catchment Management Plan (ICMP) is underway and is on track for completion mid-2020.

Capital workstream

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

Land Acquisition

32. The Land acquisition process under the Public Works Act (PWA) is underway and on track. All available property owners have been contacted and land acquisition is being progressed in accordance with the approved business case; there are 38 landowners to purchase land from and seven of have been purchased to date which include two recent purchases in addition to the five properties already in Hamilton City Council ownership.

Waikato River Bridge - Form and Aesthetics Update

33. The bridge macroscope was approved and the most critical consents were put in place during the Southern Links designation from 2011-2016. The Growth and Infrastructure Committee approved the process to further develop and evaluate the bridge design form and aesthetics on [6 December 2018](#). Approval followed an Elected Member briefing on 29 November 2018, where staff received direction and feedback which included Council oversight.
34. The approved process, including early engagement with a wide range of interested stakeholders, is currently taking place through focused workshops. This will gather inputs, views and opinions into the bridge and surrounding area. Comprehensive geotechnical ground soil testing is also currently underway.

35. The next step will involve expert technical review collating the stakeholder inputs, as well as considering the cultural, engineering, ecological, financial and constructability constraints that exist.
36. Councillors preferred a governance role in this process and will be updated on progress via regular Elected Member briefings across April, May and June 2019.

SH3/Ohaupo Road Roundabout

37. The SH3/Ohaupo Road roundabout enabling works construction is set to commence in the coming months, with construction due to commence in late 2019.
38. The macroscope for the SH3/Ohaupo Road Roundabout has been refined in line with the approved macroscope (*refer Attachment 3*).

Parks and Open Spaces

39. Investigations continue into securing land for active recreation reserves in the area. Staff continue to look for opportunities to secure land for neighbourhood parks as developments arise.

Regional and other related projects

40. The Greater Hamilton Metropolitan Spatial Plan is currently being scoped and will include elements of Peacocke.

Southern Links

41. Whilst the 2018-21 National Land Transport Plan (NLTP) does not allow for more detailed design or construction of the State Highway components of Southern Links, work is progressing on exploring future transport modal choice for Southern Links including its integration into Peacocke.
42. This Mode Neutral Transportation Assessment will help inform the Greater Hamilton Metropolitan Spatial Plan, which is developing under umbrella of the Hamilton to Auckland Corridor Plan.

Other South Hamilton transportation activities

43. Safe Roads Alliance are undertaking a SH3 Hamilton to Ohaupo Safety Improvements Business Case with an expectation that these will be “on line” and be mainly edge and centreline treatments and contracted in 2019/2020 year. This will also consider a safe intersection treatment at Ohaupo Road/Raynes Road intersection and treatment at Ohaupo Road/Hall Road intersection (likely to be left turn in and out only). Council staff have been engaged in this business case.
44. NZTA have engaged the Southern Links consultant (AECOM) to prepare a South Hamilton Integrated Planning Assessment to update previous Future Proof work on southern land use and to inform the above Mode Neutral Transportation Assessment. Council staff have been involved as it has been progressively prepared via reporting to the Future Proof Technical Implementation Group. This will be an input to the Greater Hamilton metro spatial plan.
45. The South Hamilton Integrated Planning Assessment has taken account of known developments in and around Hamilton Airport (including the likes of development north of the Airport by Meridian 37 on Raynes Road and Airport Road around Narrows Landing) and also residential developments within Peacocke.

Te Awa River Ride

46. The Te Awa River Ride project to provide a cycle trail from Ngaruawahia to Karapiro is progressing well and is being jointly funded and delivered by the NZ Transport Agency, Waikato District Council, Waipa District Council, Hamilton City Council and the Te Awa

Charitable Trust. The Te Awa River Ride is a regionally significant cycling project supports the strategic outcomes of Access Hamilton through the provision of transport choice.

47. 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 on the eastern side of the river, through Hammond Park to the city boundary, opposite Peacocke.
48. Designs are currently being developed to enable physical works delivery of this path in the 2019/20 financial year, in accordance with funding provisions as currently included in the 2018-28 10 Year Plan. Staff are also working closely with Waikato District Council to ensure the connection at the city boundary is delivered in a consistent and timely manner.

Sustainability Considerations

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

Significance & Engagement Policy

Significance

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

Engagement

51. The Peacocke development marks a new chapter for the city with the biggest capital investment spend ever. This is an opportunity to increase our visibility and involvement with our stakeholders and the community to showcase the projects happening in Peacocke and the surrounds.
52. Focusing on innovative ways to have genuine conversations with the community we will be holding a Peacocke “Your Neighbourhood” event at the Te Waananga, Glenview, on 3 April 2019, 3pm-7pm. This event will be very similar to the one Council held in 2018 in Rototuna and will include external stakeholders.
53. Working relationships have been formed with the Ministry of Education as they determine their schooling needs in the Peacocke area. The Programme team have met with the existing local schools in the area and will continue to maintain regular contact throughout the programme.
54. 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.

Cultural Considerations

55. Effective engagement with Iwi is integral to the success of many of the projects across the programme. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maori aspirations through building mana-enhancing partnerships.
56. 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.
57. Te Ha o te whenua o Kirikiriroa (Thawk) is the mandated body who represent the cultural, environmental and historical interests of the five traditional hapuu of Hamilton City.

58. Maangai Maaori provide a political voice for Maori within the decision-making of select council committees.
59. A Waikato Tainui representative has been appointed on to the Peacocke Governance board.
60. The Council continues to provide opportunities for Iwi and hapuu to contribute to local government decision-making processes and practice of kaitiakitanga over the natural and physical aspects of Peacocke.
61. Iwi and hapuu contributions in Peacocke have included the Southern Links road corridor projects; Private plan changes; Integrated Catchment Management plans; processing of Resource consents.
62. Regular progress reporting is in place to Iwi and hapuu.
63. Staff recently attended a site visit to the Whatukoruru Pa with some members of the Tangata Whenua Working Group to better understand the site and connect with the programme outcomes.
64. There is a formal agreement now in place between Council and Waikato-Tainui to resolve first rights of refusal for any land that was originally derived from the Crown.

Financial Considerations

65. The Peacocke Programme financials (Attachment 4) are in the form of the Peacocke Programme Capital Report (as at 28 February 2019). Note, this report will also be presented to the Finance Committee on 9 April 2019.
66. Staff have signalled a deferral to the Finance Committee due to the land acquisition process which, while on track as per the business case, is likely to result in the spend allocated for property purchases to be in the coming years. This is dependent on the land acquisition negotiation process and purchase prices.
67. Three Housing Infrastructure Fund Facility Drawdowns have been claimed. Costs to date have been largely for consultancy fees for design and investigation and land acquisition and property.

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
TOTAL				\$2,235,000

Risks

68. The Peacocke Programme has adopted 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.
69. The Peacocke Programme has identified six strategic risks which are considered high level external risks that can affect or impact the programme objectives. These are identified in the Peacocke Programme Risk Report March 2019 – programme risks (*refer Attachments 5 and 6*).
70. In addition, the programme has identified five operational risks which are managed and monitored by the project management team and reported at the steering and governance levels (*refer Attachment 7*).
71. As part of the assurance framework implemented into the Peacocke Programme, Council's Risk Manager provides quarterly support to the Peacocke Programme Manager.

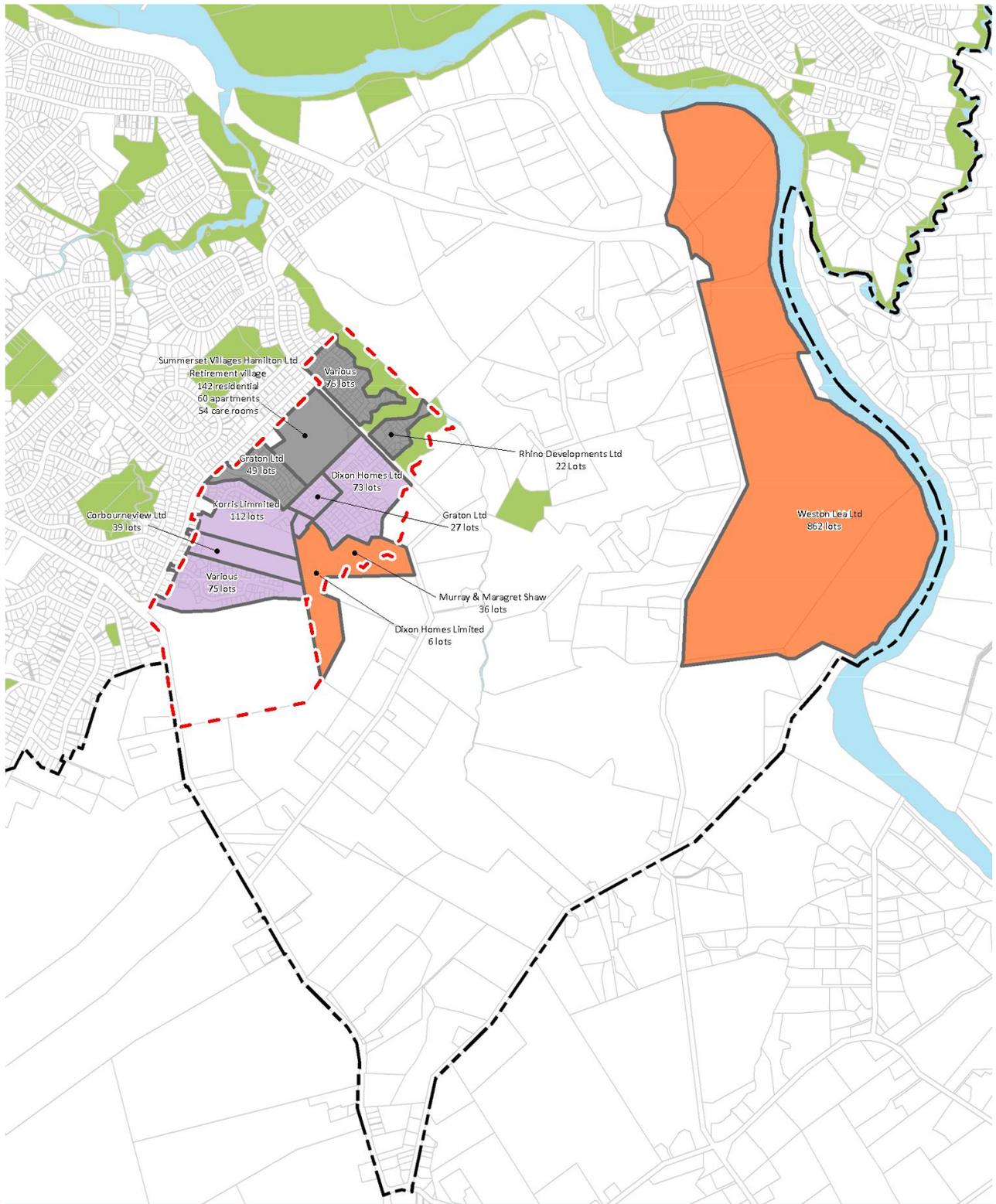
72. An emerging risk to the delivery of the Network Infrastructure Programme is the recent changes to application by Department of Conservation of the Wildlife Act 1953 following recent case law. This may result in the Department of Conservation being unable to issue a wildlife permit which could result 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.

The next six months: March – August 2019

73. The next six months will be largely focused on:
- investigation, research and design of the key infrastructure
 - the bridge form
 - land acquisition
 - lodgement of the EMMP and LMP
 - progressing the District Plan Changes
 - progressing commercial negotiations with developers
 - looking for more ways to enable development
 - investigating active recreation reserves
 - continuing to form partnerships
 - stakeholder engagement.
74. The project teams will continue to implement innovative tools to support the delivery of the programme, for example 3D modelling for visualisation, document management and collaboration and GIS systems for land acquisition.

Attachments

- Attachment 1 - Peacocke Peacocke Development Activity - March 2019
- Attachment 2 - Peacocke - Network Infrastructure Milestones - March 2019
- Attachment 3 - SH3 Ohaupo Intersection
- Attachment 4 - Peacocke Programme Capital report as at 28 February 2019
- Attachment 5 - Peacocke Material Risk Report - March 2019
- Attachment 6 - Peacocke Strategic Risks - March 2019
- Attachment 7 - Peacocke Operational Risks - March 2019



- Legend
- Peacocke Stage One
 - Complete
 - Lodged and Approved
 - Lodged
 - Indicative

Includes lodged and upcoming consents



GIS & CAD Services

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HAMILTON

Peacocke Development Activity

Date: 14/03/2019



PROJECT & SHEET TITLE

OHAUPO ROAD (SH3)/DIXON ROAD ROUNDABOUT
GENERAL ARRANGEMENT PLAN



DATE	07/02/2019	STATUS	INFORMATION
JOB NO.	14_191	REVISION	RO
SCALE	1:2000 @ A3	SHEET	SKETCH 55

Peacocke Programme Capital Report

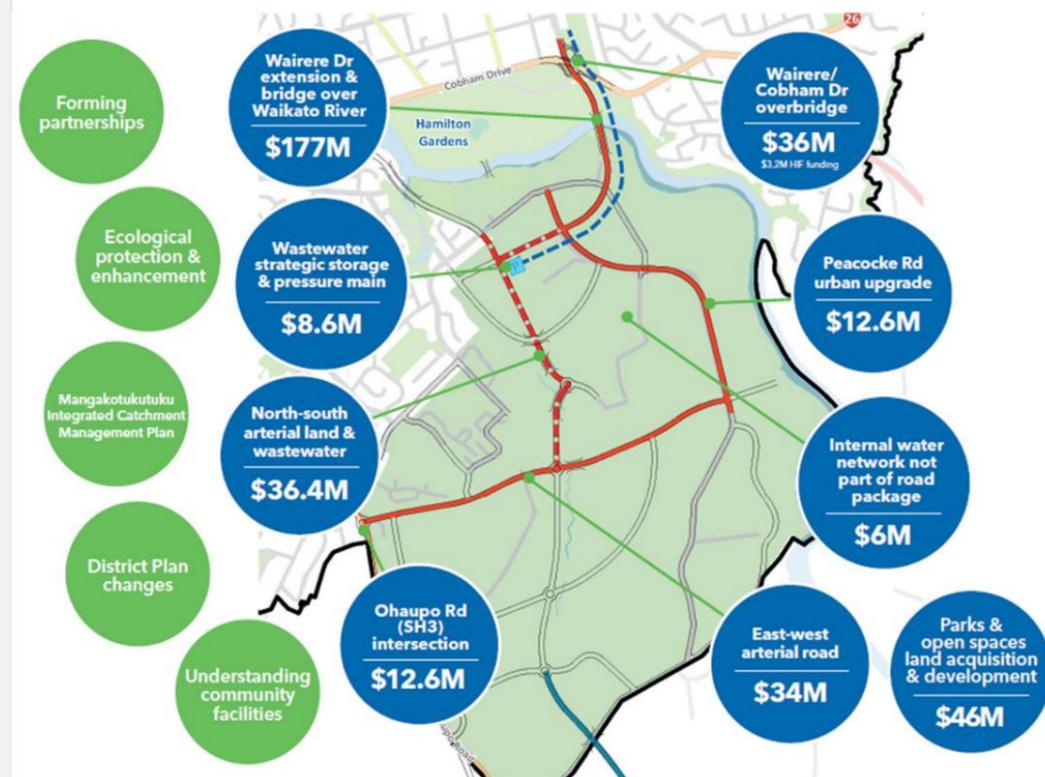
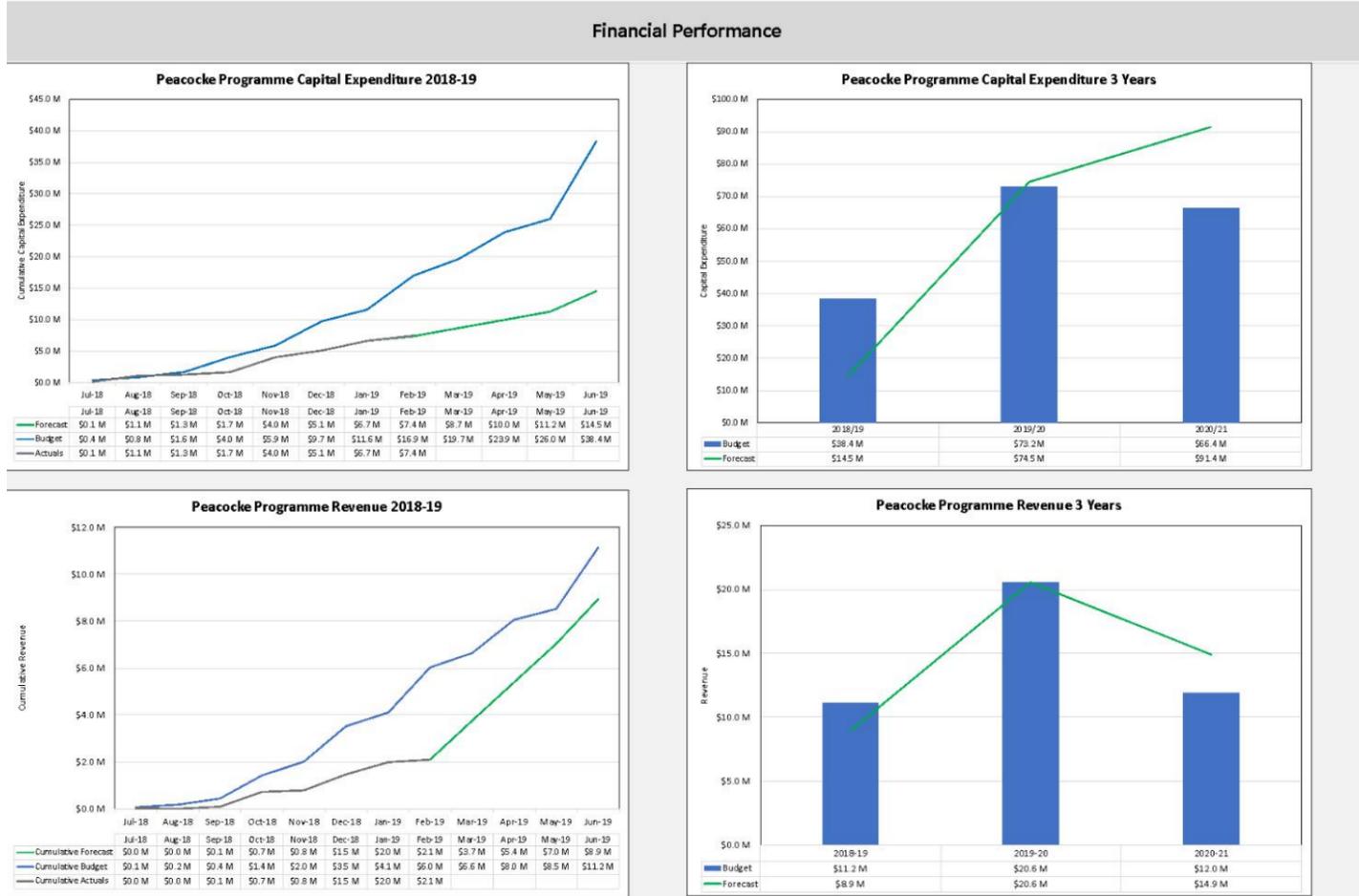
Attachment 4

Item 13

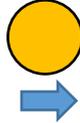
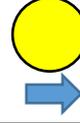
Programme Status				
	Last Month Status	Current Month	Forecast Next Month	Comments
Scope	G	G	G	On track
Time	G	G	G	On track
Cost	G	G	G	- The YTD spending includes the purchase of a property. - Contract amounts are in line with budgeted amounts. - A \$23.7M deferral is signalled due to the land acquisition process which, while on track as per the business case, is likely to result in the spend allocated for property purchases to be across the next two-three years. This is dependent on the land acquisition negotiation process and purchase prices. - There is upward pressure on land prices which may be offset by valuations recognising betterment for partial purchases.
Revenue	G	G	G	Revenue deferrals of \$8.2M have been signalled to match the capex deferrals. Additional unbudgeted revenue of \$743k has been achieved from NZTA for the Southern Links land.

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.

- The project management team delivering the Peacocke Capital Infrastructure Programme is now complete and active
- 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 approval of macro-scope scheduled for May/June 2019
- SH3/Ohaupo Intersection and East-West Arterial is due to commence construction this summer with enabling works commencing in the coming months
- Land has been purchased for Stage 1 Neighbourhood Park, as per the 10 Year Plan
- Planning is under way for a public open day in April 2019



Peacock Programme Strategic Risks Summary – March 2019

Rank	Risk Description:	Inherent Risk Rating <small>Rated before controls are implemented</small>	Residual Risk Rating <small>Rated after controls are implemented</small>
1	Poor Stakeholder Relationship and Communications Management Council fails to manage all stakeholders to achieve programme objectives and outcomes through inadequate or inappropriate communication strategies.	Extreme 	Very High 
2	Land Availability Landowners do not volunteer sale to council requiring a regulatory process introduced which has significant time delays. Includes rights of first refusal complexity.	Extreme 	Very High 
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 	High 
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 	High 
5	Conflict of Interest activities Perceived and actual incidents of corruption are identified and reported to government agencies for investigation.	Very High 	High 
6	Poor H&S Management or Governance Oversight Failing to maintain or monitor a safe working environment throughout Peacocke programme and projects leading to death or serious injury to workers, contractors and / or public.	Very High 	High 

Item 13

Attachment 5

* The strategic risks identified are external threats or potential impacts to the Peacock Programme but also includes high level operational risks because of management failures internal and/or external to Council.

** The residual ratings have arrows attached to indicate the current status of the risk during the quarterly risk review period. (Direction to the right indicates no change while arrows facing up or down will indicate a change in risk environment due to mitigating factors.

*** Cause, Controls and Mitigations (treatment plans) are outlined in the PSODA risk registers utilised by the Peacock Programme Group for reporting purposes by PMO. Please refer to the attached risk registers to this report.

APPENDIX A – RISK RATING

Attachment 5

This matrix is used to map the likelihood and consequence levels of a risk and provide a pictorial representation of the relativity of that risk to other risks within the Peacock Programme and are also used for mapping key risks across Council.

This matrix also provides an indication of the correlation between risk appetite and risk tolerance levels Senior Leadership Team and Council are prepared to accept relevant to the key service areas of the Peacock Programme discussed throughout this report.

Item 13

		CONSEQUENCE				
		Minor	Moderate	Serious	Major	Catastrophic
LIKELIHOOD	Almost certain	H	H	VH	E	E
	Likely	M	H	VH	VH	E
	Possible	L	M	H	VH	VH
	Unlikely	L	M	M	H	VH
	Rare	L	L	L	M	H

By using this matrix, a decision can be made as to the level of escalation for management acceptance that is required and the frequencies with which accepted risks are to be reviewed.

APPENDIX B – ACTION REQUIRED AND REPORTING

The following table details the required actions and reporting for each risk:

	ACTION REQUIRED FOR RISK	RISK REPORTING	
		Organisational Risks	Project Risks
E	<p>Extreme Risk – Immediate action required: Risk escalated as appropriate to the Audit & Risk Committee. Action plans and management responsibility specified with scrutiny required.</p> <p>Only the Chief Executive and/or Council/Audit and Risk Committee can accept this level of risk.</p>	<p>ARC (Quarterly)</p> <p>SLT (Monthly)</p>	<p>Council Finance Committee (Six Weekly)</p> <p>Programme Manager (Monthly)</p> <p>Project Sponsor (Monthly)</p>
VH	<p>Very High Risk – Senior Leadership Team advised. Action plans and management responsibility specified with periodic scrutiny required.</p> <p>The relevant GM, sponsor, risk manager and programme manager can accept this level of risk.</p>	<p>ARC (Quarterly)</p> <p>SLT (Monthly)</p>	<p>Council Finance Committee (Six Weekly)</p> <p>Programme Manager (Monthly)</p> <p>Project Sponsor (Monthly)</p>
H	<p>High Risk – Senior Leadership Team advised. Action plans and management responsibility specified with periodic scrutiny required.</p> <p>The relevant GM, sponsor, risk manager and programme manager can accept this level of risk.</p>	<p>SLT (Monthly)</p>	<p>Council Finance Committee (Six Weekly)</p> <p>Programme Manager (Monthly)</p> <p>Project Sponsor (Monthly)</p>
M	<p>Medium Risk – Management responsibility specified. Managed by specific monitoring and procedures.</p> <p>The relevant programme, unit manager or risk manager can accept this level of risk.</p>	<p>Wider Leadership Group (As required)</p>	<p>Program Manager (Monthly)</p>
L	<p>Low Risk – Manage by routine procedures. Unlikely to require specific application of resources.</p> <p>The relevant activity manager can accept this level of risk.</p>	<p>Wider Leadership Group (As required)</p>	<p>Program Manager (Monthly)</p>

*Wider Leadership Group is to be interpreted as any staff member with specific business responsibilities, including but not limited to, General Managers, Unit Managers, Team Leaders and Project Managers.

Peacocke Programme Strategic Risks

As at March 2019

Ref	Risk	Risk Description	Inherent Rating	Cause	Controls	Mitigation	Residual Rating	Risk Owner	Action Owner
1	Poor stakeholder relationship and 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 (to be established) Dedicated communications resource and input methodology to capture stakeholder and community concerns and issues.	Mitigate	Very high risk	Jen Baird	Karen Saunders
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	Andrew Parsons
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	Chris Allen	Karen Saunders
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 Councils 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. Councils delegated authority limits result in the items being referred to meetings of the Council where details of the expenditure and associated risks are identified and reviewed before decisions are made. Councils Monitoring Report is used to provide visibility of Councils financial performance at each Finance Committee and includes Peacocke programme. This enables comparison to Councils Financial Strategy limits and for any irregularities to be discussed and addressed. Internal financial reporting is used to provide visibility of Councils financial performance at each monthly Senior Leadership Team meeting. This enables comparison to Councils Financial Strategy limits and for any irregularities to be discussed and addressed.	Accept	High risk	Chris Allen	Iain Anderson
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	Richard Briggs	Karen Saunders
6	Poor health & 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 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 contractor/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	Richard Briggs	Mark Wagstaffe

Peacocke Programme Operational Risks

As at March 2019

Ref	Risk	Risk Description	Inherent Rating	Cause	Controls	Mitigation	Residual Rating	Risk Owner	Action Owner
1	Protracted land negotiations	Negotiations for land purchase and temporary occupation are protracted or complex, resulting in delays to the programme, construction and subsequent funding	Extreme risk	Interpretation of the Public Works Act	Public Works Act process	Transfer	Very high risk	Tahl Lawrence	Andrew Parsons
2	Wildlife Permit	Obtaining Wildlife permit for the whole area may cause delay to this project	Very high risk	Recent case law which has resulted in changes to the approach in how Department of Conservation can issue of Wildlife Permits	Early engagement with Department of Conservation Legal review of case law Targeting permits in place by Jan 2020	Transfer	Very high risk	Tahl Lawrence	Andrew Parsons
3	Bridge Form	The preferred bridge form for completing the detailed design is not yet known, resulting in delays to construction	Extreme risk	Decision-making process takes longer than expected, outcome is different from expected outcome; conflicting stakeholder drivers	Identify stakeholders and manage expectations; optioning Firm up cost estimates of options	Transfer	Extreme risk	Tahl Lawrence	Andrew Parsons
4	Utilities crossing river	Utility type/number/size that need to cross the river is not finalized on time, resulting in delays to bridge construction or rework	Extreme risk	Bridge form is not known; utility requirements are not finalized	Re-estimate cost Design for future proofing	Transfer	Very high risk	Tahl Lawrence	Andrew Parsons
5	Construction cost estimate	Bridge construction cost estimate may exceed budget	Extreme risk	Early construction cost estimates, certainty of costs increase over time once detailed design and investigations are complete.	Update cost estimate as soon as bridge form is agreed upon	Mitigate	Very high risk	Tahl Lawrence	Andrew Parsons

Council Report

Item 14

Committee:	Growth and Infrastructure Committee	Date:	29 March 2019
Authors:	Eeva-Liisa Wright, Kelvin Powell and Chris Allen	Authorisers:	Eeva-Liisa Wright, Kelvin Powell and Chris Allen
Positions:	General Manager Infrastructure Operations, Acting General Manager City Growth and General Manager Development	Positions:	General Manager Infrastructure Operations, Acting General Manager City Growth and General Manager Development
Report Name:	General Managers' Report		

Report Status	<i>Open</i>
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Purpose

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

Staff Recommendation

2. That the Growth and Infrastructure Committee
 - a) receives the report; and
 - b) notes that the parking management plan will not be considered as part of the 2019/20 Annual Plan but will inform the 2020/21 Annual Plan; and
 - c) notes that a report on the Sale and Disposal of Council Land Policy will be brought back 27 August 2019 Growth and Infrastructure Committee meeting.

Discussion

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

Elected Member Drop-In Sessions (GM City Growth)

4. Further to the removal of two information-only quarterly reports from the Growth and Infrastructure agenda to maximise meeting efficiency, the Committee asked staff at the meeting held on 12 February 2019 to advise elected members on the process around answering queries or providing information to elected members.
5. The information will be circulated to elected members approximately seven days prior to the drop-in session.

6. If there are items of significance within the circulated information or questions raised by elected members that warrant discussion, these will be brought forward to the Growth & Infrastructure Committee in consultation with the Chair.

Central Business District (CBD) Activation Plan (GM City Growth)

7. Further to an action point from the last meeting of this Committee in February 2019, staff confirm that the audit of the vacant activation space within the city has now been undertaken and staff will liaise with the General Manager of Hamilton Central Business Association (HCBA).
8. An update will be provided to this Committee within the HCBA six-monthly reports.

Sale and Disposal of Council Land Policy (GM City Growth)

9. At its meeting on 14 March 2019, Council did not resolve the recommendation from the Growth and Infrastructure Committee meeting held on 12 February 2019 to approve this policy, noting that the policy needed to be further considered by the Committee to ensure that it is aligned with the development of the Social Housing Fund and Land Trust Model scheduled to be reported to Council by 27 June 2019.
10. Staff propose to report back to the 27 August 2019 Growth and Infrastructure Committee on the Sale and Disposal of Council Land Policy taking into account any direction arising from the current work.

Peacocke Programme

11. Staff were requested to consider how best to keep the Growth & Infrastructure Committee informed as to the status of the Peacocke programme.
12. In discussions with the Chair, it was agreed that an update would be provided to each Committee meeting rather than quarterly from March 2019 onwards.
13. Such reports will include a programme update including financials and risk. The capital report will also be reported to the Finance Committee.

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

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

Report	Progress Update
Business Improvement District (BID) Policy 2016	<ul style="list-style-type: none"> • Due for review in June 2019. • Draft revised policy will be considered by the Committee at the 7 May meeting.
Development Contributions Policy 2018/19	<ul style="list-style-type: none"> • To be reviewed through the Annual Plan process. • Scheduled for Council meeting on 4 April 2019.
Growth Funding Policy 2016	<ul style="list-style-type: none"> • Due for review in September 2019. • Draft revised policy will be considered by the Committee at the 27 August meeting.
Sale and Disposal of Council Land Policy 2016	<ul style="list-style-type: none"> • For review in August 2019 to align with Social Housing Fund and Land Trust Model.
Prostitution Bylaw 2009	<ul style="list-style-type: none"> • Public consultation underway following Council meeting 14 March 2019.

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

15. The following is an update on policy and bylaw reviews relating to Infrastructure Operations:

Report	Progress Update
Speed Management Policy	The development of the Speed Management Plan will supersede this Policy. The draft Speed Management Plan is presented to the Growth and Infrastructure committee as a separate report to this meeting and following public consultation is expected to be adopted at the June 2019 Growth and Infrastructure Committee meeting. The Policy will be deleted at this time.
Hamilton Gateways Policy	It has been identified via the Access Hamilton Taskforce that there are opportunities for alignment with the NZ Transport Agency with entrances into the city being created with the Hamilton section of the Waikato Expressway. The cultural considerations are currently being worked through, and once complete the draft document will be presented to the Access Hamilton Taskforce to provide input prior to the updated policy document being presented to the Growth and Infrastructure committee in mid-2019.
Streetscape Beautification and Verge Maintenance Policy	The cultural considerations are currently being worked through, and once complete the draft document will be presented to the Access Hamilton Taskforce to provide input prior to the updated policy document being presented to the Growth and Infrastructure committee in mid 2019.
Solid Waste Bylaw Review	The Solid Waste Bylaw review will be aligned with the changes to rubbish and recycling which will be implemented in July 2020. The review process will be discussed with Elected Members at a briefing to be held in March 2019.
Connections (3 Waters) and Charging Policy	Staff have completed consultation with external stakeholders and are currently collating feedback for consideration in a draft revised policy. Elected member input will be sought prior to the updated document being presented to this committee for adoption on 7 May 2019 meeting.
Encroachment Licence Policy	As agreed at the 12 February 2019 Growth and Infrastructure Committee meeting the Encroachment Licence Policy has been deferred to the 7 May 2019 meeting.

Item 14

Access Hamilton Taskforce Update (GM Infrastructure Operations)

16. The Access Hamilton Taskforce met on 8 March 2019 and 19 March 2019.

17. Key topics covered included:
- Access Hamilton Programme update
 - Peacocke – provisions for Public Transport, biking and walking discussion
 - CBD 2 hour free update
 - Neighbourhood open days planning
 - Bike Connectivity - Claudelands Bridge improvement proposal
 - Parking Management Plan update
 - Code of Practice for Personal Use Vehicles
 - Pallet for footpath renewals in CBD
18. A Drop-in session was held for Elected Members on 7 March 2019 to provide an opportunity to find out more about the Raised Safety Platforms being installed at Thomas/Gordonton intersection and to provide early thoughts on the information that they would like to have included in the Code of Practice for Personal Use Vehicles.

Parking Activity

19. The February 2019 Parking Activity monthly report was tabled at the 19 March 2019 Access Hamilton Taskforce meeting. Details from this monthly report have been used to compile the CBD 2 Hour Free Parking Trial Update Report that will be included in this agenda as a separate item.

Parking Management Plan

20. At the 23 October 2018 Growth and Infrastructure Committee meeting the following was resolved:

That the Growth and Infrastructure Committee requests staff prepare principles for a Hamilton City Parking Management Plan to be presented to Growth and Infrastructure Committee by April 2019, noting the following:

- i. that it will provide a cohesive whole of city approach to parking which would include CBD fringe and key non-CBD area parking;*
 - ii. that the CBD fringe revenue could be used to subsidise a Free Youth (<18 years) Concession fare for bus services in Hamilton City;*
 - iii. progress will be reported back to the Growth and Infrastructure Committee as a part of the Access Hamilton Update; and*
 - iv. that recommendations from the Hamilton City Parking Management Plan will be considered as part of the 2019/20 Annual Plan.*
21. Following the resolution at the 23 October 2018 Growth and Infrastructure Committee, staff have commenced work on developing a citywide Parking Management Plan. The purpose of this plan is to set out the guiding principles and objectives for managing the current and future parking requirements for our city, support the delivery of Access Hamilton (Transport Strategy), and creation of a great river city. Due to the scope of the plan being larger than originally anticipated the parking management will not be considered as part of the 2019/20 Annual Plan but will inform the 2020/21 Annual Plan.
22. Anthony Leung from MRCagney presented an update on the work completed to date at the 19 March 2019 Access Hamilton Taskforce. This was the first opportunity that Elected Members were able to provide feedback on this work.
23. Staff are looking to finalise the guiding principles, objectives of the Parking Management Plan and present these to the Growth and Infrastructure Committee (7 May 2019) for adoption by Council. If any delays are experienced staff have identified the Growth and Infrastructure Committee (18 June 2019) as the next meeting to complete this workstream.

24. Once completed, the Parking Management Plan will provide the framework for the next phase of developing area specific parking precinct action plans, this will commence in 2019/20. The purpose of these action plans will be to address the specific needs and issues of the various precincts where current and future parking issues have been identified.
25. A list of the current precincts and areas identified to date is provided below. It is intended that targeted consultation with stakeholders in these precincts/areas will be undertaken.

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

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

E-Bike Update

26. Following an action from the Growth and Infrastructure Committee meeting of 6 December 2018, staff undertook to provide an update on E-Bikes via a report to the Growth and Infrastructure Committee. This will be discussed at a future Access Hamilton meeting with a full report to the Growth and Infrastructure Committee in May 2019.

Vision Zero Update (GM Infrastructure Operations)

27. 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.
28. 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. 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.
30. The total number of fatalities in the city for the 2018 calendar year was nine.

Regional Transport Committee Meeting Update (GM Infrastructure Operations)

31. The Regional Transport Committee met on 4 March 2019, with Mayor King representing Hamilton City Council.
32. The key topic's covered in the meeting were:
- New Zealand Transport Agency (NZTA) Quarterly Report – update on key projects being developed and delivered by the agency in the region.
 - Safe Network Programme – update from NZTA on the programme
 - Variations to Regional Land Transport Plan (RLTP) – requests for two new projects to be included in the RLTP

- Road Safety Monitor Report – update on road safety issues and trends, progress towards the actions as outlined in the national and regional road safety strategies and NZ Police activities.
 - Regional Public Transport - update on the adoption of the Regional Public Transport Plan (RPTP), the passenger rail service and the Ministry of Education review of school bus routes.
 - Transport Choices - update on progress towards a regional cycle network and cycling projects
 - Transport Projects and Planning report – update on current regional transport plans and projects
 - Stock Truck Effluent Disposal Programme – update on progress towards the implementation of additional stock truck effluent facilities in the region
 - Regional Transport Issues Forum – open forum providing committee members with an opportunity to raise and discuss regionally significant transport issues.
33. A copy of the full agenda can be found via the following link:
<https://www.waikatoregion.govt.nz/community/whats-happening/council-meetings/agendas-and-minutes-for-council-and-standing-committees/transport/>
34. Presentations for future meetings have been planned as follows:
- 1 April 2019 – NZTA – Long Term View (look ahead at the big issues facing New Zealand over the next thirty years and setting an agreed direction about how the sector wishes to position the land transport system over the next ten years).
 - 6 May 2019 – Ministry of Transport – Government Policy Statement on Land Transport (GPS) preparation for 2021.

Targeted Enhanced Financial Assistance Rate (GM Infrastructure Operations)

35. In June 2018, the NZ Transport Agency (NZTA) Board agreed that targeted enhanced funding assistance rates (TEFAR) shall apply in the 2018–21 National Land Transport Programme (NLTP) for Approved Organisations’ activities with high and very high results alignment. These activities are assessed under the Transport Agency’s Investment Assessment Framework (IAF), and must also meet one of the five new National Priority Programmes (NPP).
36. The five NPP’s are:

National Priority Programme	Primary outcome
Safety on local roads	Reduce the number of deaths and serious injuries on the transport network
Improving the effectiveness of public transport	Support an expansion in public transport networks and services
Walking and cycling improvements	Support an expansion in walking and cycling infrastructure
Improving network resilience	Support local road and state highway improvements and upgrades that provide resilience
Regional Improvements	Support investment in regional activities that improve safety, resilience, the environment and access for people and goods

37. The purpose of the NPP is to bring forward activities in each of these areas and ensure that local government have the necessary support to deliver these in the 2018–21 NLTP.
38. The TEFAR was aimed to assist local government bring forward additional projects by reducing their 'local share' requirement. The TEFAR is set halfway between a council's normal financial assistance rate (FAR) and 100 percent – this equates to 75.5% for Hamilton City Council.
39. There is a 2-step process to secure TEFAR. The first step is to have project eligibility confirmed and the second step is to confirm funding availability. In accordance with normal NZ Transport Agency subsidy, and in this case TEFAR as well, can only be confirmed at the point in time when the Business Case is approved and the project is ready to proceed.
40. Earlier this year Staff provided a long list of projects that HCC would like to be considered for TEFAR. Recently NZ Transport agency responded and advised
 - Confirmation of projects that qualified
 - Projects that needed more consideration
41. The projects confirmed as being eligible for the TEFAR (subject to funding availability) are:
 - Thomas/Gordonton Intersection Improvements (already fully approved for TEFAR)
 - Grey Street - Safety Improvements (Wellington to Dawson)
 - Anglesea/Bryce Intersection Safety Upgrade
 - Gordonton Road Corridor
 - University Route (Biking Plan)
 - Schools Link (Peachgrove and Hukanui)
 - Te Awa South River Ride
 - Transport Centre Rejuvenation
42. NZTA also advised that the TEFAR eligibility for the following activities will be determined as part of the wider decision making already underway on the Hamilton to Auckland Start-Up Passenger Rail Service Business Case:
 - Rotokauri Park and Ride (PT Interchange)
 - Rotokauri Rail Station (above ground)
 - Rotokauri Roading improvements for public transport facilities
43. There is a separate report to this Committee meeting on the Hamilton to Auckland start-up Passenger Rail Service that confirms TEFAR has been approved for pre-implementation work
44. The following programmes are indicated as requiring more consideration:
 - Low Cost, Low Risk Improvements (Discretionary Transport Programme)
 - City Wide Cycle Network Connectivity Projects
45. TEFAR was also sought via the Waikato Regional Council (WRC) for the following activities and it has received confirmation that the following projects are eligible:
 - Bus Stop Infrastructure programme
 - the Mass Transit and Youth Concession Scheme business cases.
46. In the case of the Bus Stop Infrastructure programme, additional work will be required with NZ Transport Agency staff to determine the extent of additional funding that will be made available through the WRC Low Cost, Low Risk Improvements programme.
47. The next step in the process is to confirm funding availability. The Mayor received a letter from the NZ Transport agency dated 5 March 2019 which provides an emerging view of funding availability, not only to support TEFAR applications but also to meet normal subsidy expectations (Attachment 1).
48. This letter indicates;

- Remaining unallocated funding is very limited
 - This is particularly so for the local road improvement and the public transport funding activity classes where the candidate lists are longer than the funding available
 - Similar funding pressures exist in the walking and cycling and regional improvements activity classes
 - State highway funding is also heavily constrained, and discussions are continuing with Ministry of Transport
 - While the Low Cost/Low Risk (Discretionary Transport) programme may have projects that are eligible for TEFAR each Councils individual programme will not increase as a result of any TEFAR approval
 - Councils will be further advised which of their eligible projects are likely to receive funding, which will only then be released on approval of an appropriate business case.
49. Staff are aware of elected member frustration over the lengthy process to understand likely NZ Transport Agency funding and are working hard with local NZ Transport Staff to get as much clarity as possible.
50. Staff believe that this letter is also an indication of increased risk about receiving normal 51% subsidy on projects. This was an identified risk in developing the 2018-21 10-Year Plan as assumptions have been made on receipt of subsidy.
51. If funding is finally confirmed, the TEFAR funding policy has specific requirements regarding its use including:
- the local share saving is invested in other transport activities
 - the activity must be substantially completed (ie >80%) by 30 June 2021.
52. If these requirements are not met, then the normal funding assistance rate will be applied retrospectively.

Waste Taskforce Update (GM Infrastructure Operations)

53. The Waste Taskforce met on Monday 25 February. The following items were discussed at the Taskforce meeting:

Waste Management Contract

54. An update was provided to the Waste Taskforce on the current status and performance under the current contract, which was further discussed at the Elected Member briefing on 28 February 2019.

Waste Management and Minimisation Plan

55. The Waste Taskforce was updated on actions and progress of the Council's Waste Management and Minimisation Plan. This included actions on event waste minimisation projects and updates on partnerships with community groups and organisations.
- a) Events – Priority focus was related to the following events:
- Rugby 7's - Staff reported that 4.5 tonnes of waste generated from this event was diverted from landfill (which is a similar figure to that seen in 2018), and a total of 25 tonnes of waste was sent to landfill.
 - Silver Service - Staff reported great feedback about and high demand for Silver Service (feedback via Facebook and word-of-mouth). A report is to be provided to the Taskforce on 15 April 2019.

b) Partnerships

- Staff presented a high-level update on a Plastics Recycling Roding Innovation project involving Waikato Link, Downer, Envirowaste and Hamilton City Council. Progress with this initiative has been progressing well with an initial trial now successfully completed and plans underway for a larger scale trial to be undertaken.

Keep New Zealand Beautiful Society Membership

56. The Waste Taskforce have recommended that Hamilton City Council becomes a corporate member of the Keep New Zealand Beautiful (KNZB) Society.
57. Some of the wider membership benefits are; opportunities for profiling on KNZB website and publications, promotion of members participation in KNZB events, access to KNZB staff to facilitate events and use of the KNZB logo.
58. The cost of membership for Hamilton City Council would be \$1750 per year.

Solid Waste Bylaw (2012) Review

59. The Waste Taskforce was provided an update on the status of the Solid Waste Bylaw (2012) review process. Staff reported that the review was progressing well and that an Elected Member briefing to discuss the Bylaw review is scheduled for 28 March 2019.
60. The purpose of the briefing is to discuss the proposed changes to the Solid Waste Bylaw and will include provisions needed to support the new kerbside collection services starting in July 2020. There will also be opportunity for Elected Members to provide input into the review process prior to the draft Solid Waste Bylaw being presented to the Growth and Infrastructure Committee on 7 May 2019 which will seek approval to progress with consultation with the community on the draft Bylaw.

LGNZ Remit

61. The Taskforce discussed possible LGNZ Remit topics to be considered at the 28 February 2019 Elected Member briefing. The following topics were put forward:
- Development of a national Container Deposit Scheme
 - Strengthening Developers responsibilities in relation to planning for waste collection and managing building and construction waste
 - Packaging reduction through putting greater responsibility on the producer to manage waste rather than consumer
 - Immediate powers (i.e. in bylaws) over long-term powers

Litter and Recycling bins outside events

62. As requested at the February 2019 Growth and Infrastructure Committee meeting, the location of litter and recycling bins in the surrounding areas of major events such as the HSBC New Zealand Sevens held at FMG Stadium Waikato in January 2019 was discussed at the Waste Taskforce meeting.
63. There are currently no immediate plans to provide any additional fixed bins near FMG Stadium Waikato.
64. In general Council expects that Event Waste Management Plans should consider and implement appropriate methods for the collection of litter and recycling both within and in the area surrounding an event. Possible provisions to strengthen the rules and expectations associated with event waste management, including litter management on the perimeter of an event, are being considered as part of the Solid Waste Bylaw Review.
65. The next Waste Taskforce meeting will be held 15 April 2019 1pm-2.30pm.

Recycling and International Market for Recyclable Materials

66. Staff provided an update on recycling and the international market for recyclable materials at the 28 February briefing of Council. It was decided at this meeting that regular updates on this topic would be provided through the Waste Taskforce and further updated via the growth and Infrastructure General Managers report if required. There was agreement that a report to Growth and Infrastructure was not required at this stage.

Project Watershed Annual Plan (GM Infrastructure Operations)

67. Following on from the GM update report on Project Watershed at the 4 September 2018 Growth and Infrastructure Committee, this update provides further information on Waikato Regional Council Central Catchment Zone planning processes, as well as an overview of the current approved Project Watershed work programmes to be undertaken by Hamilton City Council on behalf of
68. Waikato Regional Council.
69. **Waikato Central Catchment Zone**
70. Waikato Regional Council manages the region's catchments in partnership with local communities, to:
- reduce the risk of soil erosion and flooding
 - reduce the amount of sediment getting into waterways
 - improve water quality
 - improve river stability
 - improve river environments, for example, creating a better habitat for a wider variety of plants and animals (improved biodiversity).
71. The region is divided into eight catchment zones. Attachment 2 provides a map representing the catchments within the central zone.
72. Each zone has its own catchment committee, which is comprised of Waikato Regional Councillors, key agency and community representatives. The Catchment Committee is responsible for driving the development of their respective Zone Plan and ensuring money is invested in the areas most needed in their zone.
73. Hamilton City is located within the Waikato Central Catchment Zone and Hamilton City Council has two dedicated members on the committee to represent Hamilton. The current representatives are Councilor Southgate and General Manager Infrastructure Operations, Eeva-Liisa Wright.
74. **Waikato Regional Council Central Zone Plan**
75. The Waikato Regional Council Central Zone Plan (Attachment 3) provides the strategic direction for integrated catchment management activities within the Central Waikato Zone. The plan sets four goals for the Waikato Central Catchment:
- Contribute to improving *water quality* within priority catchments in the zone.
 - Maintain and enhance indigenous *biodiversity* associated with the Waikato River, its tributaries, wetlands and lakes across the zone.
 - Manage the instream *impacts of urban development* and land use intensification in association with territorial authorities and other partners.
 - *Work collaboratively with iwi, territorial authorities* and communities to align and integrate projects and priorities within the zone.

76. The Plan also identifies 11 focus areas to achieve the goals. Two of the focus areas particularly relevant to Hamilton City Council include:
- *Collaborate with stakeholders* to achieve the greatest value – Communication and partnership by progressing the Central Waikato Zone River Stability Strategy.
 - *Working in partnership with Hamilton City Council* through collaboration on initiatives such as Local Indigenous Biodiversity Strategy and the continuation of the Project Watershed Service Level Agreement.
77. **Approved Project Watershed Work Programme**
78. Work is undertaken by Hamilton City Council on behalf of Waikato Regional Council under the Project Watershed Service Level Agreement. The three objectives of the works carried out by HCC include;
- 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.
79. A three-year programme of works has been agreed with and approved by Waikato Regional Council as part of their 2018-28 Ten Year Plan process.
80. Each year, in August there is an opportunity to amend or refine the programme proposed for the following financial year (if required). If changes are proposed to 19/20 Work programme we will bring the proposed changes to Growth and Infrastructure Committee for endorsement prior to submitting a revised proposal to Waikato Regional Council for their approval.
81. A summary of the current 2018-21 Waikato Regional Council approved programme of works is attached. Attachment 4.
82. HCC staff report to the Waikato Central Zone Committee highlights and progress against agreed work programmes on a quarterly basis. A copy of the most recent report is attached. Attachment 5.

Gordonton Road Corridor (GM Development)

83. Works are now nearing completion at the Thomas/Gordonton intersection to address the significant safety concerns at this site by upgrading the intersection and installing traffic lights. Works are scheduled to be completed in early April 2019. As previously advised, the intersection upgrade includes installation of raised safety platforms on intersection approaches to help manage vehicle speeds. Staff have worked closely with NZTA regarding the design and implementation of these, as this will be a demonstration site for further planned implementation at other locations across the country.
84. Speed management along the Gordonton Road corridor has continued to be an issue through the construction site (temporary 30km/h speed limit) and also along the Gordonton Road corridor from the Wairere Dr roundabout to north of the Thomas Road intersection (permanent 60km/h speed limit). Staff are continuing to work with Police to support speed monitoring and compliance in the area.
85. Further investigation is currently progressing regarding the rest of the Gordonton Road corridor with NZTA via a Business Case approach, including looking at options for addressing issues at the Puketaha Rd / Gordonton Rd intersection, walking/cycling improvements and other corridor treatments. An update will be provided to the Access Hamilton taskforce in April, with a subsequent report to Growth and Infrastructure Committee anticipated in May to seek endorsement of a preferred option.

Financial Considerations

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

Legal and Policy Considerations

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

Cultural Considerations

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

Sustainability Considerations

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

Risks

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

Significance & Engagement Policy

Significance

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

Engagement

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

Attachments

Attachment 1 - NZTA Funding Letter

Attachment 2 - Central Waikato Zone Catchment Plan Map

Attachment 3 - Catchment Plan Central Waikato Zone Plan

Attachment 4 - Waikato Regional Council Project Watershed 3 year Plan 2018-21

Attachment 5 - Project Watershed - Quarter 2 Report 2018 19 - River and Catchment Services



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15 March 2019

Dear Andrew King,

This letter provides some context for the approaches you will be seeing the Transport Agency take to optimise delivery of the 2018 Government Policy Statement on Land Transport (GPS). The GPS, adopted in June 2018, directs our investments and activities. It sets the Government's strategic direction for the land transport system for the next 10 years. The GPS has determined the priorities for the land transport system, which are safety, access, environment and value for money.

To deliver these outcomes, the GPS significantly increased funding across almost all activity classes. The Transport Agency also introduced the Targeted Enhanced Financial Assistance Rate (TEFAR) to encourage the delivery of activities by Local Government that will contribute towards the outcomes the Government is seeking.

Local Government has responded positively to the Government's direction and TEFAR. There is already a large programme of activities submitted in each activity class and remaining unallocated funding is very limited. This particularly applies to local road improvements, where there are significantly more candidate projects in the NLTP than available funding, and public transport which also faces service cost pressure. Similar funding pressures are also emerging in the walking and cycling and regional improvements activity classes.

As a result, further funding approvals will require careful management to fit within the funding ranges set for each activity class.

State highways

Funding for State Highways is also heavily constrained. The re-evaluation of potential investments on 10 state highway corridors, involving 12 state highway projects have been completed with the exception of the East West Link in Auckland. We have publicly released the re-evaluated direction for most of these projects, which have been re-designed to align with the direction of the GPS. Work is continuing on the remaining projects and we expect to be in a position to announce the re-evaluation outcomes for these soon.

Delivery timing and construction is dependent primarily on the future availability of funding. The Transport Agency has discussed state highway funding with Minister Phil Twyford and work is continuing on this with the Ministry of Transport.

Low cost, low risk programmes

In addition to TEFAR, another mechanism to support Local Government delivery was increased funding allocated to low cost, low risk (LCLR) programmes. \$394m from the NLTF has been allocated to LCLR programmes for local roads in the 2018-21 NLTP, supporting a total LCLR programme of \$719m. The 2018-21 LCLR allocation alone is equivalent to 80% of the total local road improvement spend in the 2015-18 NLTP. The increase in funding allocated to LCLR was, in part, achieved by lifting the eligibility threshold to \$1m. Each council's LCLR funding allocation was confirmed at the end of August 2018.

The process of assessing and applying TEFAR to eligible LCLR activities has proven challenging, requiring a change to Transport Investment Online (TIO) to capture information on individual LCLR activities.

To assess these activities as quickly as possible, we have attached a template to capture details of the high priority LCLR activities that are eligible for TEFAR. For those who have already submitted a letter detailing LCLR activities eligible for TEFAR, your activities should be transferred into this template. The template should be completed with assistance from your Transport Agency Systems Management Investment Advisor who will be in touch to work with your staff.

Once we have a complete picture, we will confirm which activities will receive TEFAR to provide certainty for claims during the 2018– 21 NLTP.

The initial approved funding allocation for each council's individual LCLR programme will not increase as a result of projects being eligible for TEFAR. This approach may be reviewed later in the NLTP depending on the availability of funding. However, at this stage, we need to be mindful of the high levels of larger value activities that are also seeking funding.

Applications for TEFAR on activities over \$1m

For larger projects that do not fall into the LCLR category, there is a limited amount of funding that remains uncommitted in the local road improvements, public transport and walking and cycling activity classes.

The Transport Agency will be prioritising the remaining funding to the projects in the NLTP that ensure that the overall local road programme is best aligned to the GPS outcomes. We will advise councils which of these project applications are likely to secure funding and will be eligible for TEFAR and those which will be unlikely to secure funding.

Once we have advised councils, there will then be a fixed period (of three weeks) for councils to advise whether or not they wish to receive TEFAR for identified projects. As always, final funding approval will be contingent on a business case being received and funding availability at the time.

Conclusion

The current situation we face is due to several factors; the positive response to the challenge and opportunity to deliver on the GPS, the incentive provided by TEFAR, the large carryover of approvals from the 2015–18 NLTP and the increased LCLR allocation. This presents a very different set of issues to manage than has been the case in previous NLTPs.

I appreciate councils have been seeking clarity on these issues for some time. We are committed to doing more to keep you updated on progress and, to that end, I have asked my team to develop a regular briefing on NLTP progress.

If you have any further questions, please feel free to contact your Director Regional Relationships, Ross L'Anson. or email NLTP@mzta.govt.nz

Yours sincerely

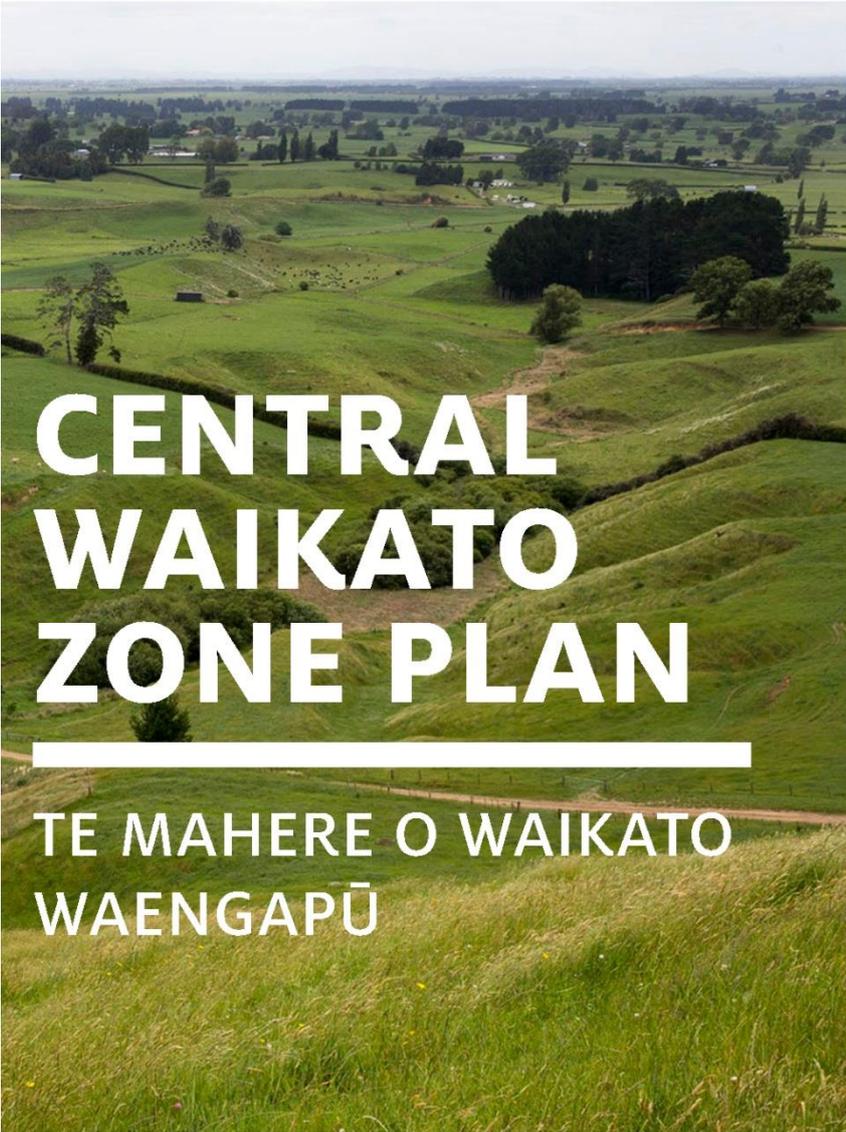


Mark Ratcliffe
Interim Chief Executive



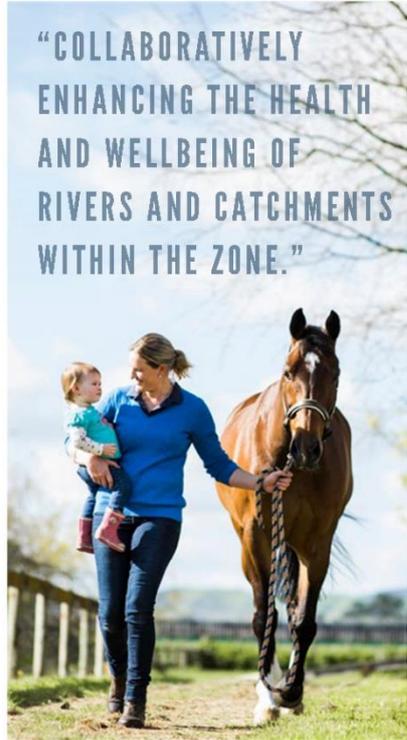
FIGURE 3 – Map of the Central Waikato zone

Collaboratively enhancing the health and wellbeing of rivers and catchments within the zone

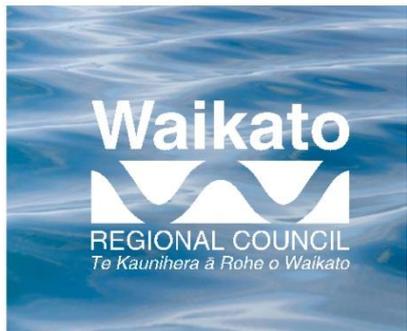


CENTRAL WAIKATO ZONE PLAN

TE MAHERE O WAIKATO
WAENGAPŪ



“COLLABORATIVELY
ENHANCING THE HEALTH
AND WELLBEING OF
RIVERS AND CATCHMENTS
WITHIN THE ZONE.”



Peer reviewed by

Bruce Peploe, Central Waikato Zone Manager
on 25 October 2017

Approved for release by

Matthew Davis, Manager Central/Lower Waikato/Waipā/West Coast Catchment
on 2 November 2017

Prepared by

Michelle Archer, Hannah Palmer, Angus McKenzie – Place Group Limited

For

Waikato Regional Council
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Hamilton 3240

ACKNOWLEDGMENTS

Central Waikato Zone Catchment Committee members (councillors, community and iwi members)

Central Waikato Zone Team

Integrated Catchment Management Directorate (River and Catchment Services, Natural Heritage Services, Land Management Advisory Services, Biosecurity Animal Pests and Plant Pests, and Regional Hazards teams)

Science and Strategy Directorate (Water, Coastal, Land and Soils, and the Integrations and Infrastructure teams)

Community and Services Directorate (Communications Team)

Keri Neilson for review and input of the Waikato and Waipā Restoration Strategy.

Disclaimer

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EXECUTIVE SUMMARY

HE KŌRERO WHAKARĀPOPOTO

“COLLABORATIVELY ENHANCING THE HEALTH AND WELLBEING OF RIVERS AND CATCHMENTS WITHIN THE ZONE.”

- CENTRAL WAIKATO ZONE VISION

The Central Waikato Zone Plan (“the zone plan”) provides the broad direction for the implementation of Waikato Regional Council’s (“the council”) Integrated Catchment Management Directorate (ICM) activities within the Central Waikato zone (“the zone”).

The council undertakes a range of activities to protect the region’s water, soil, air, geothermal areas and coasts, and its mission is to work with others to build a Waikato region that has a healthy environment, strong economy and vibrant communities.

The council’s work, functions and priorities are guided by statutory and non-statutory requirements and decisions made by councillor representatives. These decisions are then implemented through five directorates; Community and Services, Finance, Integrated Catchment Management (ICM), Resource Use, and Science and Strategy.

The Central Waikato Zone Plan provides the broad direction for the implementation of activities undertaken by ICM within the Central Waikato zone. The ICM directorate is primarily focused on delivery of river and catchment management, and flood management activities. These activities are undertaken alongside supporting activities which are delivered regionally and include hazard management and community safety activities, biodiversity and natural heritage operations, biosecurity operations and land management advisory services.

The zone plan is guided by Te Ture Whaimana o te Awa o Waikato (Vision and Strategy for the Waikato River) (Waikato River Authority, 2011) and Waikato Regional Council’s Strategic Direction 2016-19 (WRC, 2017). It also assists the implementation of operational programmes identified in the council’s key statutory documents including the Operative Waikato Regional Policy Statement (WRC, 2012) and the Waikato Regional Plan (WRC, 2007).

The zone plan includes the following interrelated 30 year goals to guide the implementation of ICM activities within the zone:

1. *Contribute to improving water quality within priority catchments in the zone.*
2. *Maintain and enhance indigenous biodiversity associated with the Waikato River, its tributaries, wetlands and lakes across the zone.*
3. *Manage the instream impacts of urban development and land use intensification in association with territorial authorities and other partners.*
4. *Work collaboratively with iwi, territorial authorities and communities to align and integrate projects and priorities within the zone.*

The 30 year goals have been developed in response to the following key matters identified for the zone as part of the development of this plan:

- declining water quality
- declining indigenous biodiversity
- adverse impacts of urban development and land use intensification on waterways
- need for integration and relationship building.

The zone plan includes a high level programme of implementation actions, grouped in focus areas that respond directly to the goals identified. These actions will inform the preparation of a more detailed annual works programme for the zone that is to be monitored through the Central Waikato Zone Catchment Committee. All actions included in this plan are either directly funded through the zone or funded as part of wider council activities. Many of the actions rely on the involvement (and funding) from other stakeholders.

The implementation of the zone plan and its effectiveness will be monitored and reported on an annual basis to the community through the Central Waikato Zone Catchment Committee. Further reviews will be considered on a three yearly basis to ensure that the plan is reviewed in conjunction with the long term plan process and that progress is being made towards the goals identified.





1.1 PURPOSE

The Central Waikato Zone Plan (“the zone plan”) provides the broad direction for the implementation of Waikato Regional Council’s (“the council”) Integrated Catchment Management Directorate (ICM) activities within the Central Waikato zone (“the zone”).

The zone plan includes:

- an overall vision for the zone
- 30-year goals for the zone
- implementation actions for the next 10-year period to meet the goals identified
- processes (and measures) for monitoring and reviewing the plan.

The implementation actions proposed within the plan give effect to aspects of the Waikato Regional Policy Statement (WRC, 2016) and the council’s Strategic Direction 2016-2019 (WRC, 2017) and also assists with the implementation of council’s non-regulatory responsibilities under a variety of other statutes.

The zone contains a range of distinctive environments with significant natural, economic, social and cultural value and forms part of a wider hydrological system. Being in the middle of the wider catchment, catchment management activities undertaken in other zones may have a flow on effect for waterways within the zone. Likewise, activities in the zone will impact on the lower Waikato zone and the coastal marine area. An ongoing annual programme challenge for the council over the life of the plan is therefore to prioritise and target limited resources into areas of greatest priority, whilst being mindful of flow on effects for other zones.

Making progress towards the zone goals will rely on an ongoing annual programme and successful collaboration with a range of stakeholders and this is a key focus area for implementation. Greater integration with, and effective advocacy across a range of council business areas, will also be important in delivering the actions within the plan.

“COLLABORATIVELY ENHANCING THE HEALTH AND WELLBEING OF RIVERS AND CATCHMENTS WITHIN THE ZONE.”

- CENTRAL WAIKATO ZONE VISION

1.2 STRATEGIC FIT

The zone plan supports the wider council mandate of protecting the region's water, soil, air, geothermal areas and coasts. The ICM Directorate is one of five directorates that work together to achieve a range of outcomes for communities within the zone as follows:

1. Community and Services – leads, enables and helps deliver community partnerships, customer services, education programmes, organisational excellence and internal support functions.
2. Finance – council's financial management, regional public transport responsibilities, and our corporate buildings, facilities and property and corporate planning (including the annual and long term plans).
3. Integrated Catchment Management – focuses on catchment management (including land management, biosecurity and biodiversity), river and flood management and natural hazard management.
4. Resource Use – consenting and compliance responsibilities and navigation safety functions.
5. Science and Strategy – gathers, analyses, interprets and translates information on Waikato's natural resources, community and economy in order to achieve positive regional outcomes. Also includes consistent delivery of high quality policy advice.

The ICM directorate is focused on delivery of a range of activities in the areas of catchment management, flood control and protection, biodiversity, biosecurity, sustainable land management and hazard/emergency management. ICM's functions provide services that achieve multiple and significant benefits for the regional community. ICM manages the provision of its services on a regional basis and through geographic areas known as catchment zones. There are eight zones in the region, each with its own zone manager responsible for oversight of operational budgets, relationships, planning and priorities to deliver on agreed community level of services.

1.3 SCOPE

The Central Waikato Zone Plan is one of eight zone plans that are part of the strategic framework for the delivery of ICM activities within the zone.

Figure 1 illustrates the overall scope of the activities undertaken within the zone. The activities that are the primary focus of the zone plan are shown in blue, alongside the supporting activities which are delivered regionally (green). The Central Waikato Zone Catchment Committee holds budgetary power or considerable influence in determining the work programme for primary focus areas of the zone plan. Regarding supporting activities, the role of the catchment committee is to provide local feedback to inform the regional programme with the intention of raising the effectiveness of the programme.

The implementation of the zone plan will be monitored by the Central Waikato Zone Catchment Committee, and therefore the primary focus of the plan is on activities that are funded directly through the Central Waikato zone. In addition to physical works, this may include environmental monitoring in order to assess the outcomes achieved and monitoring the compliance of resource consents held within the zone.

The council is one of many organisations working to improve catchment health within the zone. The council's river and

catchment works typically include land retirement including stream or wetland fencing, planting projects and slip or bank erosion management undertaken in partnership with landowners. Iwi, territorial authorities, government departments, industry, community groups and individual landowners are also active in implementing initiatives to improve catchment health. The intention of the zone plan is to complement and support the work of these other agencies and individuals, and align programmes where opportunities arise. In the zone a majority of these works to date have occurred in the Karāpiro and Mangaonua catchments to target sediment loss.

Other works the council is carrying out, that are out of scope for this zone plan, include:

- monitoring council's rules under the current Waikato Regional Plan (except where specific resources consents apply)
- monitoring the general state of the environment
- developing and implementing new resource management policies and rules to address environmental issues.



FIGURE 1 - Central Waikato Zone Plan - Scope of Activities





2.1 ZONE OVERVIEW

The Central Waikato zone consists of the Waikato River catchment extending from the Karāpiro Dam to Ngāruawāhia. Covering an area of 64,000ha, the zone contains two dominant features: the Waikato River main channel and the urban area that makes up the city of Hamilton. The zone encompasses three territorial authorities; Waipā District, Waikato District and Hamilton City councils, and includes a number of smaller towns and communities which service the agriculture industry, primarily Cambridge, Ngāruawāhia and Ōhaupo (refer Figure 2).

Situated in the centre of the region, the zone is landlocked and comprises 78 per cent pasture, 15 per cent urban, 1 per cent production forestry and 4 per cent native vegetation, with the remaining 2 per cent mainly consisting of open water and exotic scrub. Agriculture (dairy and drystock farming) is the dominant economic activity within the zone, however there are also significant industrial activities associated with the urban centres in the zone.

Figure 3 provides a more detailed overview of the catchments which make up the zone, including the priority catchments of Karāpiro and Mangaonua. These catchments have been identified as a priority as a result of inherent erosion risk and water quality assessments, level of investments made to date in protection measures and willingness of landowners to participate in non-regulatory programmes. More recently, these catchments have also been identified as a priority in the Waikato and Waipā River Restoration Strategy (WRRS) (Neilson *et al.*, 2017). The other area where much of the work is undertaken is within the Hamilton City Council boundary through the work programmes delivered by Hamilton City on behalf of the council under a Project Watershed-related service level agreement.



FIGURE 2 – Central Waikato zone relative to other zones in the Waikato region



FIGURE 3 – Map of the Central Waikato zone

Collaboratively enhancing the health and wellbeing of rivers and catchments within the zone

2.2 KEY FEATURES

The zone contains a range of natural habitats, landscapes, ecosystems, social, cultural and economic values. A summary of these key features is provided below and provides context for the key matters identified in Section 4 of this plan. It is noted that the summary below is not exhaustive, rather it provides a “snapshot” of the complex operating environment of the complex operating environment of the zone.

GEOLOGY

Geologically, the zone is diverse consisting of volcanic materials including alluvial and unconsolidated sediments, tephra, peat, sandstone/mudstone, greywacke or argillite. Due to the unconsolidated nature of the zone’s soils, erosion is common within riverbeds, banks and terraces of the Waikato River. Peat drainage has resulted in continued subsidence which will affect the productivity of the zone. Through this section of the catchment, the Waikato River becomes channelised as it progressively cuts through these sediments. This continuing incision, particularly through Hamilton, contributes to bank instability and erosion and creates challenges for the maintenance and longevity of assets along these waterways.

RIVERS AND STREAM CATCHMENTS

The Waikato River receives inflows from all the rivers and stream catchments in the zone. The major waterways include the Karāpiro Stream, Mangaonua Stream, Mangawhero Stream, Mangaone Stream, Mangakotukutuku Stream, Mystery Creek and Te Awa o Katapaki Stream. Erosion prone soils and areas of instability within the Mangaonua and Karāpiro catchments deliver high loads of sediment to the Waikato River.

URBAN CATCHMENTS

The zone is unique in containing the fourth largest city in New Zealand – Hamilton – alongside smaller towns and communities including Cambridge, Ngāruawāhia and Ōhaupo. As Hamilton expands industrially and with further subdivision on land that was previously used for agriculture, the management and treatment of stormwater and its impact on receiving waterbodies is receiving more focus. In addition to higher density urban growth, the zone also has a large proportion of lifestyle blocks compared with other zones. This is largely due to the availability of rural hinterland concentrated around main employment hubs.

The National Policy Statement for Urban Development Capacity (Ministry for the Environment, 2016) requires territorial authorities to provide land capacity for intensification and new development of housing and businesses. This development is to be supported by

appropriate infrastructure, and the management of the effects of urban intensification and growth will need to be managed collaboratively between regional and territorial authorities.

PEAT LAKES

The zone contains two very high priority peat lakes, Maratoto and Rotomānuka (Dean-Speirs *et al.*, 2014). Lake Maratoto, about 13km south of Hamilton on the outer fringe of the Rukuhia Peat Bog, is strongly acidic and peat stained. Despite being in the Waipā District jurisdiction, this lake is located in the zone and is the only Waipā peat lake with a pH lower than 7. It supports several threatened species and is considered to have the most intact peat bog vegetation of all the Waipā peat lakes (Land Air Water, n.d.).

Lake Rotomānuka is located approximately 12km north of Te Awamutu and is made up of two open water areas – Rotomānuka North and Rotomānuka South, which are remnants of a once larger single lake. Lake Rotomānuka (North) has a surface area of 12.3ha and is the oldest and deepest of the Waipā peat lakes (up to 8.7m). The council has undertaken water quality monitoring at this lake since 1995 and results show that Lake Rotomānuka (North) has relatively good water quality in comparison to other peat lakes within the catchment, and water quality has been stable over the last five years. In contrast, the monitoring of Lake Rotomānuka (South) has shown it to be extremely nutrient enriched (hypertrophic).

Modelling of the Rotomānuka lakes undertaken in 2017, has identified that Lake Rotomānuka (North) is vulnerable to increases in external inputs of phosphorus and therefore restoration efforts to improve water quality should focus on reducing external nutrient loads (Lehmann, *et al.*, 2017).

Other lakes in the zone have lower biodiversity values but very high recreational and cultural values, for example, Lake Rotoroa (Hamilton Lake) – a small peat lake located in the centre of Hamilton that has a catchment dominated by parkland and residential housing. This lake retains good water quality compared to other shallow Waikato lakes, and has been identified as a priority for restoration in the WWRRS (Neilson *et al.*, 2017).

Lake Rotopiko (Serpentine), despite lying just outside the south-western boundary of the zone (in the Waipā zone), is also an important peat lake as it drains through the zone into the Waikato River. The southern section of the lake and its associated wetland margins, kahikatea forest and grassland are enclosed by a predator-proof fence.

GULLY SYSTEMS

Gully systems are prevalent throughout the zone, many containing high biodiversity and ecological values. Hamilton has an extensive system of gullies that carve their way through the suburbs as they make their way to the Waikato River.

There are four major gully systems (Kirikiriroa, Mangakotukutuku, Mangaonua and Waitawhiriwhiri) as well as numerous minor systems occupying a total of 750ha or eight per cent of the city area (Hamilton City Council, n.d.). The gullies add another dimension to the cityscape, providing green space for recreation, visual relief from the urban environment, and habitats for a wide range of wildlife. Improvements in the gully habitat through restoration plantings, weed control and animal pest control helps to promote the indigenous biodiversity of Hamilton including iconic species such as bats (pekapeka), tūī, bellbirds (korimako), kererū, as well as aquatic stream life. This wildlife can then spread throughout the city via these natural gully networks to other natural areas and beyond the city limits (Hamilton City Council, n.d.).

KARĀPIRO HYDRO DAM

The flow of the Waikato River is highly regulated with eight hydroelectric dams in the upper reach of the river. The Karāpiro dam, situated in the zone, creates the third largest hydro lake on the river in terms of operational storage. Commissioned in 1947, it was the second of the current dams in operation on the Waikato River to be built. The effects of the dam are well known, but the major impact is on the regulated flow of the Waikato River downstream as the dam operator Mercury releases the required minimum flow while meeting daily changes in energy demands.

CULTURAL HERITAGE

The zone lies primarily in the rohe of Waikato-Tainui and has a rich cultural heritage which includes the home of the kīngitanga movement, Turangawaewae. Other key iwi, hapū and organisations within the zone are Raukawa, Ngāti Koroki Kahukura, Te Haa o te Whenua o Kirikiriroa (THAWK), Ngāti Wairere, Ngāti Mahanga, Ngāti Hauā, Ngāti Hikairo and Ngāti Tamainupo. Each has rohe within the zone and significant ongoing annual programme interests in maintaining and restoring the health of the Waikato River.

INDIGENOUS BIODIVERSITY

A range of native species, including a number that are threatened, rely on significant natural areas and other fragmented areas remaining in the zone. Native fish, such as inanga, mudfish and tuna (eel), frequent natural streams, particularly where barriers are in place to prevent pest fish entering these streams. Long-tailed bats also frequent many of the forested areas throughout Hamilton and beyond. There are a number of active indigenous biodiversity projects in the zone. Examples of some of these projects are outlined below.



Karāpiro Stream Habitat Enhancement Project

This project aims to enhance water quality and indigenous biodiversity in the Karāpiro stream, near the confluence with the Waikato River in Cambridge. It is a multi-agency initiative between the Waikato Regional Council, Waipā District Council, Ngāti Hauā Mahi Trust and the Waikato River Authority to remove willows, stabilise stream banks and revegetate stream banks with native plants (WRC, n.d.).



Hamilton Halo

The Hamilton Halo project began in 2007 and has successfully focused on increasing the number of tūi visiting the city. Around 25 times more tūi now visit the city than before the project began. This has been achieved by controlling possums and ship rats immediately before bird breeding season in the bush blocks that form a 'halo' within 20km of the city boundaries. In recent years there have been reports of tūi breeding in Hamilton itself and the focus is shifting to improving breeding success and habitat quality within the city. Consideration is also being given to how to raise the success of bellbird (korimako) and kererū (native wood pigeon) breeding out in the halo bush blocks.



Project Echo

Project Echo (WRC, n.d) aims to gather information on bat distribution throughout Hamilton – one of a very few cities in New Zealand to still support a resident population of long-tailed bats (pekapeka).

The long-tailed bat is unique to New Zealand and is one of our only two remaining species of native terrestrial mammals. These bats can be found throughout New Zealand in varying habitats, but numbers are declining due to the removal of trees (where bats roost), predation by pest mammals, and increasing competition for roost sites from rats and possums. This project could lead to ongoing annual programme work to protect bat roosting trees and provide predator control.



Mangakotukutuku Stream Care Group

The Mangakotukutuku Stream Care Group is a passionate community group dedicated to improving the health of the Mangakotukutuku Stream ecosystem. The streams which drain the Mangakotukutuku catchment traverse the highly modified urban area of Hamilton, yet the system has remained relatively unimpacted and contains high biodiversity values, which is rare for an urban setting. Some species found in the Mangakotukutuku Stream, such as the longfin eel and giant kōkopu are considered nationally threatened by the Department of Conservation. As such this stream system has great significance for local indigenous biodiversity (Mangakotukutuku Stream Care Group, n.d). A key focus of the group is to raise awareness of the ecological values of this stream and the restoration activities which can support the enhancement of these values (Mangakotukutuku Stream Care Group, n.d).



Waiwhakareke Natural Heritage Park (WHNP)

This site is managed by Hamilton City Council's Parks and Open Spaces Unit and is the result of a strong partnership between the University of Waikato, Wintec, Tui 2000 and Hamilton City Council. Located on the outskirts of Hamilton adjacent to Hamilton Zoo, this 60ha park is an award-winning, inter-generational ecological restoration project. Established in 2004, the long term aim of Waiwhakareke is to reconstruct the natural forest, wetland and lake ecosystems present in pre-European times. Intensive predator control will allow vulnerable species to flourish in an urban environment and spill over to other parts of the city. The project is a recipient of a substantial Natural Heritage Fund grant from the council

WHNP will serve as a focus for Hamilton's wider biodiversity restoration, including lakes and lakeshores, the Waikato River, its banks and unique gullies, and other parks with current or potential natural values (estimated to be 750ha). It will bring natural and cultural heritage to within easy reach of New Zealand's largest inland city, and reconnect current and future generations with their environment through enhanced education, outreach and engagement opportunities.



Hamilton Local Indigenous Biodiversity Strategy (LIBS)

The LIBS project (WRC, n.d) is a jointly funded pilot project between Waikato Regional Council and Hamilton City Council and is expected to be completed in December 2017. It aims to find ways to support grassroots action on indigenous biodiversity, in co-operation with local councils, iwi, government agencies and non-government organisations. It gives effect to the Vision and Strategy for the Waikato River (Waikato River Authority, 2011) and the Waikato Regional Policy Statement (WRC, 2016) by providing coordination and technical support to individuals, groups and organisations who:

- are already undertaking biodiversity work; or
- have the potential to increase biodiversity in the city as a part of other initiatives.

The LIBS project strives to improve biodiversity while also achieving economic, recreational, cultural and social goals. The LIBS approach is to work at the community and council levels to understand local needs, aspirations and opportunities. The findings of the LIBS project will be incorporated into numerous workstreams being undertaken throughout the zone.

3 LEGISLATION AND POLICY FRAMEWORK

TE TURE ME TE KAUPAPAHERE

This section outlines the legislative and policy (both statutory and non-statutory) framework that has informed the goals, focus areas and implementation actions set out in this zone plan for the zone.

Figure 4 provides an overall summary of the key legislative and policy framework for the zone plan, along with the key areas where the zone plan has influence over council plans and policies.

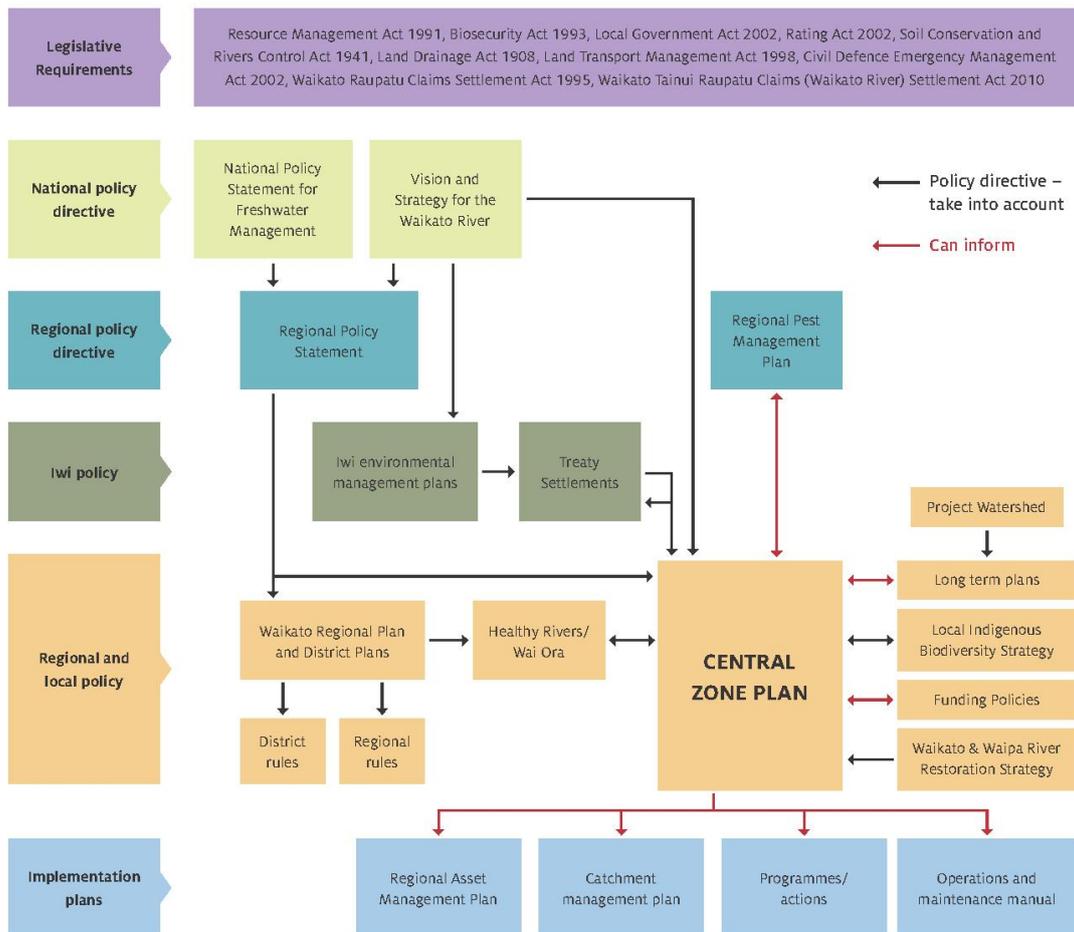


FIGURE 4 - Key linkages between the zone plan and other key legislative and policy requirements.

3.1 LEGISLATION AND STATUTORY PLANS

The key statutory documents of most relevance to the activities set out within this zone plan are summarised below. It is noted that this plan also assists the implementation of a number of Waikato Regional Council's non-regulatory responsibilities under the Resource Management Act (1991), Soil Conservation and River Controls Act (1941), Local Government Act 2002 and other Acts.

WAIKATO REGIONAL POLICY STATEMENT

The Regional Policy Statement (WRC, 2016) has objectives for managing fresh water (3.14), riparian areas and wetlands (3.16), ecological integrity and indigenous biodiversity (3.19), natural hazards (3.24), and values of soils (3.25). It also has new policies regarding managing freshwater bodies (Chapter 8), indigenous biodiversity (Chapter 11), natural hazards (Chapter 13) and soils (Chapter 14). These objectives and policies are relevant to the implementation actions set out within this plan.

VISION AND STRATEGY FOR THE WAIKATO RIVER

The primary direction-setting document for the protection of the Waikato River and its catchments is the Vision and Strategy for the Waikato River (Waikato River Authority, 2011).

Developed by the Guardian Establishment Committee (predecessor to the Waikato River Authority) in consultation with the Waikato community, as part of the wider Waikato River Treaty settlement co-management negotiations, the Vision and Strategy for the Waikato River is administered by the Waikato River Authority. It was initially given statutory recognition via the Waikato River Acts in 2010 and 2012.

The Vision and Strategy for the Waikato River is included in its entirety into the operative Regional Policy Statement (WRC, 2016), and regional and district plans must give effect to it. Essentially it is now the community's vision for the Waikato River. If there are any inconsistencies between the Vision and Strategy and any Resource Management Act (1991) planning document, including any national policy statement, the Vision and Strategy prevails.

Fundamental to the Vision and Strategy are the following key principles:

- Commitment to the restoration and protection of the river in its widest sense (including iwi and community relationships).
- Adoption of a precautionary approach.
- Increased recognition given to cumulative effects.

- Application of a holistic, integrated approach to the management of resources.
- Recognition and application of two worlds of knowledge – mātauranga Māori and western science.

WAIKATO REGIONAL PLAN AND REGIONAL COASTAL PLAN

The Waikato Regional Plan (WRP) (WRC, 2007) applies across the whole of the Waikato region (except for the coastal marine area) and provides the regulatory framework for resource management. The WRP implements the RPS, relevant National Direction, and Treaty Settlement legislation. The Waikato Regional Coastal Plan (WRCP) (WRC, 2014) contains policies and methods to manage the allocation and use of coastal resources in the coastal marine area (the sea area below mean high water spring tide out to the 12 mile regional limit). The WRCP implements the RPS and the New Zealand Coastal Policy Statement and other relevant legislation (for example, parts of the Marine and Coastal Area Act).

A full review of the WRCP and WRP is currently being planned by council. Ultimately the two plans will be combined and replaced by one "Waikato Resource Management Plan". Notification of the first phase of the plan review (most of the current coastal plan and priority topics for the regional plan) is expected in 2019/20, with adoption of the revised plan programmed for 2025.

Healthy Rivers/Wai Ora: Proposed Waikato Regional Plan Change 1 (Waikato and Waipā River Catchments)

The council has notified and is in the process of implementing Healthy Rivers/Wai Ora: Proposed Plan Change 1 – Waikato and Waipā River Catchments (WRC, n.d). Plan Change 1 seeks to achieve reduction, over time, of sediment, microbial pathogens and nitrogen and phosphorus entering water bodies (including groundwater) in the Waikato and Waipā River catchments.

REGIONAL PEST MANAGEMENT PLAN

The Waikato Regional Pest Management Plan (RPMP) (WRC, 2014) sets out the strategic and statutory framework for managing plant and animal pests in the Waikato region. Objectives and the management approach for specific plant and animal pests present within the zone are contained in the plan. It is noted that the RPMP review is planned to commence in late 2017 starting with the release of a discussion document in early 2018. The actions in the zone plan can inform this process.

NATIONAL DIRECTION

Central government, through the Ministry for the Environment, has a programme of work that seeks to provide national direction and consistency around management of natural resources. This involves either development, or review, of National Environment Standards, National Policy Statements, and national regulation.

Key national directions that will affect catchment management in this zone (and all zones) include the National Policy Statement for Freshwater Management (Ministry for the Environment, 2011), national regulation around stock access to water and swimmability standards, and the Proposed National Environmental Standard for Plantation Forestry (Resource Management Regulations, 2017). This zone plan would need to be amended to give effect to any national direction which requires implementation through catchment management.

WAIKATO AND WAIPĀ RIVER TREATY SETTLEMENTS

Treaty settlements relating to the Central Waikato zone include the Waikato Raupatu Claims Settlement Act (1995) and Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act (2010). The 2010 Treaty settlement has resulted in land ownership changes. Areas of soil conservation and river control (SCRC) land which have been classified as sites of significance are vested in the Waikato Raupatu River Trust, illustrating the importance of co-management throughout the zone. SCRC land that was once vested in the Ministry for the Environment has been gifted to Waikato-Tainui.

Other relevant treaty settlement related legislation includes:

- Ngā Wai o Maniapoto (Waipā River) Act (2012)
- Ngāti Tuwharetoa, Raukawa and Te Arawa River Iwi Waikato River Act (2010)
- Raukawa Claims Settlement Act (2014)
- Ngāti Koroki Kahukura Claims Settlement Act (2014)
- Ngāti Hauā Claims Settlement Act (2014).

Treaty settlements have resulted in a range of agreements between the council and River Iwi. These agreements set out a co-management framework for managed properties, sites of significance (reserve sites for the purposes of section 70 of the Waikato River Settlement Act 2010) and Waikato River related lands where applicable and include:

- Waikato Raupatu River Trust and Waikato Regional Council Co-Management Agreement for Waikato River Related Lands
- Waikato Raupatu River Trust and Waikato Regional Council Joint Management Agreement.



3.2 KEY NON-STATUTORY POLICIES AND PLANS

WAIKATO REGIONAL COUNCIL STRATEGIC DIRECTION 2016-2019

Waikato Regional Council's strategic direction (WRC, 2017) guides work and sets priorities up to 2019. It also reflects community desires and needs, and identifies key factors that will determine whether the council is successful in achieving its strategic direction.

Priorities under the council's strategic direction are:

- Support **communities** to take action on agreed outcomes.
- Forge and strengthen **partnerships** to achieve positive outcomes for the region.
- Positively influence future **land use** choices to ensure long term sustainability.
- Manage **fresh water** more effectively to maximise regional benefit.
- Increase communities' understanding of **risks and resilience** to change.
- Enhance the value of the region's **coasts and marine** area.
- Shape the **development** of the region so it supports our quality of life.

The zone plan will assist the council in delivering its strategic direction. The key connections from the zone plan to the strategic direction are summarised in Table 1 below.

			REGIONAL PRIORITIES						
			Communities	Partnerships	Land	Fresh water	Risks and resilience	Coastal and marine	Regional development
ZONE PLAN GOALS	1	Contribute to improving water quality within priority catchments in the zone	√	√	√	√	√	n/a	√
	2	Maintain and enhance the indigenous biodiversity associated with the Waikato River, its tributaries and wetlands and lakes across the zone	√	√	√	√	√	n/a	√
	3	Manage the instream impacts of urban development and land use intensification in association with territorial authorities and other partners	√	√	√	√	√	n/a	√
	4	Work collaboratively with iwi, territorial authorities and communities to align and integrate projects and priorities within the zone	√	√	√	√	√	n/a	√

TABLE 1 – Central Waikato Zone Plan connections with the strategic direction

THE WAIKATO RIVER AND WAIPĀ RIVER RESTORATION STRATEGY (WRRS)

The Waikato River Restoration Forum was established in 2014 with the purpose of maximising opportunities to realise the Vision & Strategy for the Waikato River catchment. The forum is made up of representatives from the five River Iwi, the Waikato River Authority, Waikato Regional Council, DairyNZ, Fonterra, territorial authorities, Mercury, Genesis Energy and the Department of Conservation. One of the objectives of the forum is to support the development of a medium-term strategic plan for river restoration initiatives that will encourage a more integrated and coordinated approach to funding and non-regulatory catchment and river management. This 5-20 year strategic action plan is known as the Waikato River and Waipā River Restoration Strategy (WRRS) (Neilson *et al.*, 2017) and has been developed with wide stakeholder input.

The purpose of the WRRS (Neilson *et al.*, 2017) is to guide future 'on the ground' activities for all organisations that fund or undertake restoration through the identification of specific, technically achievable and prioritised actions. Key objectives of the strategy are to:

- inform decision making of River Restoration Forum members engaged in restoration activities
- act as a guide for all groups engaged in delivering restoration initiatives
- encompass an approach that allows groups much longer planning periods to prepare for funding applications and project implementation
- further build on the work carried out in 2010 developing the Waikato River Independent Scoping Study (NIWA, 2010) by focusing on non-regulatory actions and considering the likely available funding
- identify projects that are likely to make the greatest difference in improving the health and wellbeing of the Waikato and Waipā Rivers, and reflect the values and goals of the iwi and communities within the catchment.

The WRRS is non-binding and does not in any way restrict the ability of any funding or management organisation to fund or undertake any project that meets their criteria. However, it provides direction for funders who are seeking good projects to fund, and to organisations, iwi, communities and individuals who are keen to undertake work and want to deliver high impact results.

The WRRS covers a wide range of restoration and protection activities in the catchment and focuses on six core workstreams: erosion and sedimentation, water quality, biodiversity, fish, access and recreation and iwi cultural priorities.

The entire area of the zone is in geographical scope for the WRRS and for the purpose of that document restoration priorities have been developed in conjunction with those for the Lower Waikato zone.

Several priority catchments, streams and sites within the zone have been identified in the WRRS. The existing work programmes are generally aligned with the priorities identified within the WRRS while noting the specific criteria applicable to the WRRS. For the full list of WRRS priorities see Appendix 1.

HAMILTON CITY RIVER PLAN

The River Plan (Hamilton City Council, 2014) is part of Hamilton City Council's strategic framework for the Waikato River and for Hamilton. It is guided by the operative RPS and the Vision and Strategy for the Waikato River. It is a 30-year strategy that will guide planning and use of the 16km stretch of the Waikato River within Hamilton. Key themes are:

- Improving access to and along the river.
- Promoting enjoyment of the river.
- Promoting development that embraces the river.
- Protecting and enhancing the natural environment along the river.
- Celebrating arts and culture along the river.
- Promoting and developing tourism along the river.
- It identifies proposed projects. Priority projects include:
- Ferrybank and Roose Commerce Park Development Master Plan
- Wellington Street Beach development
- Hamilton Gardens: five new gardens and a jetty
- creating a garden on Pukete pedestrian bridge.

WAIKATO FRESHWATER STRATEGY (WRC, 2017)

This strategy identifies a programme of actions to achieve the best use of fresh water through time via better allocation systems using new methods based on better information. It recognises that freshwater management is a complex problem that has not been addressed in an integrated manner. The current state of the region's fresh water is the result of ad hoc management in response to disparate directions from central government and a preference for economic development that competes with an incomplete understanding of site specific environmental limits.

Addressing New Zealand's biodiversity challenge (Willis, 2017)

This report ('Willis Report') is a think piece on the future of biodiversity management in New Zealand. It was commissioned by regional council CEOs around New Zealand

and has a particular focus on the role and work of regional councils in relation to biodiversity. It establishes that biodiversity maintenance is a core regional council function, but acknowledges that biodiversity nevertheless continues to decline. The recommendations to come out of this report for halting the continued decline in biodiversity are:

- the need for strong leadership and clarity of roles and responsibilities
- the need for positive action, building on our existing active plant and animal pest management
- the need for agreement on where we should focus our efforts at national, regional and local level
- the need to understand what success looks like, and how to measure it
- the importance of a plan and delivering joined-up action across all players
- the need for modern, fit-for-purpose frameworks, including legislation, to help to achieve our goals.

3.3 IWI MANAGEMENT PLANS

WAIKATO TAINUI ENVIRONMENTAL PLAN

Waikato-Tainui's iwi management plan (Waikato Tainui Environment Plan, Tai Tamu, Tai Pari, Tai Ao (Waikato-Tainui Te Kauhanganui Incorporated., 2013)), sets out aspirations for environmental, economic, social and cultural enhancements. In particular, the Waikato Tainui Environmental Plan contains objectives to grow their tribal estate and manage our natural resources, whilst providing guidance to external agencies regarding Waikato Tainui values, principles, knowledge and perspectives on, relationship with, and objectives for natural resources and the environment.

OTHER IWI MANAGEMENT PLANS

The following iwi and hapū planning documents (WRC, n.d) are also relevant to catchment management activities within the zone:

- Te Rautaki Taiao A Raukawa – Raukawa Environmental Management Plan 2015
- Maniapoto Ko Tā Maniapoto Mahere Taiao: Environmental Management Plan
- Maniapoto – Priorities for the Restoration of the Waipā River Catchment
- Ngāti Hikairo Iwi Management Plan – Freshwater
- Te Tahuanui: Ngāti Hikairo Heritage Management Plan 2010.

The following hapū and organisations also play an important role within Hamilton, and their goals and aspirations are taken into consideration when managing the zone:

- Te Hā o te Whenua o Kirikiriroa (THAWK)
- Ngāti Wairere
- Ngāti Mahanga
- Ngāti Hauā
- Ngāti Tamainupo.

It is noted that working relationships with iwi and hapū groups are not confined to just those groups named here.

On 22 December 2016, the Crown and the iwi of Hauraki initialled a Collective Redress deed. It is anticipated that Treaty settlement negotiations will be completed in the next 3-5 years. Those settlements that will cross into the zone are likely to include:

- Ngāti Hinerangi
- Ngāti Maniapoto Comprehensive.





KEY MATTERS FOR THE ZONE



NGĀ KAUPAPA MATUA I TE ROHE

The following sections set out the key matters for the zone that have informed the development of the goals and implementation actions within the plan. Key matters have been identified through the process of developing this zone plan and take account of the policy context outlined in Section 3 alongside wider social, economic, environmental and cultural considerations within the zone.

4.1 DECLINING WATER QUALITY

Water quality in the rivers, tributaries and lakes within the zone is declining. The council commenced monitoring in 1980 and it has found that the nitrogen and turbidity levels, in particular, have been increasing in the Waikato River (WRC, n.d.)¹

As urban centres within the zone intensify and expand, increased stormwater run off has the potential to result in increased flooding, higher contaminant loading, erosion and sedimentation of waterways. The impacts of the increased flows need to be planned for and measures taken to minimise adverse impacts. Mitigation measures are best installed at the time of development in order to maximise effectiveness and reduce future costs. Mitigation measures may involve soft interventions in the form of vegetative controls or hard engineering, such as channelization and bed stabilisation structures. Higher volumes of run off, coupled with increased nutrient loading from rural land practices, are resulting in a loss in natural values, biodiversity and a decline in water quality.

Healthy Rivers/Wai Ora: Proposed Plan Change 1 is in progress and sets out an 80-year timeframe for the Waikato and Waipā rivers and their tributaries to be swimmable and safe for food collection along their entire lengths. The primary goal is achieving the requirements of the Vision

and Strategy, the primary direction setting document for the rivers. In achieving this outcome, it sets a higher bar than the National Policy Statement for Freshwater Management 2014 (which was recently amended) that requires fresh water bodies to be suitable for primary contact, including swimming.

It should be noted that the brown-stained water often observed within the rivers, streams and lakes in the western side of the zone can in part be attributed to the peat soils present within these catchments. It is important to note that despite initiatives to improve water quality, water clarity will always be diminished due to this natural phenomenon. It is important that the public and stakeholders are educated on the effects of peat soil on water clarity so realistic and achievable expectations can be set. However, extensive land drainage, including removal of wetlands, has been undertaken within the zone and this too has contributed to the increased rate and amount of stained water leaving peat soil areas.

Waikato Regional Council has already made substantial investment in catchment works to improve water quality through initiatives funded by Project Watershed (WRC, 2002). Project Watershed is the funding policy applied to all river and catchment works undertaken by the council in the zone.

¹ Further detail and the results of the 2016 Waikato River annual water quality monitoring programme (Waikato Regional Council, 2017) can be found here: <https://www.waikatoregion.govt.nz/services/publications/technical-reports/2017/tr201714/>

Healthy Rivers/Wai Ora has assigned key sub-catchments within the zone a priority three ranking meaning that improvement works identified in the plan change must be completed by 2026. An opportunity exists to demonstrate leadership by example in the priority catchments of Karāpiro, where work with landowners is already underway by continuing to promote non-regulatory catchment management measures in line with the WWRRS. This ensures that existing momentum and progress made with these landowners can be accelerated and funded through partnerships.

Hamilton City Council and Waikato Regional Council are required to give effect to Section 10 of the Local Government Act (2002), namely cost-effective methods for delivering on its primary functions. The two councils have common objectives in respect of the management of river and stream related infrastructure, flood risk and stormwater.

Waikato Regional Council has supported Hamilton City Council's role in delivering these objectives by providing direct funding support for an agreed work programme.

To ensure that annual funding is fully allocated and efficient and effective delivery of the programme, a service level agreement was signed with Hamilton City Council in 2016. This agreement sets out expectations as to the relationship and responsibility between the two councils on these matters. It has also ensured increased collaboration to deliver on the catchment and river management priorities.

This agreement ensures the best use of resources for efficient delivery of these requirements and contributes towards water quality improvements within the Hamilton boundary.

4.2 DECLINING INDIGENOUS BIODIVERSITY

The zone has largely been converted to agriculture. This, coupled with urban expansion, has led to a decline in indigenous biodiversity. In the past, catchment management works carried out by councils were typically undertaken to improve water quality and soil conservation. They would sometimes have beneficial effects on indigenous biodiversity despite this not being the primary focus. Now the maintenance of indigenous biodiversity has been recognised as a core function of regional councils and a direct focus is being placed on managing biodiversity and on providing for it when other works are carried out.

The RPS has signalled a move towards a strategic, proactive and coordinated indigenous biodiversity management approach with landowners, mana whenua and other agencies. In addition, the Waikato Regional Council has embarked on a comprehensive information gathering project to complete a biodiversity inventory and to improve internal coordination of the biodiversity programme across the council (WRC, 2016). This approach is consistent with the recommended shifts in the Willis Report (Willis, 2017).

In addition to the above, there is a programme to identify areas of significant indigenous vegetation and significant habitats of indigenous fauna. Waikato Regional Council administers several funds, such as the Environmental Initiatives Fund, and the daily work of biosecurity officers helps landowners with pest control. The council also undertakes indigenous biodiversity restoration and offers funding incentives to fence priority sites, among other projects (WRC, 2016).

To go some way in addressing the decline in indigenous biodiversity, the Local Indigenous Biodiversity Strategy (LIBS) – a collaborative pilot undertaken by Waikato Regional Council and Hamilton City Council – is being trialled. This project aims to identify and improve the percentage coverage of indigenous biodiversity within Hamilton from 1.5 per cent to 10 per cent to maintain indigenous biodiversity and ecosystem functionality. It also ensures that agencies undertaking work are aligned and working collaboratively on projects with community buy-in and where the most gains for biodiversity will be achieved.

The WWRRS identifies several locations in the zone for protection and enhancement of biodiversity related to aquatic habitats including the Moanatuatua wetland and gullies associated with the Mangaonua, Mangaone, Mangaomapu and Kukutaaruhe Streams. In particular the enhancement of the 10ha Kukutaaruhe stream and gully complex in Fairfield is one of the largest sites of restored biodiversity within Hamilton. The WWRRS also identifies three shallow lakes within the zone for further enhancement to improve biodiversity and water quality. These are Lake Rotoroa, Lake Rotomanuka and Lake Rotopiko (Lake Serpentine).

As summarised in Section 2.2, there are already several community and council led initiatives underway in the zone, particularly in Hamilton. By providing leadership, coordination and funding, the council can assist parties in delivering enhanced outcomes for biodiversity throughout the zone.

4.3 ADVERSE IMPACT OF URBAN DEVELOPMENT AND LAND INTENSIFICATION ON WATERWAYS

Hamilton is one New Zealand's fastest growing cities, and with this comes requirements to manage the effects of urban development and land intensification on the waterways within the zone.

Urbanisation leads to increased stormwater volumes and peak flows as vegetation is removed and soils are compacted or covered by impervious surfaces such as roofing, asphalt and concrete, which do not absorb water (NIWA, n.d.). In the urban environments of the zone, this water is conveyed efficiently via underground pipe networks to streams and the Waikato River.

As areas become more urbanised human activities, particularly industry and traffic, lead to the build-up of sediments and contaminants which are eventually washed off during rains, and conveyed via stormwater networks to receiving environments. These contaminants have the potential to have a major effect on the ecological health of the zone's urban streams and rivers as well as on the economic, social and cultural value of these environments.

Impacts of urbanisation include:

- increased run off volumes leading to:
 - increased stream bank and bed erosion
 - increased deposition of sediments
 - increased local flood risk for urban flood plains
- increased wastewater discharges
- contamination of receiving environments, either acute (following storm events), chronic (due to accumulation over time), or both
- loss of fertile land and a potential reduction in biodiversity as urban areas expand
- increased pressure on infrastructural assets including land drainage networks in lower reaches of catchments.

4.4 NEED FOR INTEGRATION AND RELATIONSHIP BUILDING

Continuing to strengthen community/stakeholder partnerships and supporting iwi co-management practices are key opportunities to deliver more effective catchment management outcomes for the zone. An example of the relationships established through iwi co-management include those formed as part of the joint management agreements held with the council. Joint management agreements relevant to the zone include:

- Waikato Raupatu River Trust
- Te Poari Matua O Raukawa (Raukawa Settlement Trust)
- Maniapoto Māori Trust Board.

Communities are reliant on the healthy functioning of the natural and physical resources of the zone for their social, economic, cultural and environmental wellbeing. To achieve desired community outcomes, the council works with territorial authorities, community groups, business, individual landowners, central government, iwi/hapū and non-government organisations. The council also partners (and co-funds) with various groups to undertake community projects. Examples of these partnerships include Waikato RiverCare, the Waikato River Authority, the Department of Conservation, and community groups working under the umbrella of the Waikato Biodiversity Forum.

Building and maintaining relationships with iwi, territorial authorities and community groups, and establishing new relationships with other groups and organisations who have an interest in works undertaken within the zone, will help in defining projects and aligning catchment works (particularly in relation to long term plan priorities) to achieve value for money.

Both Waikato Regional Council and Hamilton City Council are committed to continued delivery of the service level agreement to deliver Project Watershed outcomes within Hamilton. Over time priorities within the city change and the annual and 10 yearly programme reviews within the agreement allow for some flexibility to direct the funding to the areas of most need. An effective relationship and understanding of each organisation's work and priorities is key to ensuring delivery of this programme. This relationship is also key to working on strategies to manage the rapid urban growth occurring in Hamilton and ensuring appropriate infrastructure and funding is in place to mitigate its effects. There is also opportunity for greater collaboration with Hamilton City Council on stormwater management to benefit biodiversity and water quality outcomes within the zone.

The zone has many assets which enhance the interaction of communities with the environment and the river. There is an opportunity to promote the area by linking and leveraging off indigenous biodiversity enhancement and water quality improvement benefits that have been achieved through Project Watershed and other council led initiatives.

While these visitor assets are not the council's core business, there is opportunity for council staff to work alongside territorial authorities, iwi and community groups to support, for example, river improvement and planting projects. Council support helps to build the case for adequate amenities and continued public access to valued sites. The zone population is growing and visitor numbers increasing so, where appropriate, the council will use its existing funding and relationships to support initiatives to improve the visitor experience.

Initiatives underway include the River Plan (Hamilton City Council, 2014), Hamilton City Council Reserve Management Plans (Hamilton City Council, n.d.), Victoria on the River (Hamilton City Council, n.d.), and the Central Waikato River Stability Management Strategy (WRC, n.d.). The WWRRS contains significant projects identified by Waikato-Tainui hapū and marae for identifying, restoring and protecting wāhi tapu and sites of significance from Lake Karāpiro to Ngāruawāhia. These include the physical protection of sites, along with the development and installation of cultural symbolism such as carved pou that represent the history and stories of these places. These initiatives and opportunities are key examples of where partnerships can be developed and specific projects can be delivered to reconnect people with the waterways of the zone and other key sites. The council's expertise in defining, scoping, gaining funding and delivering projects is useful for encouraging collaboration, building iwi capacity, and coordinating efforts and expenditure to ensure the best possible outcomes are achieved for these and other strategies throughout the zone.



PLAN IMPLEMENTATION

TE WHAKATINANATANGA O TE MAHERE

5.1 ZONE GOALS

GOAL 1: CONTRIBUTE TO IMPROVING WATER QUALITY WITHIN PRIORITY CATCHMENTS IN THE ZONE.

Water quality is a pressing issue in the Central Waikato zone, with key legislation focusing on restoring the health of the Waikato River. Within the zone, intensification in rural and urban land use in catchments that feed into the Waikato River is resulting in increased erosion, nutrient loading and stormwater run off which is contributing to a decline in water quality. The challenge is to protect and enhance water quality within the zone.

Opportunities exist to show leadership and accelerate Karāpiro and Mangaonua catchment works to enhance water quality, and work with landowners, the community and government agencies to support the goals of the Vision and Strategy, Healthy Rivers/Wai Ora and the Waikato River and Waipā River Restoration Strategy.

GOAL 2: MAINTAIN AND ENHANCE THE INDIGENOUS BIODIVERSITY ASSOCIATED WITH THE WAIKATO RIVER, ITS TRIBUTARIES AND WETLANDS AND LAKES ACROSS THE ZONE.

Enhancing indigenous biodiversity needs to continue in the zone. Managing pest plants and animals, protecting threatened and special habitats, and other opportunities to enrich indigenous biodiversity will contribute to enhancing people's enjoyment of the Waikato River, its tributaries, wetlands and lakes.

A key challenge is to link and leverage from indigenous biodiversity enhancement projects, including those identified in the WWRRS as well as catchment management works to ensure the greatest outcomes and value for money.

GOAL 3: MANAGE THE INSTREAM IMPACTS OF URBAN DEVELOPMENT AND LAND USE INTENSIFICATION IN ASSOCIATION WITH TERRITORIAL AUTHORITIES AND OTHER PARTNERS.

Hamilton is the largest urban centre in the Waikato region and it is currently experiencing growth at its boundaries and also intensification within the city. The city is also encroaching onto land which was previously used for agriculture and this growth results in increased pressure on our waterways including the management of stormwater and contaminants.

There is an opportunity for the council to work closely with Hamilton City Council and other territorial authorities and agencies, for example the NZ Transport Agency, to provide support, advice and planning on these issues. This includes confirming and continuing to refine best practice and ensuring appropriate mitigation measures are applied and funding agreed.

GOAL 4: WORK COLLABORATIVELY WITH IWI, TERRITORIAL AUTHORITIES AND COMMUNITIES TO ALIGN AND INTEGRATE PROJECTS AND PRIORITIES WITHIN THE ZONE.

By working collaboratively with iwi partners, and both internal and external stakeholders, projects and priorities within the zone can be progressed in an efficient and cohesive manner resulting in more effective outcomes. To ensure relationships are built in the most effective manner it will also be important to engage internally with Waikato Regional Council staff and across directorates to determine whether external relationships with key stakeholders have already been established by others in the council.

Collaboration between the regional council and territorial authorities, mana whenua and other key community stakeholders is key to achieving the vision and goals of the zone. In particular, partnering with iwi to restore and protect sites of significance within the zone provides additional opportunities to enhance the knowledge and experiences of the whole of community to these places along the river.

5.2 FOCUS AREAS AND IMPLEMENTATION ACTIONS

This section describes how the council intends to achieve its goals for the zone at an operational level. The 12 focus areas identified provide a basis for monitoring this plan and the accompanying actions detail proposed implementation activities over a 10-year timeframe.

The focus areas and actions may respond to one or more of the zone plan goals and this reflects the interrelated nature of implementation activities undertaken by the council within the zone. For example, focus areas designed to address erosion will also assist the council in achieving the goals of maintaining and improving water quality and protecting biodiversity. The relationship between the key focus areas and zone goals is summarised in Table 2.

FOCUS AREA	GOAL 1 Water quality	GOAL 2 Biodiversity enhancement	GOAL 3 Urban development	GOAL 4 Relationships
1 Catchment new works in priority catchments	√	√	√	√
2 Catchment maintenance works	√	√	√	√
3 Preparing for change	√	√	√	√
4 River management	√	√	√	√
5 Landowner, stakeholder and community engagement	√	√	√	√
6 Collaborate with stakeholders to achieve the greatest value - communication and partnership			√	√
7 Working in partnership with Hamilton City Council	√	√	√	√
8 Iwi engagement	√	√	√	√
9 Community resilience to floods and high rainfall			√	√
10 Biosecurity operations		√		√
11 Biodiversity and natural heritage operations		√		√

TABLE 2 - Relationship between each focus area and the zone goals.

Some implementation actions are ongoing, whilst others will have more effort directed to them in either the short or long term. The implementation of some actions is dependent on funding from the zone and internal and/or external sources; and the timing of implementation is also subject to change.

It is noted that the implementation actions described in this plan that are directly funded through the Central Waikato zone are at current levels of funding and are subject to review.

FOCUS AREA 1 – CATCHMENT NEW WORKS IN PRIORITY CATCHMENTS		
<p>The focus of catchment new works will be on working with landowners in the priority catchments of Karāpiro and Mangaonua Stream and other key locations identified in the Waikato and Waipā River Restoration Strategy (see Appendix 1). The Karāpiro and Mangaonua catchments deliver high loads of sediment to the Waikato River due to the presence of erosion prone soils and the impacts of land use. These and other catchments also provide opportunity for works to protect wetlands and seeps, reduce nutrient loading to streams, improve fish passage and increase and enhance fish habitat. Prioritisation is necessary to target limited resources in areas of degraded water quality and where the greatest benefits can be achieved.</p>		
IMPLEMENTATION ACTIONS	WHO/TIMING	
<p>Landowner assistance</p> <p>Raise landowner awareness within priority catchments of the support available to undertake erosion control and soil conservation measures. Activities may include:</p> <ul style="list-style-type: none"> property inspections and advice preparation of Environmental Farm Plans, agreement as to a staged work programme support to landowners in undertaking best practice management at farm and catchment scale advice and assistance in preparing funding applications to complement new works projects agreement as to funding arrangements utilising Waikato Regional Council and/or other funding sources/partners agreement as to ongoing annual programme maintenance and management programme legal security over works put in place within council policy. Where there are numerous landowners within a catchment that are wishing to undertake priority catchment works, the council may consider applying on behalf of this group for external funding (for example, to Freshwater Improvement Fund, Waikato River Authority, Afforestation Grant Scheme etc.) to support wider scale action, or providing co-funding support to an external group acting on behalf of landowners. <p>Outside of priority catchments respond to landowner, care groups or stakeholder requests for:</p> <ul style="list-style-type: none"> information, and if appropriate, funding for new works assistance with preparing applications for funding to complement new works projects. 	<p>Zone and Catchment Management team / Annual programme</p>	
<p>Funding</p> <p>Target funding of new works into priority areas so that:</p> <ul style="list-style-type: none"> 80% of catchment funding is spent in priority areas by 2019. <p>Annually reassess the budget and resourcing needs in the zone to support an effective programme that captures the demand for new catchment works.</p>	<p>Zone and Catchment Management team / June 2019</p>	
<p>Landowner agreement</p> <p>Develop landowner agreements for instream and riparian management such as erosion control, vegetation management, fencing, planting, and other catchment opportunities.</p>	<p>Zone and Catchment Management team / June 2019</p>	
<p>Ongoing annual programme development</p> <ul style="list-style-type: none"> Continuing refinement of recommended best practice. Ongoing annual programme development of targeted environmental monitoring programmes. Development of appropriate performance measures and reporting. 	<p>Zone and Catchment Management team / June 2019</p>	

FOCUS AREA 2 – CATCHMENT MAINTENANCE WORKS		
It is important to ensure that completed catchment works are maintained to ensure that they continue to deliver on investment.		
IMPLEMENTATION ACTIONS		WHO/TIMING
Record keeping	Maintain accurate, up to date property files and asset records in the appropriate database.	Catchment Management team / Annual programme
Asset inspections	Inspect programme assets at least every 3 years, as appropriate. Confirm maintenance programmes in consultation with landowner.	
Landowner assistance	Ensure landowners are aware of and meet their obligations under existing agreements. Promote the implementation of best management practices – involving further development and review of current practices.	
Policy development	Support ICM's development of a maintenance policy including provisions for situations where the council has been the minor funder of initial works, but extensive externally funded works are included within the protected compartment. Work with territorial authorities to develop a tool or process of sharing catchment planning, data and methodologies that will allow collaboration, funding and multiple benefit prioritisation.	Catchment Management team / Completed by June 2018

FOCUS AREA 3 –PREPARING FOR CHANGE		
Land use management within the zone will be affected by Proposed Waikato Regional Plan Change 1 (Healthy Rivers: Plan for Change/ Wai Ora: He Rautaki Whakapaipai).		
IMPLEMENTATION ACTIONS		WHO/TIMING
Help landowners adapt to new expectations and rules of Plan Change 1	The Land Management Advisory Services (LMAS) team aims to achieve improvements in the environmental footprint of agriculture. LMAS is helping to design policy changes with a major focus on the Waikato and Waipā catchments, and at the same time working to prepare the agriculture industry to work within the new expectations and rules that the Healthy Rivers/Wai Ora plan change will introduce to the wider Waikato region. Actions will include: <ul style="list-style-type: none"> developing and implementing a sustainable agriculture extension programme in collaboration with industry in the area building capacity within the agriculture industry to support farmers in adapting to farming within limits ensuring that Waikato Regional Council and agriculture industry and community initiatives that support sustainable agriculture are aligned, consistent and effective in bringing about on farm change. 	Land Management Advisory Service team. Catchment Management team to support as appropriate / Annual programme consistent with Healthy Rivers/Wai Ora timelines.

FOCUS AREA 4 – RIVER MANAGEMENT		
It is important to implement best practice to manage bank erosion as this will have a positive effect on water quality within the zone.		
IMPLEMENTATION ACTIONS		WHO/TIMING
Best practice	<p>Actions to implement best practice to manage bank erosion will include:</p> <ul style="list-style-type: none"> • responding to enquiries • annual inspections of the main Waikato River channel and priority streams • removal of blockages or obstructions on a prioritised basis where there is environmental impact • site specific erosion control measures, for example, rip rap, battering, gabion baskets • assisting with fencing of eroding portions of channels, at a distance that is in accordance with best practice • planting and maintaining vegetation to help prevent erosion • vegetation control (where appropriate) • retaining and developing fish habitats when clearing river blockages and fish passage barriers • minor erosion control work to maintain channels in their present locality and to reduce the sediment input caused by streambank erosion • assessing river stream confluences and managing erosion issues • supporting proactive erosion mitigation. 	River Management team / Annual programme
Stream inspections	River and stream inspections are undertaken on an ongoing annual programme basis, and follow-up is completed in response to reports of damage and customer enquiries.	
Collaboration	<p>Work with local iwi and hapū, Department of Conservation, other agencies and territorial authorities (where applicable) on:</p> <ul style="list-style-type: none"> • larger erosion control works, to mitigate the impacts of natural erosion • response and resolution from public enquiries • providing information and advice on river enquiries • existing collaborative projects with Ngāti Hauā within Manganua and Karāpiro Catchment providing advice and support to achieve project goals • work with territorial authorities to develop a tool or process of sharing river management, data and methodologies that will allow collaboration, funding and multiple benefit prioritisation • progressing the Central Waikato River Stability Management Strategy. 	
Landowner agreements	Develop landowner agreements for instream and riparian management such as erosion control, vegetation management, fencing, planting, and other environmental and indigenous biodiversity enhancement opportunities.	
Project maintenance	Maintain past, current and future projects by way of spraying, form pruning, fence maintenance (where applicable), riparian plant maintenance, and ongoing annual programme monitoring of erosion and channel behaviour.	
Environmental enhancement	Develop and implement initiatives for environmental enhancement such as the installation of native woody debris and indigenous fish habitat work where appropriate.	

FOCUS AREA 5 – LANDOWNER, STAKEHOLDER AND COMMUNITY ENGAGEMENT		
Working collaboratively with landowners, stakeholders, care groups and the wider community can contribute to the wellbeing and improvement of catchments, through education, knowledge sharing and partnerships. The following actions will enable collaborative opportunities.		
IMPLEMENTATION ACTIONS	WHO/TIMING	
Education	<p>Improve understanding and education of catchment management activities and the benefits of landowner partnerships.</p> <p>Support Waikato Regional Council's existing work with local schools to enhance indigenous biodiversity through plantings and other environmental enhancement initiatives.</p>	Zone and Catchment Management team / Completed by June 2019
Staffing	Seek to ensure adequate staffing levels are available to allow a collaborative approach to increasing community engagement.	Zone and Catchment Management team / Completed by June 2018 as part of LTP adoption)
Collaboration	<p>Develop strong landowner agreements for works such as fencing, planting and maintenance work.</p> <ul style="list-style-type: none"> • Where landowners are willing, facilitate opportunities to bring people together (for example, a farm field day) to: <ul style="list-style-type: none"> • build knowledge and capability • coordinate discussion groups on enhancing catchment health • encourage thinking beyond property boundaries. 	Zone and Catchment Management team/ Annual programme

FOCUS AREA 6 – COLLABORATE WITH STAKEHOLDERS TO ACHIEVE THE GREATEST VALUE - COMMUNICATION AND PARTNERSHIP		
Working collaboratively with other directorates within Council and externally with territorial authorities, agencies and industry. Maximising these opportunities for relationship building ensures efficiency and can avoid duplication of effort and work.		
IMPLEMENTATION ACTIONS	WHO/TIMING	
Relationship development	<p>Develop relationships within Waikato Regional Council across directorates and with external authorities and agencies to identify opportunities to collaborate.</p> <p>Leverage existing relationships for mutual or wider community benefits (for example, the NZ Transport Agency).</p> <p>Build a stronger relationship with territorial authorities, especially in understanding the impacts of urban development.</p> <ul style="list-style-type: none"> • Support and fund where appropriate, development of Integrated Catchment Management Plans. • Provide early opportunities for engagement where an agency's priority may be impacted by the others activity. 	Zone and Catchment Management team/ Ongoing
Progressing the Central Waikato River Stability Management Strategy	<p>Continue to promote and progress the Central Waikato River Stability Management Strategy with the project partners (Hamilton City Council, Waikato District Council, Waipā District Council, Mercury, Waikato Tainui), in particular:</p> <ul style="list-style-type: none"> • the strategy to accelerate outcomes to be agreed. 	Zone and Catchment Management team/ Completed by June 2018.

Collaboratively enhancing the health and wellbeing of rivers and catchments within the zone

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FOCUS AREA 7 – WORKING IN PARTNERSHIP WITH HAMILTON CITY COUNCIL		
Both Waikato Regional and Hamilton City Council have shared objectives towards the management of biodiversity, flood protection, river and catchment works and the management of stormwater. Working together will help to ensure that these objectives are delivered efficiently.		
IMPLEMENTATION ACTIONS		WHO/TIMING
Delivery of service level agreement (SLA)	<p>Collaborate with Hamilton City Council (HCC) on the Project Watershed SLA, in particular working with HCC staff on:</p> <ul style="list-style-type: none"> • erosion control with a pre-emptive focus • completion and timely financial reporting of the annual work programme • reporting to the catchment committee as required • allocation and spend of annual budgets • annual and long term planning timeframes • working together to agree on potential changes to the programme in response to natural events, for example, erosion or slips • review and modification of the SLA as required to continue to deliver the most efficient outcomes for the community. 	Zone Manager / Annual programme
Collaboration on additional initiatives	<p>In addition to the above SLA, continue to work collaboratively on a range of initiatives including:</p> <ul style="list-style-type: none"> • future outcomes of the Local Indigenous Biodiversity Strategy (Pilot Project) • response and resolution of queries from the public • stormwater quality and quantity and urban development • maintenance of streams • erosion control • flood mitigation • biodiversity • cross boundary issues • consenting processes • shared methodologies • restoration projects supported by the Waikato River Authority and undertaken under the WWRRS (see Appendix 1). 	Zone and Catchment Management team, Policy Implementation team / Annual Programme

FOCUS AREA 8 – IWI ENGAGEMENT		
IMPLEMENTATION ACTIONS		WHO/TIMING
Supporting iwi co-management practices and continuing to develop relationships with iwi is integral part of delivering more effective catchment management outcomes for the zone, achieving desired community outcomes, and helping to define priority projects and align catchment works to achieve value for money. Key actions to support mana whenua in the central zone will include:		
Relationships with iwi and integration across council	<p>Build trust and credibility by strengthening relationships with mana whenua (at iwi and marae level).</p> <p>Actions to support mana whenua to be coordinated across Waikato Regional Council to ensure greater integration and efficiency.</p> <p>Increase staff training, resourcing and introductions to iwi collaboration in the zone.</p>	Zone and Catchment Management team / Annual Programme
Support iwi involvement in projects	<p>Understand mana whenua objectives and priorities, including those developed by Waikato-Tainui as part of the WWRRS and incorporate into catchment new works and other indigenous biodiversity projects.</p> <p>Collaborate with iwi when undertaking catchment scale works and projects to enhance amenity, public access to and experience of the Waikato River and its tributaries, cultural sites, wetlands and lakes. Recognise that iwi have significant knowledge to offer regarding pre- and post- European culture and the location of historic cultural sites, and that restoration options and works should be undertaken (where appropriate) in line with the River Settlement Deed.</p> <p>Supporting existing initiatives or projects including:</p> <ul style="list-style-type: none"> • Local Indigenous Biodiversity Strategy (LIBS) • programming priorities from the WWRRS into Central zone catchment and river works • WRA projects, for example Turangawaewae Marae Riverbank Restoration and Moanatuatua Wetland Restoration • projects that enhance the ability and capacity of iwi to act as kaitiaki for their awa. 	
Treaty Settlements	Be responsive and adaptable to Treaty settlement outcomes.	

FOCUS AREA 9 – COMMUNITY RESILIENCE TO FLOODS AND HIGH RAINFALL		
A key priority under the Waikato Regional Council Strategic Direction 2016 – 2019 is to increase communities understanding of risks and resilience to change. Key actions to support this include:		
IMPLEMENTATION ACTIONS		WHO/TIMING
Management of flood risk	<p>Work with relevant agencies and organisations to manage flood risk, including:</p> <ul style="list-style-type: none"> • production of appropriate local flood response manuals • defining areas of responsibility during flood response • effective communication to ensure resources are allocated appropriately during flood events. <p>Working in conjunction with the Waikato Central Drainage Committee to ensure coordination and collaboration on appropriate issues, including:</p> <ul style="list-style-type: none"> • reducing risks of localised flooding in dedicated drainage areas through the removal of vegetation congestion and blockages • annual performance and condition inspections are undertaken in dedicated drainage areas where community maintenance schemes are in place. 	Zone and Catchment Management team / Completed by June 2018
Education	Education on likelihood and consequences of the impacts of a greater than design flood event. Engage the communities on these matters and provide advice for managing these risks (residual flood risks). This could be achieved through schools, newspapers, signboards and advertising.	Zone and Catchment Management team / Annual programme
Response to public queries	Direct appropriate (Catchment or River Management Officer) resources to respond to queries or assistance following high rainfall events.	Zone and Catchment Management team /As Required
Strategy development	Support the development of the Regional Asset Management Plan and Regional Infrastructure Strategy.	Zone and Catchment Management team / Completed by June 2018.

FOCUS AREA 10 – BIOSECURITY OPERATIONS		
<p>Waikato Regional Council work with landowners and community groups under a regional programme to manage plant and animal pests that are a threat to indigenous species, habitats and economic productivity. The following activities are proposed for animal and plant pest control.</p>		
IMPLEMENTATION ACTIONS		WHO/TIMING
Regional Pest Management Plan review	Support the review of the Regional Pest Management Plan.	Biosecurity team / Completed by June 2020
Animal pests	Support collaborative opportunities through Predator Free 2050.	Biosecurity team / Annual Programme
Plant pests	<p>Increase education of pest plants to Waikato Regional Council staff.</p> <p>Waikato Regional Council owned and managed land undertakes active pest plant control as per RPMP and is 100% compliant.</p> <p>Support collaborative opportunities to enable on farm biosecurity and biosecurity pathway management.</p>	

FOCUS AREA 11 – BIODIVERSITY AND NATURAL HERITAGE OPERATIONS		
Waikato Regional Council will undertake the following actions to enhance indigenous biodiversity and support the maintenance of natural heritage.		
IMPLEMENTATION ACTIONS		WHO/TIMING
Action planning	Develop a Willis Report implementation plan for the Central Waikato zone. Incorporating outcomes of the Local Indigenous Biodiversity Strategy (Pilot Project).	Natural Heritage team / Completed by June 2018
Education	Work with Enviroschools coordinators to promote biodiversity through Enviroschools throughout the zone.	Natural Heritage team / Annual programme
Review and monitoring	Review best management practices for restoration planting. Monitor success of current biodiversity projects and programmes and incorporate knowledge from commissioned reports to improve outcomes. This includes continued support of the following: Hamilton Halo – continued monitoring and support of Predator Free Hamilton activity and research in Hamilton Waiwhakareke Heritage Park – Waikato Regional Council provided a major grant towards this project in 2017 integration of the outcomes from the Local Indigenous Biodiversity Strategy urban biodiversity research project being undertaken by Landcare Research and Waikato University.	Natural Heritage team / Land and Soil team (SAS) / Annual programme
Priority areas	Develop and implement restoration/enhancement plans for priority areas or areas that leverage other values such as amenity and access, including those identified in the WWRRS. Undertake biodiversity maintenance works at priority biodiversity sites in collaboration with landowners, community groups and other organisations.	Natural Heritage team/ Annual programme
River management work programmes	Incorporate biodiversity objectives into river management work programmes. Works (where appropriate) that may lead to better biodiversity outcomes could include: <ul style="list-style-type: none">• restoration of streams• best practice riparian management• removal of barriers to native fish passage whilst maintaining the exclusion of pest fish.	Natural Heritage team / Completed by August 2019





6.1 FUNDING

The council collects rates (general and targeted) for flood protection, river management, soil conservation works, catchment management and new works, based on areas of benefit and activities that contribute to the programmes being managed. The actions identified in this zone plan and funded by the council will be implemented under the current levels of service agreed with the community. Work programmes and funding levels will be subject to review throughout the life of the plan.

The council will also actively explore opportunities for co-funding of projects with partner agencies. The zone has already been successful in some recent funding applications, and opportunities for further funding will be explored and actioned as appropriate.

6.2 MONITORING AND REVIEW

The plan will be reviewed, as required or as mandated, in order to implement any statutory obligations (for example, Treaty Settlement legislation, National Direction). A full review is required every six years and a limited review three years after each full review.

Monitoring of the goals will be ongoing annual programme and will focus ongoing annual programme and will focus on the following key aspects:

- environmental outcomes demonstrating the effectiveness or otherwise of this zone plan
- completion of actions to measure the degree of implementation of this zone plan
- the outcomes of the information gathered in respect of table 3.

The results of monitoring will be reported annually to the catchment committee and the Integrated Catchment Management Committee. A three-yearly summary will be used to inform the reviews of this zone plan. Minutes from these meetings are made available to the public.

		MEASURES
GOALS	GOAL 1 Contribute to improving water quality within priority catchments in the zone	<ul style="list-style-type: none"> Annual work programmes achieved as proposed Number of Farm Environment Plans implemented through Healthy Rivers/Wai Ora: Proposed Plan Change 1. Implementation of an ongoing annual programme water quality monitoring programme.
	GOAL 2 To maintain and enhance indigenous biodiversity associated with the Waikato River, its tributaries and wetlands and lakes across the zone	<ul style="list-style-type: none"> Annual Waikato Regional Council funding allocations within the zone for biodiversity projects. Number and area of biodiversity management projects undertaken. Number and area of restoration projects initiated and maintained.
	GOAL 3 Manage the instream impacts of urban development and land use intensification in association with territorial authorities and other partners	<ul style="list-style-type: none"> Completion of mitigation measures as per annual programme. Collaborative partnerships in place and functioning effectively.
	GOAL 4 To work collaboratively with iwi, territorial authorities and communities to align and integrate projects and priorities within the zone	<ul style="list-style-type: none"> Evidence of collaborative arrangements in place. Outcomes reported.

TABLE 3 - Monitoring measures

6.3 ONGOING ANNUAL PROGRAMME IMPROVEMENT AND DEVELOPMENT

There are a number of matters relating to the zone plan that have not been fully resolved at the time of completing the plan. These matters will be progressed prior to the next plan review, a number being associated with 2018-2028 Long Term Plan (LTP) development. These are set out in the following table.

ISSUE	DESCRIPTION	TIMING
Performance measures	In association with 2018-2028 LTP development, there is a need to confirm a set of zone specific performance measures based on the content of the plan and to incorporate these into a reporting template.	March 2018
Maintenance strategy	A regional review of catchment management maintenance strategies was being undertaken in October 2017. The findings will be applied to the central zone when available.	February 2018
Prioritisation and evaluation process	A range of interest groups have developed individual priorities relative to their respective goals and objectives. This includes WWRRS, LIBS, Waikato Regional Council and HCC. There is a need to incorporate this range of objectives into programmes to be promoted by Waikato Regional Council via Project Watershed funding, as appropriate.	June 2018
Catchment monitoring and reporting	There is a need to confirm that an environmental monitoring programme is in place that will inform the committee and council of the outcomes sought under this zone plan. Opportunity to collaborate with others (e.g. HCC).	June 2018
Database coordination and access	The catchment committee has identified the need to ensure effectiveness in the management and accessibility of data relative to management of the region. Waikato Regional Council's Science and Strategy team has a project in progress and will report back to the committee in 2018.	June 2018

TABLE 4 - Matters requiring improvement or development



HCC	Hamilton City Council
ICM	Integrated Catchment Management
LIBS	Local Indigenous Biodiversity Strategy
LMAS	Land Management Advisory Services
LTP	Long Term Plan
PC1	Plan Change 1
RMA	Resource Management Act (1991)
RPMP	Regional Pest Management Plan
RPS	Regional Policy Statement
SLA	Service Level Agreement
WHNP	Waiwhakareke Natural Heritage Park
WRA	Waikato River Authority
WRC	Waikato Regional Council
WRP	Waikato Regional Plan
WWRRS	Waikato Waipā River Restoration Strategy

MEMBERSHIP OF THE CENTRAL ZONE CATCHMENT COMMITTEE:

- Regional councillor (3), (including Chair of Integrated Catchment Management Committee, and Chair or Deputy Chair of WRC)
- Hamilton City councillor (1), Hamilton City Council staff (1)
- Waikato District councillor (1)
- Waipa District councillor (1)
- Mercury (1)
- Department of Conservation (1)
- Waikato Tainui
 - Ngā Mana Toopu Kirikiriroa (1), Ngāti Hauā (1), Ngāti Koroki Kahukura (1)
- Local community representatives (4)

Biodiversity: In this document when referring to biodiversity, the reference should be read as indigenous biodiversity.

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* n.d. = no date specified.



WAIKATO AND WAIPĀ RESTORATION STRATEGY PRIORITIES

Priority locations, issues and works in the central zone as identified in the Waikato River and Waipā River Restoration Strategy. (Priorities were developed together with the Lower Waikato Zone sites and therefore the priority ranking reflects the ranking amongst all sites for both zones.)

CATCHMENT/LOCATION	FOCUS ISSUES	PRIORITY WORK IDENTIFIED	PRIORITY RANKING
Mangaonua Stream catchment	Hill country erosion	<ul style="list-style-type: none"> • Pole planting • Re-vegetation with manuka or pine • Fencing existing indigenous vegetation 	Medium
	Wetlands, seeps, ephemeral streams	<ul style="list-style-type: none"> • Fencing wetlands and ephemeral streams 	Very high
	Fish habitat	<ul style="list-style-type: none"> • Riparian fencing • Riparian planting • Remediation of fish barriers 	Medium
Karāpiro Stream catchment	Hill country erosion	<ul style="list-style-type: none"> • Pole planting • Re-vegetation with manuka or pine • Fencing existing indigenous vegetation 	Medium
	Streambank erosion	<ul style="list-style-type: none"> • Riparian fencing • Riparian willow pole planting • Native riparian planting • Erosion protection structures 	Medium
Mangaone and Mangaomapu Streams	Fish habitat	<ul style="list-style-type: none"> • Riparian fencing • Riparian planting • Remediation of fish barriers 	Medium
Mangakotukutuku catchment	Wetlands and seeps	<ul style="list-style-type: none"> • Fencing wetlands and ephemeral streams 	Medium
Kukutaaruhe Stream	Biodiversity	<ul style="list-style-type: none"> • Weed control • Native re-vegetation • Remediation of fish barriers • Possum control 	Medium
Lake Rotoroa	Water quality	<ul style="list-style-type: none"> • Management of pest fish • Eradication of Egeria densa and re-establishment of native aquatic plants 	Very high
Lake Rotomānuka	Water quality	<ul style="list-style-type: none"> • Fencing • Native planting • Construction of treatment systems on drains • Annual fishing of Rotomanuka North • Submerged plant translocation 	Very high
Lake Rotopiko East	Biodiversity	<ul style="list-style-type: none"> • Pest fish eradication 	Medium
Whole of zone	Iwi cultural priorities	<ul style="list-style-type: none"> • Protection and restoration of puna • Wetland enhancement • Enhancement of mahinga kai sites 	High to Very High

Attachment 3

Item 14

HE TAIAO MAURIORA

HEALTHY ENVIRONMENT

HE ŌHANGA PAKARI

STRONG ECONOMY

HE HAPORI HIHIRI

VIBRANT COMMUNITIES

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(Ten year plan)

Note: Budgets exclude inflation

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	Total PW Budget	18/19 PW budget	19/20 PW budget	20/21 PW budget	2021-28 PW budget
Stream cleaning	HCC (City Waters)	Annual programme of work to keep streams, drains and open channels free of obstructions	Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions is minimised	1,337,000	133,700	133,700	133,700	935,900
Mangonui Stream (Hillcrest)					31,600	31,600	31,600	221,200
Kirikirio Stream (Chartwell)					31,600	31,600	31,600	221,200
Waikawihiri Stream (Dinsdale / Maeroa)					31,600	31,600	31,600	221,200
Mangakotukutu Stream (Glenview)					24,300	24,300	24,300	170,100
Te Awa-o-Kata Paki Stream (Rotorua)					14,600	14,600	14,600	102,200
Puke								
Rotokauri								
Te Rapu								
Templeview								
Reactive erosion maintenance	HCC (City Waters)	To address erosion events reactively as they are identified during maintenance activities. Only erosion events that meet SIA objectives are to be funded	Stabilisation of stream banks during flood events to provide future protection		20,000	50,000	50,000	
Waikawihiri Stream Maintenance	HCC (City Waters)	Maintenance of the gullymat in Waikawihiri Stream. This mat was installed to increase the flow of water and thereby reduce the risk of flooding	Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions is minimised	200,000	20,000	20,000	20,000	140,000
Condition assessment walkover, works identification				50,000	5,000	5,000	5,000	35,000
Remedial works carried out				150,000	15,000	15,000	15,000	105,000
Project Watershed Management	HCC (City Waters/City Parks)	SIA management to cover the costs of reporting, attending meetings etc with WRC in relation to Project Watershed works		260,000	26,000	26,000	26,000	182,000
Stream Bank Stabilisation	HCC (City Waters/City Parks)	Proactive Stream Bank Stabilisation – Tributaries	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	300,000	65,000	35,000	35,000	245,000
River Bank Stabilisation	HCC (City Waters/City Parks)	Proactive River Bank Stabilisation – Waikato River	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	365,000	50,000	35,000	35,000	245,000
Community Tree Planting	HCC (City Parks)	Proactive Stream Bank Stabilisation – Tributaries and Rivers carried out by volunteers	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	330,000	33,000	33,000	33,000	231,000
Maintenance of works and gully's	HCC (City Parks)	Works include: Site preparation work, 2 years in advance of proactive bank planting 10% of past planting, 1st year intensive maintenance, 2nd year follow on maintenance until handed to HCC BAU programme	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	1,730,000	171,000	171,000	171,000	1,197,000
Reactive Erosion Control Works		Remediation of erosion identified through condition assessment or customer complaints	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	1,350,000	900,000	50,000	50,000	350,000
CE19026-Erosion Control Works		Nominal allowance to undertake small scale erosion mitigation works reactively			50,000	50,000	50,000	350,000
CE19026-Te Awa-o-Katapaki - Lower Catchment Erosion control		Remediation of severe erosion between river confluence and river rd.			850,000			
Kirikirio Stream Rehabilitation - Reserve Funded	HCC (City Parks)	Enhancement of the Kirikirio Stream at Mangahiri Park. Works include removal of willow, site preparation, planting of native plants, and maintenance.	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	330,000	170,000	160,000	-	-
Drilling willow - Pest weed removal				-				
Willow removal & Planting prep				100,000	50,000	50,000		
Planting (40,000 plants)				210,000	110,000	100,000		
Maintenance				20,000	10,000	10,000		
Mangonui Stream - Reserve Funded	HCC (City Parks)	Enhancement of the Mangonui Stream headwaters and tributaries within HCC ownership - being the unnamed tributary between Sibleydale and Morrissdale Roads. Works include removal of willow, site preparation, planting of native plants, and maintenance.	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	237,699	112,699	125,000	-	-
Site access						100,000		
Planting (38,000)					41,344	15,000		
Site preparation for planting					71,355			
Planting						10,000		
Maintenance								

To: River and Catchment Services, Waikato Regional Council
From: Hamilton City Council
Subject: **Project Watershed Works Quarter 2 Report 2018/19**

1. Purpose of the Report

- 1.1. The purpose of this report is to:
- Provide Waikato Regional Council and relevant Committee(s) with highlights of the 2018/19 works programme carried out under the Project Watershed service level agreement.
 - Report on the HCC's project watershed financial year to date operating performance.

2. 2018/19 Year Work Programme Update

Waters – Stream Maintenance

- 2.1. Removal of obstructions identified during previous quarterly visual inspections has occurred within the Waitawhiriwhiri, Te Awa o Katapaki, Kirikiriroa and Mangakotukutuku catchments during this period. For areas Works consisted of spraying, drain cleaning (mechanical and by hand), removal of any fallen trees, inlet/outlet maintenance, and control of weed and pest species.
- 2.2. A slip has been identified on the true south riverbank at the Kirikiriroa/Waikato River confluence. A number of trees had fallen into the stream causing realignment and resulting erosion and land instability. Reactive works were completed to remove obstructions with future assessments being planned.
- 2.3. The Te Awa o Kati Paki stream area from the River Road culvert and the Waikato River confluence remains a high-risk item through elevated hydraulic loading on the system (Waikato River levels and catchment rainfall). This has resulted in areas of erosion which have led to landowner complaints.
- WRC and HCC have engaged a consultant through the LASS professional services panel to provide support on the final design solution. Anticipated to be completed prior to 2018-2019 summer construction season.

A Potential risk exists with regard to accessing the stream reaches safely to carry out construction works. This is anticipated to be resolved with landowners in early 2019.



Figure 1. Waitawhiriwhiriri stream – pre clearing



Figure 2. Waitawhiriwhiriri stream - post clearing



Figure 3. Kirikiriroa Stream erosion – post clearing

2.4. Focus next Quarter

- 2.3.1 Progress access and construction for Te Awa o Katipaki for area closest to River Rd culvert (Reach 1). Ongoing communications with affected stakeholders on outcome of design.
- 2.3.2 Implementation of erosion repair works along the Waitawhiriwhiri adjacent the Willoughby Closed Landfill.
- 2.3.3 Continued visual inspections of all catchments to identify any obstructions for removal and or further maintenance.

3. Parks and Reserves

What a busy planting season! We had so much wonderful support for our local community to undertake the vast number of plantings throughout the city! There were plenty of laughs and only a few gumboots lost in the action.

- Plant releasing is a key task post planting to ensure the plants survival.
- The Hillcrest High Enviro Group have been busy mulching and releasing the plants at Humarie Park



Figure 4. LIC and NHMT at Mangaonua Esplanade – Community Planting



Figure 5. Edgeview Cres, Mangakotukutuku Stream Care Group, with a team from ALSCO group and residents.



Figure 6. Edgeview Cres, Mangakotukutuku Stream Care Group, with a team from ALSCO group and residents.

3.1 Reserve Funded Areas - Mangaiti Reserve Restoration

Plant site preparation is under way, making room for the 36,890 plants were planted, in 20 days through the 3 defined areas.



Figure 7. Aerial plan showing identified project sites A – B - C

Area A – 10,699 Plants



Figure 8. Planting Area A

Area B – 17,061 Plants



Figure 9. Planting Area B



Figure 10. Planting Area B

Area C – 9,136 Plants



Figure 11. Planting Area C

3.2 Focus for the next quarter

To undertake releasing of the new plants and also identify any willows that are still alive and poison them.

3.3 Manganua Restoration

This quarter was the last for the NHMT project lead Temaapi Simich-pene who has gone to the Taupo area to be closer to family, we welcomed Cliff Kelly into the role and have had several meetings to get him up to speed on the project.

The Mangaonua has an official community group (the friends of the Silverdale branch of the Mangaonua gully system) that go along every Thursday undertaking weeding along the path within a 10m width, remove rubbish and maintain seedlings.

A great early kick off to the planting season with 13,000 plants planted, these were all grown at the NHM Trust's nursery in Morrisville. The planting was undertaken by NHM trust and community groups.



Figure 12. Planting Area C



Figure 13. Planting Area C



Figure 14. NHMT Team & Planting Areas

3.4 Focus for the next quarter

To undertake releasing of the new plants and also start planning the next steps for the project with NHM trust and community groups.

4. Financial Update

4.1 The financial progress year to date is deemed to be 'on-track'. For specific operational expenditure summary please refer to the table below.

Report Date: Jan-18
Project Manager: Adam Donaldson

Projects	YTD Actuals (\$)	Annual Budget	Variance	Variance	Status
Project Watershed Stream Maintenance	106,818	153,700	48,045	69%	Green
Reactive Erosion Management	0	20,000	20,000	0%	Green
Project Watershed Management	13,000	26,000	13,000	50%	Green
Stream Bank Stabilisation	0	65,000	65,000	0%	Green
River Bank Stabilisation	0	50,000	50,000	0%	Green
Community Tree Planting	0	34,589	34,589	0%	Green
Maintenance of works and gully's	95,796	179,234	83,438	53%	Green
Unspecified Projects (WRC Reserve Funded)	0	0	0	0	Green
TOTAL	133,957	528,523	448,566	25%	Green

*Denotes data not available at time of report issue.

Commentary:

- The Kirikiriroa and Mangaonua Stream Rehabilitation expenditure is held in an HCC Reserve fund and is not included within 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 - 12 February 2019) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Rubbish and Recycling Kerbside Collection Contract)	

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

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